County Cedar and Kettner Development Project

Appendix B

Historical Resources Technical Report for 726-734 Beech Street

Prepared by Office of Marie Burke Lia

August 2011

HISTORICAL RESOURCES TECHNICAL REPORT

FOR THE 726-734 WEST BEECH STREET

SAN DIEGO, CALIFORNIA 92101

Cedar and Kettner Development Project

County of San Diego

Department of General Services

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CAO	Chief Administrative Officer of the County of San Diego
CCDC	Centre City Development Corporation
CEQA	California Environmental Quality Act
FAIA	Fellow of the American Institute of Architects
HABS	Historic American Buildings Survey
PRC	Public Resources Code

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1.0 INTRODUCTION

1.1 Project Description

The proposed project is a County of San Diego initiated three-phase project for the redevelopment of the County Cedar and Kettner Property, within the Centre City community of the City of San Diego. This County-owned block is bounded by West Beech Street (south), Kettner Boulevard (east), Cedar Street (north) and the railroad right-of-way (west) within the City of San Diego.

Phase 1 of the proposed County Cedar and Kettner Development Project would include the site preparation of the entire property and the construction of the parking structure. The project site is currently developed with a surface parking lot over the northern two-thirds of the project site; on the southern third is the Star Builders office building and warehouse fronting westerly toward the railroad ROW. The existing surface parking and all structures onsite, including the three-story Star Builders Supply Company building (commonly known as the "Standard Sanitary Manufacturing Company"), and referred to herein as the "Star Building", a City-designated historic structure and adjacent warehouse (not designated as historic), are proposed to be removed to allow for development proposed under Phase 1, as well as the future phases of development. The parking structure would have three levels of below-grade parking and six floors of above-grade parking. Approximately 640 standard and ADA parking spaces would be provided in this structure. Access would be provided at two separate points, two lanes for entrance on Beech Street and two lanes for exit on Cedar Street. Cladding is proposed along all four sides of the parking structure.

Phase 2a involves the construction and development of a five-story building with retail/commercial on the first floor and offices on the upper four floors. The building would be constructed along the eastern side of the parking structure. Phase 2b is located in the southern third of the project site and would involve the construction of a high-rise residential structure, with retail along Kettner Boulevard and live-work lofts along the western project boundary.

As illustrated in the conceptual design plans for the project, three levels of parking (approximately 160 standard and ADA spaces) for the Phase 2b residential and retail development would be constructed beneath Phase 2b and would connect underground to the Phase 1 parking structure. However, ingress and egress to this parking would be limited to a driveway on Kettner Boulevard to allow for a private access for residents, separate from the CAC and office/commercial access, which would be from Beech Street (Inbound) and Cedar Street (Outbound). A total of 163 residential units are proposed in Phase 2b.

1.2 Existing Conditions

1.2.1 Environmental Setting

Natural Setting

The property is located within a city block bounded by West Beech Street (south), Kettner Boulevard (east), Cedar Street (north) and the railroad right-of-way (west) in the City of San Diego. It is located within the Centre City Redevelopment Project Area, the Little Italy Neighborhood of that Project Area and the Residential Emphasis Land Use District, according to the Land Use Map from the Centre City Planned District Ordinance. [1] It is surrounded by mid- and high-rise residential and office development, parking lots and the County Administration Center. In the early 1900s, this area was developed for commercial and industrial uses because of the proximity of the waterfront and the rail line. In the 1930s, the County Administration Center introduced governmental uses and in the 1980s, the Centre City Redevelopment Project introduced office and residential uses.

Cultural Setting/Historical Background

The City of San Diego was incorporated as a City by the state legislature in 1849. One of the first acts of the new City Council was to approve earlier maps of the City and its tidelands. At the same time, pueblo lands were being divided up among buyers, mostly for speculation.

West of Balboa Park, between Old Town and the future downtown, laid a strip of low hills and tidal flats originally referred to as Middletown. In 1850, a group of ten investors bought the 687 acres and laid out the streets and lots and waited for boom times to arrive. After the boom did arrive, in 1880, development began. Workers for local government, construction and downtown businesses settled west of Front Street, larger and more impressive homes were built on the ridges. Census records identify these early settlers as Central European and Irish.

In 1875 there were only 75 Italians in the county, but by 1900 there were 116. The first Italians who arrived had tried other U.S. locations first. The forerunner of the Italian fishing community was Marco Bruschi who came to San Diego in 1869. Other Italians who came had been wine growers, sheepherders and ranchers. The fishermen and founders of fish markets and restaurants arrived by 1900. All of these transplanted members of the Italian community founded social organizations with large memberships. At the same time, the Portuguese community was heavily involved with the tuna industry. The 1906 San Francisco earthquake drove more Italian fishermen to San Diego where the immigrants prospered for the next few decades.

[1] A copy of that map is included in the Appendix 1.

By 1937, a different pattern had emerged for what was then known as Middletown. The main business district was located at the Five Points intersection on Washington Street, at the north end. Fish canneries were established at the south end and residences of the Italian fishermen and employees of the growing aircraft industry were along the waterfront.

San Diego's fishing industry contributed a large share to the City's growing economy. By 1939, the tuna catch was for the first time over 100 million pounds. The bulk of the fishing was divided between the Portuguese residents of Point Loma and the Italians of Middletown. The Italians came mainly from Sicily or northern Italy. Our Lady of the Rosary Church, built in 1925, with its beautiful stained-glass windows and magnificent murals by Venetian painter Fausto Tasca, formed the nucleus of their community. Prominent Italians of the early decades included the DeFalcos in the grocery business and the Ghios of Anthony's restaurant fame.

The establishment of Lindbergh Field in the 1920s and 1930s caused early height limits to be imposed that also affected the development of this region, Point Loma and Loma Portal.

During World War II, the San Diego Italian fishermen were ordered to move from homes close to the harbor as suspicious authorities considered them as having ties to Italy. Non-citizen Italians also had to move east. Many families moved back after the war was over.

After the War, the tuna industry gradually declined on the west coast and the 1960s construction of the Interstate 5 freeway destroyed 35% of the buildings in Middletown, all of which led to the disintegration of the community. But in the early 1990s, the established property owners and family-run business owners decided to take their fate in their own hands, and today's thriving Little Italy business and residential community is the result.

With reference to the subject property, its construction and use were tied to the main rail line that served San Diego and points south and north, the Atchison, Topeka & Santa Fe (formerly the California Southern) Railway. This rail line was the conduit for all goods moving in and out of San Diego since the late 1880s, and the Star Builders Company Building was built to be served by that rail line. The ground floor's west façade, on the rail line, and south façade, on the street, both contained large freight warehouse doorways to move goods in and out. Concrete ramps for loading and unloading goods directly from railroad cars along the west façade existed as part of a 5' wide loading platform that ran the length of the building.

Within this area of Centre City, only one other warehouse structure of a similar vintage on this rail line remains and that is the former San Diego Grain and Milling Company, one block south at West Ash Street. This brick warehouse, San Diego Historical Landmark #257, has been incorporated into a condominium complex and, although its original facades have been retained, it is no longer accessible from the rail line.

1.2.2. Record Search Results

Previous Studies

The subject property was included in the Historic Site Inventory of Harborview, prepared for the Centre City Development Corporation (CCDC) by the Lia/Brandes Team in February 1989. [2] This property was found to be eligible for the local Register of Historical Resources and was evaluated as an example of the Edwardian Commercial style of architecture and as a good example of the application of late Victorian stylistic elements to an industrial use.

In October of 1990, the architectural firm of Milford Wayne Donaldson did an Architectural Feasibility Study of the building for the County of San Diego. [3] That study quoted the findings of the above-cited 1989 Inventory and also noted that this "warehouse was designed with some unique details that represent the Renaissance Revival Style which is rare in San Diego. Given the above facts makes it apparent that the Star Builders Company Building is one of San Diego's historically significant structures, and it is our conclusion that it be recommended for local landmark status."

On March 5, 1991, a Negative Declaration was issued by the County of San Diego for a Board of Supervisors' discretionary action to restore and reuse the "Star Builders Warehouse" by integrating a portion of the ground floor as a light rail station, using the balance of that floor for public retail and using the upper 4,800 square feet for County office space. The Negative Declaration found that the restoration as proposed would meet the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings. It also noted that preservation of historic sites is a goal of the Conservation Element of the San Diego County General Plan. [4]

On October 15, 1991, the County's Chief Administrative Officer submitted a Report to the Board of Supervisors recommending the approval of the restoration and adaptive re-use of the 1911 Star Builders Warehouse. The proposed project was described as follows: the rehabilitation of the building would result in approximately 4,800 square feet of County office space and 670 square feet of a light rail station platform integrated with the ground floor of the building. The remaining 2,830 square feet on the ground floor could be utilized for a small retail/commercial area, as well as a County-information center related to jobs, transit or other appropriate functions.

On December 4, 1991, a Staff Report to the City's Historic Sites Board was issued recommending designation of the building on the basis of its architecture as a "rare, well-

[2] A copy of the DPR form from that Inventory is included in Appendix 2.
[3] A copy of the narrative portion of that Study is included in Appendix 3.
[4] A copy of the Negative Declaration is included in Appendix 4.

executed San Diego example of an industrial building designed in the Renaissance Revival style popular during the Edwardian era. It is notable for its creative use of concrete elements." [5] This Staff Report referred to the October 15, 1991 Report by the Chief Administrative Officer and the fact that the County would not be legally bound by the Historic Site Board actions related to the subject property even if it is designated due to the County's status "as a superior governmental entity".

On December 11, 1991, the Historic Sites Board approved the staff recommendation and the recorded Designation Resolution utilizing the same language as the staff recommendation. [6]

Previously Recorded Sites Adjacent to the Project Area

The subject property is located within a long developed area of the City of San Diego near the waterfront, now known as Little Italy. In 1989, a two volume Historic Site Inventory of Harborview [7] was prepared by the Lia/Brandes Team for the Centre City Development Corporation. The Inventory documented 79 sites, which were ranked 1 for those thought eligible for the National Register, 2 for those thought eligible for the Local Register and 3 for those thought not eligible for either register. The subject property was ranked 2.

This Harborview Inventory was reviewed by the City's Historical Site Board at meetings that occurred between April and October of 1990. Of these 79 properties, 25 properties located within a ¼ mile radius of the subject property were designated during this 1990 review of the Inventory by the Historical Site Board. In 1978, 1980, 1986 and 2006, four other properties within a ¼ mile radius of the subject property were designated as local historical resources. The property designated in 1978 was later demolished pursuant to a City issued discretionary permit.

Therefore, there are 28 previously recorded, locally designated historical sites adjacent to the project area and, of these, 4 have been incorporated into new development. This information has been compiled in a *Table of Designated Historical Resources within a quarter mile of 726-734 West Beech Street*. [8]

Previously recorded archaeological resources are the subject of an Archaeological Resources Technical Report prepared as part of this environmental review.

1.3 Applicable Regulations

State Law

[5] A copy of that Staff Report is included in Appendix 5.
[6] A copy of the Designation Resolution is included in Appendix 6.
[7] The Little Italy neighborhood was formerly referred to as Harborview.
[8] A copy of this Table is included in Appendix 7.

California Government Code §53090 and §53091 recognize the principle of intergovernmental immunity, such that cities and counties are exempt from each other's building and zoning regulations. (*Lawler v. City of Redding*, 1992, Cal App 3d Dist.) However, Public Resources Code §21153 requires CEQA consultation by local lead agencies with other public agencies.

The California Environmental Quality Act (CEQA) has established that a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment, Public Resources Code §21084.1. For purposes of this code section, "historical resources" includes those listed in a Local Register of Historical Resources.

A substantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource would be materially impaired, CEQA Guidelines §15064.5 (b)(1).

San Diego Municipal Code

Properties are designated as local historical resources pursuant to the San Diego Municipal Code's Chapter 12, Article 3, Division 2, §123.0201 et seq., entitled *Designation of Historical Resources Procedures*. This property was designated as a local historical resource on December 11, 1991. However, because the property is owned by a separate governmental entity, the property is exempt from the City's building and zoning regulations. Therefore, because the subject property is owned by the County of San Diego, the City's *Historical Resources Regulations,* contained in the Municipal Code's Chapter 14, Article 3, Division 2, §143.0201 et seq., and its *Site Development Permit Procedures,* contained in the Municipal Code's Chapter 12, Article 6, Division 5, §126.0501 et seq., are not applicable to the subject property and are not relevant for this Report.

2.0 GUIDELINES FOR DETERMINING SIGNIFICANCE

<u>Historic Resources</u>

The California Environmental Quality Act (CEQA) has established that a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment, Public Resources Code §21084.1. For purposes of this section, "historical resources" includes those listed in a Local Register of Historical Resources. Therefore, the fact that the Star Builders Company building is listed on the City of San Diego Historical Resources Register means that it must be treated as a "historical resource" under CEQA.

The guidelines for determining historical significance under CEQA, for properties that are not automatically considered historical resources, i.e. properties nominated directly to the California Register, have been established by the California Public Resources Code §5024.1 and CEQA Guidelines §15064.5(a)(3), which read as follows: "Generally, a resource shall be considered by the lead agency to be `historically significant' if the resource meets the criteria for listing in the California Register of Historical Resources." Those criteria are as follows:

(A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

(B) Is associated with the lives of persons important in our past;

(C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

(D) Has yielded, or may be likely to yield information important in history or prehistory.

The Star Builders Company building was found by the City of San Diego in December of 1991 to meet the City's designation criterion C, for architecture. The City's criterion for architecture is a restatement of the California Register and the National Register criteria for architecture.

Integrity

Furthermore, pursuant to the California Office of Historic Preservation's *Technical Assistance Series #5* publication and the City of San Diego's *Guidelines for the Application of the Historical Resources Board Designation Criteria*, all resources nominated for listing on the California Register must have integrity, which is the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Resources, therefore, must retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling and association. It must also be judged with reference to the particular criteria under which a resource is proposed for nomination.

The Secretary of the Interiors Standards for Rehabilitation

The 1991 Negative Declaration that was issued by the County for the approval of the rehabilitation of this building found that the plans as proposed would comply with the Secretary of the Interior's Standards for Rehabilitation. Since the rehabilitation and adaptive reuse of the property was completed in 1996, the building's continuing eligibility for the California Register of Historical Resources is dependent upon a determination that the

completed rehabilitation and adaptive reuse project complied with these Standards, which are as follows:

1. A property will be used as it was historically or will be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.

2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alterations of features, spaces and spatial relationships that characterize a property will be avoided.

3. Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.

4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.

5. Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.

6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

8. Archaeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

9. New additions, exterior alterations or related new construction will not destroy historic materials, features or spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

3.0 ANALYSIS OF PROJECT EFFECTS

3.1 Methods

3.1.1 Archival Research

A primary source of archival research on buildings is the County Assessor's Building Record. However, because this property was acquired by the County of San Diego in March of 1985, the Assessor's Office did not retain this record, which is used for the purposes of documenting a property for, among other reasons, property tax assessments.

Sanborn Fire Insurance Maps were obtained for the property from 1906 to 1971. Maps were available for 1906, 1921, and 1950 to 1971. The parcel was vacant in 1906 and the building first appears on the 1921 Map, where it is described as a commercial transfer warehouse with a 5' wide loading platform adjacent to the AT&SF Railway Main Line. [9] The 1921 to 1971 Maps show the Hercules Oil Company facilities on parcels to the north and northeast of the subject property consistently.

The Legal Description of the subject property is: Lot 6 of Block 28 of Middletown, according to the partition map thereof made by J.E. Jackson in 1874, on file in the County Recorder's Office, excepting from said lot, that portion thereof included within the right of way of the Atchison, Topeka and Santa Fe Railway Company, formerly the California Southern Railway Company, by deed recorded in Book 36, page 171 of Deeds. As indicated on the Assessor's Parcel Map, a 25' wide right of way for the rail line is reserved on the west side of all the parcels on this block, reducing the useable square footage of the subject property to 5000 sf. [10]

A Chain of Title was acquired for the property and it shows a series of owners of the vacant parcel from 1874 to 1908, when, on July 15, 1908, J.R. and Katherine B. Downs conveyed the property to Wayne G. Simmons. On January 27, 1911, Wayne G. and Mary K. Simmons conveyed the property to the Star Builders Supply Company. The Lot Block Book Pages for this property show that it was first assessed for improvements in 1911, when the owners were shown as Wayne G. Simmons and Star Builders Supply Co. Therefore, it is believed that Wayne G. Simmons constructed the subject building in 1911.

In August of 1919, the Southern Trust and Commerce Bank acquired the property from the Trustees of the Star Builders Supply Company in a judicial foreclosure action and in June of 1923, the Bank sold the property to the Standard Sanitary Manufacturing Company. In March of 1939, the Standard Sanitary Manufacturing Company conveyed the property to the American Radiator & Standard Sanitary Corporation. In March of 1944, the American Radiator & Standard Sanitary Corporation conveyed it to James W. and Donna Elizabeth Case. (At the same time, James W. Case acquired the lot immediately east of the subject property.) In April of 1976 the Cases conveyed the subject property to James D. and Leona M. Bradfield. The

[9] Copies of these Maps are included in Appendix 8.
[10] A copy of the Assessor's Parcel Map is included in Appendix 9.

Bradfields conveyed the property to the Santa Fe Land Improvement Company in March of 1985 and on the same day the property was conveyed to the County of San Diego. [11]

A use chronology of the building, which has been compiled from a variety of sources, is as follows. The Star Builders Supply Company occupied the building between 1911 and 1919. When the Standard Sanitary Manufacturing Company took over the building in 1923, it became one of the 60 branches of the company across the country. They used the building for office and warehouse space. Thereafter, the building was vacant for a long period until 1943, when the Grand Rapids Home Furnishings Company moved in and painted signage on the north wall, which remains today. In 1944, the C & R Transfer Company, owned by James W. Case, moved in and became one of the longest lasting tenants. Their signage was added to the east wall of the building, which also remains. In February of 1947, James W. Case built another, single story warehouse on the lot to the east and the C & R Transfer Company utilized it as well. The Bradfields succeeded Case as the owners of the C & R Transfer Company. These two warehouses were also used by a beer distributor and by a distributor of safety equipment and welding supplies. [12]

Architectural Feasibility Study

In October of 1990, an Architectural Feasibility Study of the Star Builders Company Building was prepared by the Milford Wayne Donaldson architectural firm. That Study contained a thorough description and photographs [13] of the building at that time:

> "This three-story block shaped industrial structure, with its flat parapeted roof, projecting eave and heavy undecorated ledgement below each double hung sash window is representative of Edwardian Commercial architecture in transition. The structural bays are apparent in the massive concrete elements, both vertical and horizontal, supporting the building. A decorative band of dentils marks the top of each floor below the spandrels, which project out from the face of the exterior walls. Cast concrete blocks, which were made to simulate quarried stone, were used above the sill line of each floor. The ground floor entrances of the south and west faces (those with frontage on the street and tracks) consist of large warehouse freight doorways and standard sized doorways. Concrete ramps for loading and unloading goods directly from railroad cars along the west façade existed at one time but have recently been removed for the MTS north line construction. The north and west [sic] facades are 40'-0" tall concrete walls with no fenestration. It is probable that the concrete walls are

[11] A copy of the Chain of Title is included in Appendix 10.
[12] These other sources include the Donaldson Architectural Feasibility Study, the Historical Assessment on the warehouse next door to the east, newspaper articles and City Directory research.
[13] The Pre-Rehabilitation Photos are included in Appendix 11.

reinforced with steel. However, no tests have been made to verify the steel reinforcement."

The Feasibility Study was prepared to research the building's historical significance and provide analysis that would assist the County in determining the future use of the building. Part of the analysis was based on integrating the building with the San Diego County Administration Center Concept Plan and for use as the MTS County Administration Center Station. The Study was accompanied by current photographs of the exterior and architectural drawings of the proposed rehabilitation and modifications to the building. The most significant modifications were to occur in the western 20% of the ground floor of the building where the MTS station was to be incorporated into the building. [14]

Rehabilitation of the building

In 1996, the final architectural plans by the Donaldson firm for the rehabilitation of the subject property were approved for the work to proceed. The following discussion is intended to document the changes to the building proposed by the approved plans. [15]

Ground Floor Demolition: The western 20% of the ground floor of the building, exclusive of structural elements, was removed to create the open MTS platform space. This area and two other small areas on this floor were excavated to accommodate improvements, including a new elevator shaft. All wood windows and doors and their related components were removed and the window in the best condition was salvaged to serve as a model for the replacements. The elevator assembly, stair framing, wood framed partitions and platforms, mechanical, electrical, plumbing and the warehouse door were all removed. On the east end of the south façade, the existing pedestrian door and warehouse door and assembly were removed.

Second and Third Floor Demolition: The building footprint was retained on these levels but all the existing wood elements described above on the ground floor were also removed on these floors along with the original interior stairs and elevator shaft.

Roof Level Demolition: The built up roof membrane system, entire wood joist and beam framing system, cornice construction, scuppers, downspouts, access hatch, and access ladder were removed. A corner section of the sheet metal cornice was retained for replication.

Ground Floor Construction: A new metal exit stair was added on the north façade to serve all three floors. An open 8' wide arcade to serve as the MTS platform was created. Three large new openings were created in the former west façade, one within each structural bay of this façade. A metal storefront window wall system was installed on the inside wall of the arcade.

[14] Relevant portions of the Study are included in Appendix 3.
[15] Copies of the relevant sheets from those plans are included in Appendix 12.

Comparable openings were created at the south and north ends of the arcade. A new interior stairwell and elevator shaft were created at the center rear of the floor. The original West Beech Street warehouse entrance opening was retained, but was infilled with a new metal storefront window. A new pedestrian entrance was created in the easternmost bay of the south façade with a new metal storefront entrance. New wood double hung windows were installed in the unaltered openings on the ground level south façade.

Second and Third Floor Construction: The new metal exit stair connects to these floors as does the new interior stairwell and elevator shaft. Restrooms were installed in the northeast quadrant of each floor. New double hung wood windows were installed on the south and west facades of both floors in the original openings. New steel frame windows were installed in the north wall, on the second and third floors, four on each floor. The east wall was not impacted.

Roof Level: The existing concrete ledger (ledgement) was retained and a new sheet metal cornice, replicating the original, was installed. A new roof access hatch and new roofing was installed.

3.1.2 Survey Methods

An extensive site inspection of the property was conducted on July 21, 2011 by Kathleen A. Crawford, Architectural Historian. Having reviewed the 1990 Feasibility Study by the Donaldson firm, the 1996 architectural plans for the rehabilitation of the property that was performed by the same firm, and photographs taken on that date, Ms. Crawford was thereby assisted in her observation and documentation of existing conditions of the property. Details were noted and consistency with the 1996 plans was documented. In addition, Ms. Crawford had reviewed the previous studies and reports on the building and the archival research, therefore, her overall conclusions were based on the entire record.

3.1.3 Structures Assessment/Building Descriptions

Current Conditions

The subject property contains a three-story, asymmetrical, block shaped, transitional Edwardian Commercial style industrial structure. The building has undergone renovations per a previously approved project. The building has a concrete foundation, concrete block walls, and a flat roof with a parapet. A concrete ledger below a sheet metal cornice occurs at the top of the south and west facades.

The building contains five large structural bays on the south façade and three bays on the west façade. Massive concrete elements, both vertical and horizontal, support the building and define the bays. The building's south and west facades are accented with decorative bands of

dentils that mark the top of each floor below spandrels that project out from the face of the exterior walls. Cast concrete blocks, made to simulate quarried stone, were used above the sill line of each floor.

South Façade

The south façade is one of two primary façades for the building and contains the main entrance to the structure. Five vertical bays define the façade. The street entrance is located in the easternmost bay of this façade with a metal storefront entrance. This entrance to the building is recessed into the east end of the south façade and includes a pair of metal and glass, multi-lite door flanked by side-lites that repeat the door pattern. The 734 street address appears above this entrance. The original West Beech Street warehouse entrance opening was retained but infilled with a large, rectangular shaped, metal framed, fixed pane, multi-lite window. New wood framed, double hung sash style windows are installed in the unaltered openings on the ground level of the south façade.

The five large bays on the south facade each contain a wood framed, multi-lite, double hung sash style window on the second and third floors. These new windows match the building's original windows and are placed in their original openings. Heavy undecorated sills are present below each double hung sash style window.

In the westernmost bay on this façade, at the ground level, a large square opening, supported by a horizontal concrete beam, has been created to access the new arcade at this location.

West Façade

The ground floor level of the west façade contains a new, open, 8' wide arcade. The north and south ends of the arcade are open to foot traffic. Three large new openings were created in the former west façade ground level, one within each structural bay of this façade. The upper floors are supported by the large support columns that extend upward to form the bays and complement the south façade design. A metal storefront window wall occurs at the inside wall of the arcade. The large, rectangular shaped, multi-lite, fixed pane window fills almost the entire west wall of the ground floor.

The three large bays on the west facade each contain a new wood framed, multi-lite, double hung sash style window on the second and third floors. The windows match the original windows and are placed in their original openings. Heavy undecorated sills are present below each double hung sash style window. The same materials, dentil moldings, and window treatments are present on the west façade and match the south façade.

North Façade

Originally the north façade did not contain any windows and it does not now contain window openings on the first floor. The second and third floors each contain a new large, steel framed, multi-lite, fixed pane window on the east end of the building. The second and third floors at the west end of this façade each contain three new rectangular shaped, steel framed, fixed pane, multi-lite windows. A new large metal exit staircase is present on this façade. A new single door opening is present on the first floor at the east end of the staircase and additional new single door openings are present on the second and third floors, providing access into the structure at these levels. The north façade also contains a painted sign. The sign is primarily an oval shaped sign painted black with white lettering and states "Grand Rapids Home Furnishing Co." The word "WAREHOUSE" is painted above it in black letters.

East Façade

The east façade abuts the building located at 726 West Beech Street. Only the upper portion is visible. This section of the building contains a painted advertisement for the "C& R Transfer Company Warehouse." The sign has white letters painted on a black background and it covers the majority of the wall space on the third floor level. No window or door openings are present on the east façade. [16]

3.2. Results

3.2.1. Historic

The warehouse building located at 726-734 West Beech Street in San Diego was built by Wayne G. Simmons in 1911, and may have been built specifically for the Star Builders Supply Company. It was designed to serve as a warehouse whereby goods could be delivered by the existing freight rail line at the west edge of the property and stored until they could be distributed to their customers through the street side warehouse door on West Beech Street. The building was distinctive in its architectural integrity and quality. The 1989 Historic Site Inventory of the Harborview area identified this building as "an example of the Edwardian Commercial style of architecture" and as a good example of the application of late Victorian stylistic elements to an industrial use. The 1990 Architectural Feasibility Study conducted by Architect Milford Wayne Donaldson, now the State Historic Preservation Officer for the State of California, described the building as "representative of Edwardian Commercial architecture in transition." In that same

[16] Photographs taken by Ms. Crawford on July 21, 2011 are included in Appendix 13.

document, Donaldson also describes the building as “designed with some unique details that represents the Renaissance Revival Style, which is rare in San Diego.”

In 1991, the Historical Site Board designated the building on the basis of its being a "rare, well-executed San Diego example of an industrial building designed in the Renaissance Revival style during the Edwardian era and for its creative use of concrete elements.” [17] The reference to the creative use of concrete elements related to the cast concrete blocks that make up the west and south facades and are made to simulate quarried stone. While this concrete method was used on residential properties from this period, this site may be the only industrial use of the technique extant in San Diego.

The architect, if there was one, for the original building is unknown and the use of the building as a warehouse since its construction has not been unique. It is a common commercial building of its type that was constructed during the period when goods were transported primarily by rail. Three other warehouses in or near downtown from the same era, that were originally rail-oriented, survive. One is the San Diego Grain and Milling Company/Parron Hall Company building at 820 West Ash Street, San Diego Historical Landmark #257. This brick warehouse building has been incorporated into a condominium project and its connection with the rail line no longer exists. The second is the Mission Brewery building at 2120-2150 West Washington Street, which has been converted into an office complex. Although a MTS Trolley station occurs at this location, it has no connection with the Brewery building itself, which is San Diego Historical Landmark #232. The third is the San Diego Poultry Association Building at 50 22nd Street, which is also located adjacent to the MTS Trolley line but is not physically connected with it in any manner. [18]

4.0 INTERPRETATION OF RESOURCE IMPORTANCE AND IMPACT IDENTIFICATION

4.1 Resource Importance

California Register Criteria

As discussed above in Section 1.3, the designation of the Star Builders Company building as a City of San Diego Landmark automatically establishes its status as a historical resource under CEQA, which means that any project that may cause a substantial adverse change in the significance of that resource may have a significant effect on the environment, thus an Environmental Impact Report will be required for that project per Public Resources Code §21084.1.

[17] Designation Resolution Number R-9112111 is included in Appendix 6.
[18] Photographs of these three other warehouses are included in the Appendix 14.

If this property had not been listed as a San Diego historical resource, the issue would be whether it would qualify for the California Register of Historical Resources, as discussed above in Section 2.0. The general guidelines to be applied for determining significance under CEQA are as follows: Generally, a resource shall be considered by the lead agency to be historically significant if the resource meets the criteria for listing in the California Register of Historical Resources. The four California Register criteria and their applicability to this property are as follows.

Criterion A: Is the property associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage?

The property is associated with the receipt and storage of goods to serve a growing community and that pattern of activity was common for U.S. cities as long as the majority of such goods were shipped by rail as opposed to trucks. It is reasonable to assume that the establishment of the national highway system in the 1950s contributed to the transition of shipping from rail to road. The subject property was vacant intermittently between 1919 and 1944, which suggests that its proximity to rail was not valuable enough to attract tenants. The early use of this building as a rail-serviced warehouse and its later use as a standard warehouse are not events that made a significant contribution to the broad patterns of California's history and cultural heritage. Therefore, the property is not eligible for the California Register under Criterion A.

Criterion B: Is the property associated with persons important in our past?

The property was associated with Wayne G. Simmons, who may have been a contractor or developer; a short-lived, 1911-1919, builders supply company; three national corporate tenants and a local transfer company. None of these persons or entities were important in our past. Therefore, the property is not eligible for the California Register under Criterion B.

Criterion C: Does the property embody distinctive characteristics of a type, period, region, or method of construction, or represent the work of an important creative individual, or possess high artistic values?

Criterion C contains three grounds for possible determination of eligibility for listing on the California Register under this criterion. The first ground is whether the property embodies the distinctive characteristics of a type, period, region, or method of construction. The second ground is whether the property represents the work of an important creative individual and the third ground is whether the property possesses high artistic values. Eligibility can be, and often is. determined on the basis of one ground.

The 1989 Historic Resources Inventory form prepared for CCDC described this building as an example of the Edwardian Commercial style of architecture. In 1990, it was found by Architect Donaldson to be both representative of Edwardian Commercial architecture and the

Renaissance Revival Style. In 1991, the property was found by the City of San Diego's Historical Site Board to be architecturally significant as a rare, well-executed San Diego example of an industrial building designed in the Renaissance Revival style popular during the Edwardian era and for its creative use of concrete elements.

Many buildings designed in the first decade of the twentieth century employed design concepts later described as "Edwardian" referring to the British King Edward who reigned from 1901 to 1910. Edwardian architecture is generally less ornate than high or late Victorian styles. It is considered a precursor to the simplified styles of the twentieth century. Cornice brackets and braces are block-like and openings are fitted with flat arches or plain stone lintels. This style of architecture provided simple balanced designs, straight rooflines, uncomplicated ornament and relatively maintenance free detailing. All of these Edwardian attributes apply to this building.

Renaissance and Classic Revival styles occurred between 1895 and 1920 and were larger, grander and more elaborate than their early nineteenth century predecessors. Characteristics of the Renaissance Revival Style are arched openings, rusticated masonry laid with deep joints to give the appearance of massiveness, and strong horizontal lines. Cornices are finely detailed and moldings are crisply drawn. The Renaissance elements of rusticated masonry and strong horizontal lines are found on this building.

The "creative use of concrete elements" refers to the concrete block used for the south and west facades of the building. Described by some sources as simulated quarry stone and by other sources as rustication, the result is a wall surface with rough edged blocks that provide visual distinction. Rustication refers to masonry in which the principal face of each stone is rough or otherwise modified with a margin tooled smooth along the rectangular edges. Rustication is also described as ashlar masonry having the visible faces of dressed stone raised or otherwise contrasted with the horizontal and usually the vertical joints. These rusticated concrete blocks originally occurred on the upper two thirds of each structural bay exterior wall surface on the west and south elevations. As the result of the 1996 rehabilitation, this condition has been modified at the ground floor of these two elevations where new openings have been created.

Rustication of concrete blocks was common in residences and walls of this period, but examples of its use in commercial buildings in San Diego are not common.

The Star Builders Company Building represents a 1911 example of the distinctive characteristics of a type, period, region, or method of Edwardian construction with Renaissance Revival elements that is eligible for listing on the California Resister of Historical Resources under the first ground of Criterion C.

The Star Builders Company Building does not represent the work of an important creative individual and it does not possess high artistic values, therefore, it is not eligible for listing under Criterion C for either of those grounds.

Criterion D: Has the property yielded or would it be likely to yield information important in history or prehistory?

The property was subject to an extensive rehabilitation project in 1996, during which no information important in history or prehistory was uncovered. Therefore, the property is not eligible for the California Register under Criterion D.

Integrity:

All resources nominated for the California Register of Historical Resources must also have integrity. They must retain the authenticity of the resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Resources must retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling and association.

The application of the standard test for the seven elements of integrity to the subject property follows.

Location: Location is the place where the historic property was constructed or the place where the historic event occurred.

The building remains in its original location and therefore retains this element of integrity.

Design: Design is the combination of elements that created the form, plan, space, structure and style of a property.

The building retains its original design with the exception of the changes to the ground floor on the west and south elevations. On the west elevation, large square openings were created in each of the three structural bays. These openings were created without disrupting the rhythm of the structural bays and the four structural 40' columns that form the edges of the bays. The new structural lintels that were installed to support the building above these openings utilized salvaged concrete block. The quarry simulated or rusticated façade was retained down to the original level of the sills demarcating the bottom of that wall treatment on the four columns. On the south elevation, all of the original façade was retained and rehabilitated except for the revised former warehouse opening and the new entrance in the easternmost bay of the building. Again, the new openings and the lintels supporting them fit within the structural bays on this elevation. And, again the rusticated façade was retained down to the original level of the sills demarcating the bottom of that wall treatment. These modifications to the building do

not affect the property's ability to retain the original design element if these modifications complied with the Secretary of the Interior's Standards as will be evaluated below.

Setting: Setting is the physical environment of a historic property.

The setting of this property has changed since 1911. As evidenced by the 1921 Sanborn Fire Insurance map, the surrounding blocks had limited development, many lots were vacant and other lots held single family homes. Today, the property is surrounded by mid- and high-rise residential and office development, parking lots and the County Administration Center. The property has not retained its setting element.

Materials: Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.

The nature and scope of the recent rehabilitation project necessitated the removal of some original materials and the replication of others. The original wood windows and doors on all three floors were removed but almost all were replaced with replications. The exterior wall surfaces on all but the western façade of the ground floor were retained. Major elements of the roof were removed but the visible decorative elements, such as the metal cornice, were replaced with replications. Few modifications were made to the north façade and none to the east facade. Overall, the majority of the character-defining exterior materials were retained or replicated allowing the property to retain its materials element of integrity.

Workmanship: Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.

The element of workmanship is often related to the materials element. Physical evidence of the 1911 structural and construction workmanship are present with minor modifications on the west and south elevations and most new physical elements are replications of the original. Therefore, the workmanship element of integrity has been retained.

F*eeling: Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.*

The elevations of the building and the replicated wood windows retain the property's expression of the aesthetic and historic period of time and the new metal windows are appropriate for the period. However, the building is isolated at this location as all other structures and elements from its 1911 period of significance have been removed and it no longer has any functional relation to the adjacent rail line. The property no longer expresses the aesthetic or historic sense of the early 1900s.

Association: Association is the direct link between an important historic event or person and a historic property.

The building was never associated with an important historic event or person and, therefore, this element is not present.

Of the seven elements of integrity, the building has retained four. However, for properties that are eligible under Criterion C for architecture, the integrity elements of design, workmanship and materials will be more important than location, setting, feeling, and association. [19] The association element is rarely present and the setting and feeling elements are influenced by factors other than the individual resource itself. Since the property is only significant for its architectural appearance and it has retained that physical identity and enough of its historic character to be recognizable as a historical resource, and it conveys the reasons for its significance, integrity is present.

Application of the Secretary's Standards for Rehabilitation:

1. A property will be used as it was historically or will be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.

The property was used historically as a transfer warehouse to receive, store and distribute goods that were delivered to and from the site by the railroad and the adjacent street. The property was modified in 1966 to serve retail and office uses. Minimal change was made to the building's distinctive materials, features, spaces and spatial relationships. The building's elevations were retained with ground level changes on the west and south, which retained the basic form and footprint of the building and added openings to facilitate the new use. The distinctive wall materials, structural elements and building footprint were retained, the originals windows and doors were replicated and the spatial relationships within and without the property were retained.

2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alterations of features, spaces and spatial relationships that characterize a property will be avoided.

The distinctive structural and construction materials were retained or replicated when necessary. The character-defining features, spaces and spatial relationships were retained.

3. Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.

No changes that create a false sense of historical development have occurred. The new metal strorefront window wall in the inside of the new ground level arcade is clearly new as are the

[19] Guidelines for the Application of Historical Resources Board Designation Criteria.

similar new elements on the south ground level elevation. No conjectural features from other historic properties were added.

4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.

No post 1911 changes to the property were identified.

5. Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.

The distinctive construction details, materials, features, finishes and construction techniques were preserved with the exception of the ground floor modifications and those modifications did not diminish the overall preservation of these elements

6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

The wood windows, doors, and sheet metal cornice were deteriorated to the extent that they couldn't be repaired and, therefore, they were replaced with replicas made from salvaged examples.

7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

No chemical treatments were required and all other treatments were undertaken with the gentlest means possible. No damage to historic materials occurred.

8. Archaeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

Archaeological resources were not disturbed, only minimal excavation occurred at the elevator shaft location.

9. New additions, exterior alterations or related new construction will not destroy historic materials, features or spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

The exterior alterations on the ground level west and south elevations did not destroy historic

materials, features or spatial relationships that characterized the property. The creation of the new arcade at the ground floor on the western façade retained the structural integrity of that area of the building and the building's footprint and, therefore, did not impact existing spatial relationships. The new work was compatible with the materials, features, size, scale and proportion, and massing. The new fenestration on the north, west and south facades was differentiated from the old but appropriate for the period of the building and its commercial use.

10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

The new exit stairway addition on the north elevation can be removed in the future without impairing the form and integrity of the historic building.

The 1966 rehabilitation of the subject property complied with the Secretary of the Interior's Standards for Rehabilitation, as promised by the 1991 Negative Declaration for the project at its inception.

4.2 Impact Identification

The proposed project would demolish the Star Builders Supply Building in order to construct a parking structure on the site intended to support both existing and projected needs for County operations and activities and would allow for preparation of the site for future phased development as described in the project description at the beginning of this report.

As discussed in section 1.3 above, properties listed on a Local Register of Historical Resources are considered "historic resources" under CEQA. (PRC §21084.1) The physical demolition, destruction, relocation or alteration of a historic resource such that the significance of resource would be materially impaired constitutes a substantial adverse change. (CEQA Guidelines §15064.5) A substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment. (PRC §21084.1) Consequently, because the proposed project will cause a substantial adverse change in the significance of the Star Builders Company Building, a historical resource, the project will have a significant effect on the environment.

5.0 MANAGEMENT CONSIDERATIONS – MITIGATION MEASURES AND DESIGN CONSIDERATIONS

HABS Documentation

The standard mitigation measure imposed when historical resources are threatened is a Historic American Buildings Survey (HABS) of the property. The ideal HABS documentation project consists of three components: measured drawings, large-format photography and a written historical report. HABS drawings are considered "as-built" drawings. They illustrate the existing condition of the building at the time of documentation, including additions, alterations, and demolitions that have occurred since the building was first constructed.

HABS drawings serve multiple purposes. They provide a simple documentary record of the building, in a standardized format, which can be placed in the local public archives where it is made available to the general public and specialized researchers alike. The drawings can be used as illustrations for publications, for interpretive purposes as historic sites, for facilities management and for mitigation when demolition or substantial alteration of a building is proposed. [20] The appropriate local archives for HABS documentation would include the San Diego History Center archives, the California Room at the San Diego Public Library downtown and the archives maintained by the County of San Diego.

CEQA Guidelines recognize that HABS documentation can serve as sufficient mitigation for the demolition of a historical resource. However, they caution that it will not serve as adequate mitigation in all cases. (14 Cal Cod Regs §15126.4(b)(2)) "Such measures will not be sufficient to support a mitigated negative declaration if evidence in the record shows they will not fully mitigate the effect of demolishing a historic building."

Although HABS Documentation should always be used as a mitigation measure, California case law has established that it alone is insufficient to mitigate the adverse effects of demolition on a historical resource.

Project Design

The architectural significance of the subject property is vested in the two publicly visible facades, the west elevation facing the rail line and the south elevation facing West Beech Street. The other two elevations on the property line were intended to be obscured by other adjacent buildings and contain no architectural or historical merit. A mitigation or project alternative that retained the west and south elevations in their current or restored historical form could mitigate or reduce the adverse impacts of demolition.

In 1988, the eight story former Walker Scott Department Store at Fifth and Broadway, built in 1934, was designated as San Diego Historical Landmark #224. Because of the building's architectural and historical significance to downtown San Diego, the Centre City Development

[20] HABS Guidelines are published by the National Park Service's Heritage Documentation Programs for the Historic American Buildings Survey.

Corporation challenged local historical architects to find an adaptive reuse solution for the building that would allow its preservation and reuse. The result was a Certified Historic Rehabilitation Project that converted the building into an eight level parking garage with two floors of apartments. The two street facades of the building were rehabilitated and retained and the project was found by the State Office of Historic Preservation and the National Park Service to meet the Secretary of the Interior's Standards for Rehabilitation. The completed project received federal Historic Preservation Tax Credits and the building was thereafter listed on the National Register of Historic Places in February of 2005.

A project design alternative similar to the one that saved the Walker Scott Building could mitigate the adverse impacts that would otherwise be created by the proposed project but only if that alternative was demonstrated to be economically and functionally feasible.

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7.0 LIST OF PREPARERS AND PERSONS AND ORGANIZATIONS CONTACTED

Marie Burke Lia, Attorney at Law, Historical Property Consultant

Kathleen A. Crawford, Architectural Historian

Richard Barno, Historical Property Researcher

Heritage Architecture and Planning, successor Architectural firm to Milford Wayne Donaldson FAIA

8.O LIST OF MITGATION MEASURES AND DESIGN CONSIDERATIONS

1. HABS Documentation

2. Project Design Alternative to incorporate street facades of the subject property into the new parking garage planned for the site.

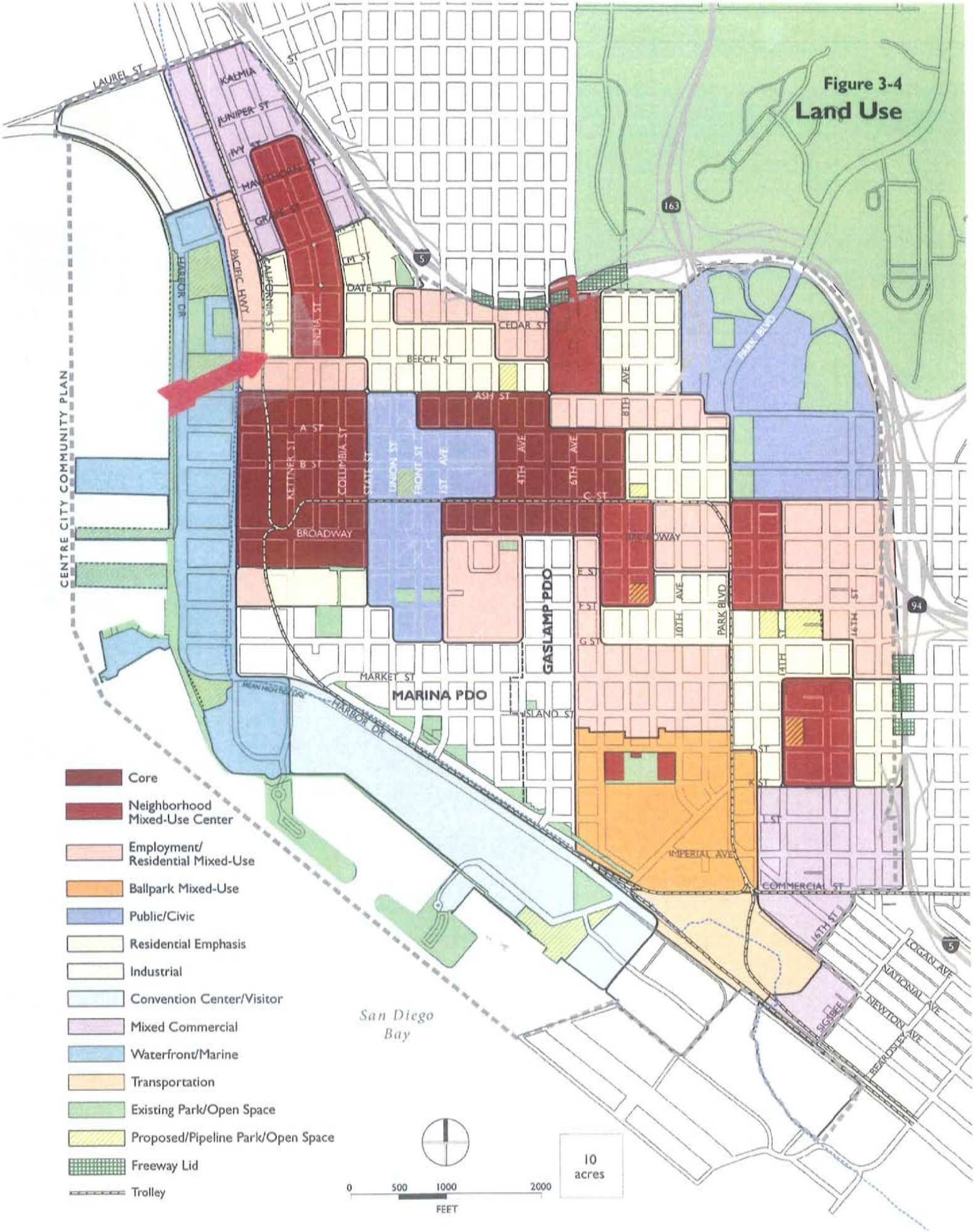


Figure 3-4
Land Use
CENTRE CITY COMMUNITY PLAN
LAUREL ST
KALMIA ST
JUNIPER ST
IVY ST
HAWTHORN ST
GRAPE ST
PACIFIC HWY
CALIFORNIA ST
INDIA ST
HARBOR DR
DATE ST
CEDAR ST
BEECH ST
ASH ST
A ST
B ST
C ST
E ST
F ST
G ST
KETTNER ST
COLUMBIA ST
STATE ST
UNION ST
FRONT ST
1ST AVE
4TH AVE
6TH AVE
8TH AVE
10TH AVE
PARK BLVD
16TH ST
14TH ST
BROADWAY
MARKET ST
MARINA PDO
GASLAMP PDO
ISLAND ST
IMPERIAL AVE
COMMERCIAL ST
LOGAN AVE
NATIONAL AVE
NEWTON AVE
BEARDSLEY
SIGSBEE
San Diego Bay
Core
Neighborhood Mixed-Use Center
Employment/ Residential Mixed-Use
Ballpark Mixed-Use
Public/Civic
Residential Emphasis
Industrial
Convention Center/Visitor
Mixed Commercial
Waterfront/Marine
Transportation
Existing Park/Open Space
Proposed/Pipeline Park/Open Space
Freeway Lid
Trolley
0 500 1000 2000
FEET
10 acres

IDENTIFICATION

1. COMMON NAME: Standard Sanitary Manufacturing Company
2. HISTORIC NAME: Star Builders Supply Company
3. ADDRESS: 726-734 West Beech Street CITY: San Diego
   ZIP: 92101 4. PARCEL #: 533-322-10
5. PRESENT OWNER: County of San Diego
   ADDRESS: 1600 Pacific Highway CITY: San Diego
   ZIP: 92101 OWNERSHIP IS: PUBLIC: X PRIVATE:
6. PRESENT USE: Storage
   ORIGINAL USE: Manufacturing

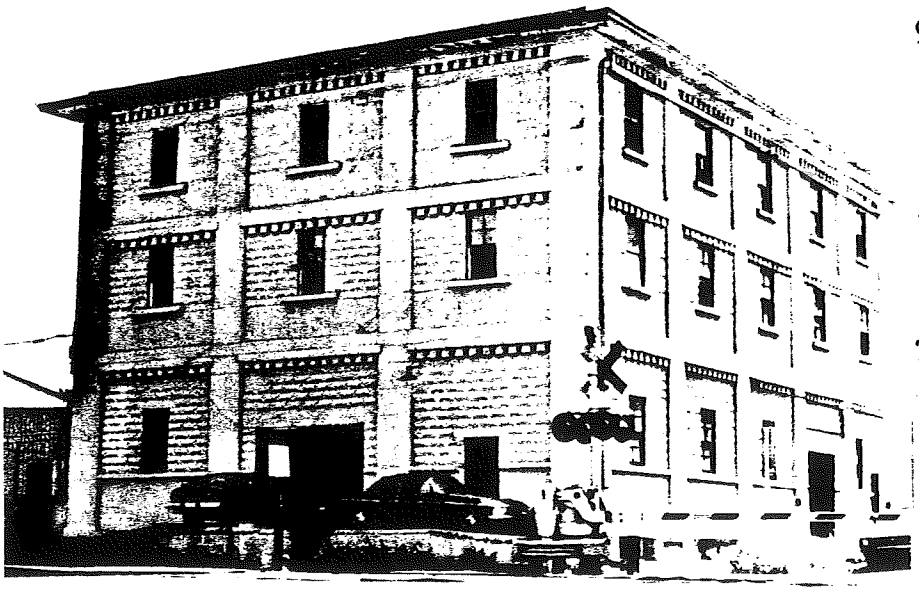
DESCRIPTION

7A. ARCHITECTURAL STYLE: Edwardian Commercial

7B. BRIEFLY DESCRIBE THE PRESENT PHYSICAL DESCRIPTION OF STRUCTURE AND DESCRIBE ANY MAJOR ALTERATIONS FROM ITS ORIGINAL CONDITION.

Legal Description: Middletown, Block 28, excpt RR R/way Lot 6

This three-story, block-shaped industrial structure, with its flat roof and the heavy, undecorated lugsills below each double hung sash window of the upper two stories, is a representative of Edwardian architecture in transition. The structural bays are apparent in the massive concrete elements, both vertical and horizontal, supporting the building. A decorative band of dentils marks the top of each floor, below the spandrels, which project out from the face of the exterior walls. Cast concrete blocks, which were made to simulate quarried stone, were used above the sill line of each floor. The ground floor entrances of the south and west facades (those with frontage on the streets) consist of large warehouse freight doorways and standard sized doorways. Ramps for loading and unloading goods directly from railroad cars were built along the west facade. This warehouse, built before World War I, is a good example of the application of late Victorian stylistic elements to an industrial use.



8. CONST. DATE: 1911
   EST: FACT: X
9. ARCHITECT:
   Unknown
10. BUILDER:
    Unknown
11. APPROX. PROP. SIZE(FT):
    50' x 75'
12. DATE OF PHOTO:
    1988

TENTATIVE RANK: 2

SIGNIFICANCE: This warehouse, built before World War I in the Edwardian Commercial style, is a good example of the application of late Victorian stylistic elements to an industrial use, and makes the structure historically significant.

13. CONDITION: Excell Good X Fair Deteriorated
No longer in existence

14. ALTERATIONS: Addition at north elevation in 1925

15. SURROUNDINGS:
Open Land Scattered Bldgs Densely built-up?
Resid Indust X Coml X Other

16. THREATS TO SITE: None known X Pvt devel Zoning
Vandalism Public Works Project Other

17. IS STRUCTURE: On its orig site? X Moved? Unknown?

18. RELATED FEATURES: None noted.

SIGNIFICANCE

19. BRIEFLY STATE HISTORICAL AND/OR ARCHITECTURAL IMPORTANCE

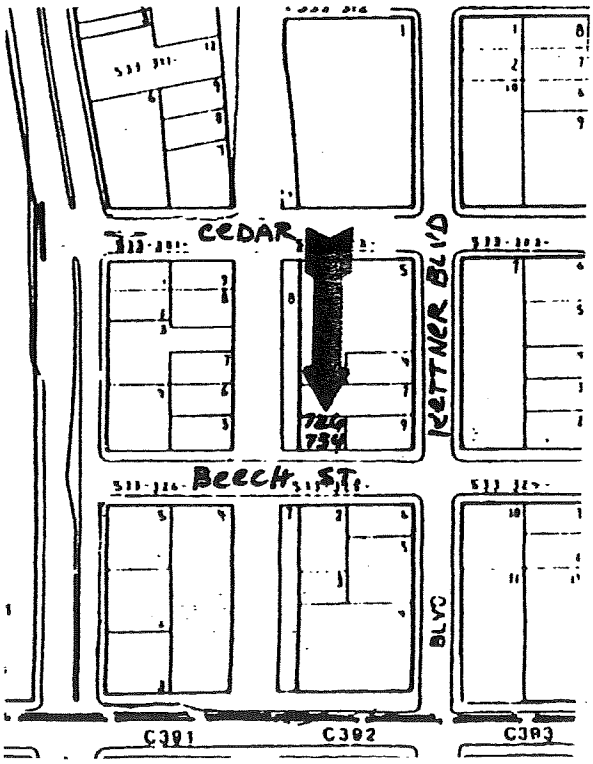
Star Builders Supply Company erected this structure in 1911 for use as a warehouse for their cement and lumber business. Standard Sanitary Manufacturing Company acquired this structure in 1922 for use as a warehouse and office building. This was one of sixty branch companies of the largest manufacturer of plumbing fixtures in the world. M.T. Herrick was the local representative for Standard from 1922 until 1924. Starting in 1925, this edifice experienced a long period of vacancy lasting until 1942. In 1943, Grand Rapids Home Furnishing Company utilized this building as a warehouse. C & R Transfer ran a business here from 1944 until 1945. From 1947 until 1950, P.F. Colonelli operated a beer distributing company at this address. Charles N. Bottiger sold safety equipment at 726 West Beech from 1952 until 1955.

20. MAIN THEME OF THE HISTORIC RESOURCE: (IN ORDER OF IMPORTANCE).
Architecture X Arts & Leisure
Economic/Industrial
Exploration/Settlement
Govt Military Religion
Social/Education

21. SOURCES(BOOKS, DOCUMENTS, PERSONAL INTERVIEWS, AND THEIR DATES).
Office of the County Recorder, San Diego City Directories, San Diego Union, 7/5/25, 9/27/25.

22. DATE FORM PREPARED: 2/14/89
BY: "Lia/Brandes Team"
ADDRESS: 427 C Street, Ste 310
CITY: San Diego, CA ZIP: 92101
PHONE: (619) 235-9766

LOCATIONAL SKETCH MAP



STAR BUILDERS COMPANY BUILDING

ARCHITECTURAL FEASIBILITY STUDY

COUNTY OF SAN DIEGO
CHIEF ADMINISTRATION OFFICE
OFFICE OF SPECIAL PROJECTS

STAR BUILDERS COMPANY BUILDING

ARCHITECTURAL FEASIBILITY STUDY

I. INTRODUCTION

The firm of Architect Milford Wayne Donaldson, AIA, Inc. (MWD) has been employed by the County of San Diego, Chief Administration Office to prepare an architectural feasibility study for the County property known as the Star Builders Company Building located at 734 W. Beech Street.

The purpose of this study is to research the building's historical significance and provide analysis that will assist the County in determining the future use of the Star Builders Company Building. A part of the analysis is based on integrating the building within the San Diego County Administration Center Concept Plan and for use as the Metropolitan Transit Systems County Administration Center Station. Economic Research Associates (ERA) has assisted MWD with the potential use analysis portion of this study.

The program evaluation of the existing building is made up of the following objectives:

A. Review and confirm the historical significance of the Star Builders Company Building. Provide an analysis and recommendation for status of historical importance.

B. Evaluate the potential uses of the building. Define parking requirements to service the building.

C. Define a scope of feasible solutions for the potential rehabilitation of the building based upon the needs of the County of San Diego and the Metropolitan Transit Development Board.

D. Provide a conceptual resolution to best meet the needs of the feasibility program.

E. Provide a Statement of Probable Cost for implementation of the conceptual resolution.

The field investigation phase consisted of:

A. Field measure and document the building. Provide floor plans, a cross section illustrating the structural system, and exterior elevations. This work is required to assess code problems, usage area, planning requirements and cost estimating.

B. Photographic survey of significant features of the building showing existing conditions for use in the report.

C. Visually analyze structural deficiencies and make recommendations.

The building was reviewed for compliance with relevant codes as outlined by:

A. The 1988 Edition of the Uniform Building Code (UBC).

B. The "Secretary of the Interior's Standards for Historic Rehabilitation Projects".

C. The State Historical Building Code (SHBC). Since the Star Builders Company Building has been listed on recognized surveys, it qualifies for use by the SHBC.

D. The local Fire Department.

E. Codes relating to safety as required by the Metropolitan Transit Development Board.

The work not included in this feasibility study is:

A. Indirect Costs (professional, financing, taxes, miscellaneous fees, etc.).

B. Architectural and Engineering Fees.

C. Marketing Costs.

D. Leasable Space Costs, Income Costs.

E. Operating Expenses, Improvements, Vacancy Ratios, etc.

F. Managerial Expenses.

G. Maintenance Costs.

H. Debt Service (mortgage, economic value, income cap rate).

I. Abatement Services for Asbestos Removal and Toxic Waste Disposal.

The scope of this study is limited to a potential use and architectural feasibility analysis for the Star Builders Company Building. The study should not be construed as a development proposal. The site plans and elevations are illustrative drawings indicating conceptual formulations of use for the building. After considering the economic and operational implications of developing the building, the next logical step of the planning process is for the County to select a development program.

II. HISTORICAL BACKGROUND

The historical name for this structure is the Star Builders Supply Company Building. Star Builders Company erected this structure in 1911 for use as a warehouse for their cement and lumber supply business. The architect and builder are unknown.

The common name for this structure is the Standard Building. This was due to its occupancy by one of over sixty Standard Sanitary Manufacturing Company branch offices across the country. Standard at the time was the largest manufacturer of plumbing fixtures in the world. M.T. Herrick was the local representative for Standard and used the structure as a warehouse and office space. In 1925, Standard purchased the adjacent property on the Beech and Kettner corner where they erected an addition to the building to expand the warehouse and update their office facilities

Beginning in 1926, this edifice experienced a long period of vacancy lasting until 1942. In 1943, Grand Rapids Home Furnishings Company utilized this building as a warehouse, and so accounts for their company signage on the north side of the building. In 1944, C&R Transfer ran a business utilizing the building as a warehouse until 1945.

During that time, C&R Transfer promptly added their company signage to the east side of the building. From 1947 until 1950, P.F. Colonelli operated a beer distributing company at this address. Charles N. Bottiger sold safety equipment from this warehouse from 1952 to 1955.

The building was acquired in 1985 and is presently owned by the County of San Diego.

III. ARCHITECTURAL DESCRIPTION / HISTORICAL SIGNIFICANCE

The Star Builders Company Building, commonly called the Standard Building, is located on the block intersected by the Metropolitan Transit System's trolley track at 734 W. Beech Street. It stands facing south between Kettner Boulevard and the Pacific Highway adjacent to the Trolley and Amtrack lines. The building was constructed in 1911 as a warehouse facility for the Star Builders Company. The legal description of the property is as follows: Middletown Block 28, Lot 6, Parcel No. 533-322-10, Approximate Property Size: 50' x 75' and the Owner is the County of San Diego.

This three-story, block shaped industrial structure, with its flat parapeted roof, projecting eave and heavy undecorated ledgement below each double hung sash window is representative of Edwardian Commercial architecture in transition. The structural bays are apparent in the massive concrete elements, both vertical and horizontal, supporting the building. A decorative band of dentils marks the top of each floor below the spandrels, which project out from the face of the exterior walls. Cast concrete blocks, which were made to simulate quarried stone, were used above the sill line of each floor. The ground floor entrances of the south and west faces (those with frontage on the street and tracks) consist of large warehouse freight doorways and standard sized doorways. Concrete ramps for loading and unloading goods directly from railroad cars along the west facade existed at one time but have recently been removed for the MTS north line construction. The north and west facades are 40'-0" tall concrete walls with no fenestration. It is probable that the concrete walls are reinforced with steel. However, no tests have been made to verify the existence of steel reinforcement.

This Star Builders Company Building, built before World War I in the Edwardian Commercial style, is a good example of the application of late Victorian stylistic elements to an industrial use. For these reasons the building has been identified on two local historic inventories. One is an inventory prepared by the "Lia/Brandes Team" for the City of San Diego and the other is prepared by the University of San Diego for the State of California, Department of Parks and Recreation, Historic Resources Inventory.

This warehouse was designed with some unique details that represents the Renaissance Revival Style, which is rare in San Diego. Given the above facts makes it apparent that the Star Builders Company Building is one of San Diego's historically significant structures, and it is our conclusion that it be recommended for local landmark status.

IV. CURRENT USE / POTENTIAL USE

The County has conducted comprehensive financial and operation studies of County-owned property in the downtown and Kearny Mesa areas.

The following studies have been reviewed:

1) Feasibility Study for the Expansion of Administrative and Operational Facilities, Kearny Mesa Properties, September 22, 1989, prepared by: Gerald Gast and Daniel Hillmer, AIA, Urban Design and Architecture, and Williams Kuebelbeck and Associates, Inc. Real Estate Economic, Financial and Management Consultants.

2) Financial Analysis of the Expansion of County Facilities: Kearny Mesa Properties, October 10, 1989. Prepared by: Williams Kuebelbeck and Associates, Inc., Real Estate Economic, Financial and Management Consultants.

3) Report to the Board of Supervisors, Kearny Mesa/Downtown Property Studies, November 21, 1989; prepared by County of San Diego Chief Administrative Office.

These studies focused on the issue of current space needs that the County has, and how they can consolidate their leased space into County-owned facilitites and provide for future expansion.

The SDCAC Concept Plan provides a significant public open space oriented to the Bay, defined by the existing County Administration Center (CAC) building and two new low rise buildings. The Plan recommends improvements along the east side of Pacific Highway and lower Cedar Street area, emphasizing a pedestrian linkage between the Harbor View neighborhood, CAC site, waterfront and CAC Trolley Station. County office space and enclosed parking are to be developed on the County-owned Kettner Boulevard site, with the potential to incorporate the MTS station and ground floor retail space into the facility.

The direction the County has taken is to develop the Ruffin Road Annex and County Operations Center sites for expansion of their office, warehouse and shop facilities presently housed at those locations. These studies have also supported the approval in concept of the San Diego County Administration Center Concept Plan which now has a design booklet; Design Guidelines for the Pacific Highway-County Administration Center Design Zone, as prepared by Gerald Gast, AIA and Daniel Hillman, AIA.

The County plans to realize some of the original plans as discussed in the SDCAC Concept Plan. The Star Building with its location and street oriented facade has the appropriate scale and character to fit within the Concept Plan. With the MTS trolley station construction, the possibility of direct loading access from the street and the open structural bay system within the building allows its current warehouse function to remain. However, the County's warehouse requirements are accommodated by the Ruffin Road Annex and County Operations Center sites. Therefore, it appears that the best and most potential use is the County offices.

A narrative on the range of uses prepared by Economic Research Associates emphasizes the variety of potential public and municipal uses which may be appropriate. Several options for combining uses in the building may be viable as well with public visitor and public use types of activities on the first floor, and lower public traffic office uses above.

After reviewing a series of potential alternatives, the Consultant recommends the following integrated uses for the building.

1. Provide a space that incorporates the MTS station. This can be completed by incorporating a shelter space for the station platform within the first floor of the building. This would provide approximately 670 square feet (s.f.) of shelter space by depressing the existing first floor and opening up the facade as shown in the concept drawings. MTDB has stated that the County has provided them with funding for Urban Improvements to the CAC Station. MTDB also indicated that portions of the station space incorporated in the building could be financed with these funds.

2. Rehabilitate the first floor for use as retail space that responds to the public trolley station construction, and the pedestrian thoroughfare planned for development under the CAC Concept Plan. This use would provide approximately 2830 s.f. of net leased retail space for a public visitor and use type activate such as a mini market and deli.

3. Rehabilitate the second and third floors for use as office space. This would provide approximately 2400 s.f. per floor of net leasable office space. Information from the County's Chief Administration Office, confirms that there are many County agencies with expanding office needs.

Parking requirements for the building would be accommodated by the adjacent proposed underground parking structure that will be part of the proposed CAC development which will accommodate county offices, public retail and museum spaces.

ATTACHMENT E

LAUREN M. WASSERMAN
DIRECTOR
(619) 694-2962

County of San Diego

DEPARTMENT OF PLANNING AND LAND USE

MAIN OFFICE
5201 RUFFIN ROAD, SUITE B, SAN DIEGO, CALIFORNIA 92123-1666
INFORMATION (619) 694-2960

FIELD OFFICE
334 VIA VERA CRUZ
SAN MARCOS
CALIFORNIA 92069 2638
(619) 741-4236

March 5, 1991

NOTICE OF NEGATIVE DECLARATION

Public, EAD Log No. 91-18-3 Office of Special Projects

FINDING:

The Environmental Planning Staff has examined the Initial Study below and finds that the proposed project will not have a significant effect on the environment, and that an Environmental Impact Report need not be prepared pursuant to the San Diego County Procedures for Environmental Impact Review revised November, 1988.

INITIAL STUDY SUMMARY

PROJECT DESCRIPTION AND LOCATION:

The proposed project is a Board of Supervisors discretionary action to restore and reuse the "Star Builders Warehouse" at 734 West Beech Street in the City of San Diego. The project would integrate a portion of the ground floor as a light rail station and the balance for public retail. The upstairs would serve as 4,800 square feet of County office space.

THOMAS BROS. COORDINATES: 6S/B1 FIELD CHECKED: Yes ANALYST: Ron May

Centre City San Diego Comm. Plan
Design Ordinance

Commercial Office

ENVIRONMENTAL SETTING:

The Star Builders Company built the existing warehouse in 1911 for a cement and lumber business. It is known as the "Standard Building" for a later period in its history. It occupies a city lot between Kettner and Pacific Highway. The three story building is an Edwardian Commercial type and is a good example of late Victorian architectural elements applied to commercial structures.

POTENTIALLY SIGNIFICANT EFFECTS:

None

MITIGATING MEASURES PROPOSED BY APPLICANT:

Restoration of the Star Builder's Warehouse would be in accordance with The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings, except under the trolley platform would pass through the first floor.

REASONS TO SUPPORT FINDINGS (MITIGATED) OF NEGATIVE DECLARATION:

This project would preserve the structure, which has been listed in two historic inventories of the Harbor View area of the City of San Diego. Preservation of historic sites is a goal of the Conservation Element of the San Diego County General Plan.

NOTE: This action becomes final upon approval by the appropriate decision-making body.

Additional copies of this Negative Declaration may be obtained at the Community Planning Section, Department of Planning and Land Use (DPLU), 5201 Ruffin Road, San Diego, California 92123.

Ronald V. May for

DENNIS J. VERRILLI, Chief
Southern Planning Area

DJV:RVM:sv

cc: Richard Miura, Project Manager
Project Processing (0650)
County of San Diego, Lucy W. Franck, Office of Special Projects
Ron Buckley, City Historic Site Board, City of San Diego, 202 "C" St., San Diego, CA 92101
SOHO, P.O. Box 3571, San Diego, CA 92103
Lucy Berk County Historic Site Board, 328 Wavey Pl., Escondido, CA 92025

ND\03-91\91183.391

The City of San Diego

HISTORICAL SITE BOARD

CITY ADMINISTRATION BUILDING • COMMUNITY CONCOURSE MS4A • SAN DIEGO, CALIF. 92101

REPORT

DATE ISSUED: December 4, 1991

ATTENTION: Historical Site Board, Agenda of December 11, 1991

SUBJECT: STAR BUILDERS COMPANY BUILDING
726-734 West Beech Street

STAFF RECOMMENDATION: APPROVE the historic site designation of the Star Builders Company Building on the basis of its architecture. It is a rare, well-executed San Diego example of an industrial building designed in the Renaissance Revival style popular during the Edwardian era. It is notable for its creative use of concrete elements.

BACKGROUND:

The Star Builders Supply Company Building was included in the Brandes-Lia historic inventory of the Harborview/Little Italy neighborhood prepared for the Centre City Development Corporation (CCDC). The building was rated as being worthy of local historic designation in that survey. This property was scheduled to be considered by the Board for designation on June 27, 1990, along with other properties in the Harborview area. The building is owned by the County of San Diego. At the June Board meeting, County staff requested that consideration of designating this building be delayed to allow the County Board of Supervisors time to consider potential for reusing the building.

In October 1990, Wayne Donaldson completed an architectural feasibility study of the building. In October 1991, the County Board of Supervisors approved a $1.3 million restoration project incorporating many of Mr. Donaldson's ideas. The project will include a trolley station platform on the west side of the structure, ground floor shops and upper floor office space for County workers. Preliminary restoration plans appear to be sympathetic with the building's unique features. Portions of the west facing wall will be opened up to provide access to shops. Other alterations will affect the interior but not the exterior of the building.

ANALYSIS:

Designation of the Star Builders Company building as a local historic site would be consistent with and supportive of the County's recent action approving a historically sympathetic restoration and reuse of the building. The County would not be legally bound by Board actions related to the subject property, even if it is designated, due to the County's status as a "superior governmental entity." However, County officials involved in this project have indicated that they would extend the Board the courtesy of reviewing plans for restoring the structure.

The building, which was constructed in 1911, warrants designation because it is one of very few industrial buildings in San Diego which incorporated distinctive Renaissance Revival architectural features which were popular elsewhere in the country in the late Victorian and Edwardian eras. The use of concrete elements, including massive structural bays and exterior blocks designed to simulate quarried stone, is particularly notable. The building's exterior has been little altered since it was built and is in generally good condition. Additional information regarding the building's architectural significance is provided on the survey form for the building (Attachment 1). Information regarding the proposed reuse of the building and structural aspects of the building from the Wayne Donaldson feasibility study is also attached.

Bill Levin

Bill Levin
Secretary to the
Historical Site Board

WL:ls

Attachments:
1. Survey Form
2. Excerpts from Donaldson Feasibility Study
3. "Downtown warehouse to get face lift," The San Diego Tribune, October 18, 1991
4. County of San Diego, Chief Administrative Office Report dated October 15, 1991

RESOLUTION NUMBER R - 9112111

ADOPTED ON DECEMBER 11, 1991

WHEREAS, the Historical Site Board for the City of San Diego held a noticed public hearing on December 11, 1991 to consider the historical site designation of the Star Builders Company Building located at 726-734 West Beech Street (APN 533-322-10); and

WHEREAS, in arriving at their decision, the Historical Site Board considered the historical/architectural report prepared by the applicant, the staff report and recommendation, all other materials submitted prior to and at the public hearing, inspected the subject property and heard public testimony presented at the hearing; and

WHEREAS, the Planning Department recommended that the site be designated as Site No. 312 in the Register of Historic Landmarks by the Historical Site Board; and

WHEREAS, the Historical Site Board based its designation of the Star Builders Company Building on its being a rare, well-executed San Diego example of an industrial building designed in the Renaissance Revival style popular during the Edwardian era and for its creative use of concrete elements.

NOW, THEREFORE,

BE IT RESOLVED, by the Historical Site Board for the City of San Diego, that in light of the foregoing, it hereby approves the historical site designation of the above named property. The designation includes the site and exterior of the building as Site No. 312.

Vote: Unanimous

BY: KATHRYN C. WILLETTS
Chair, Historical Site Board

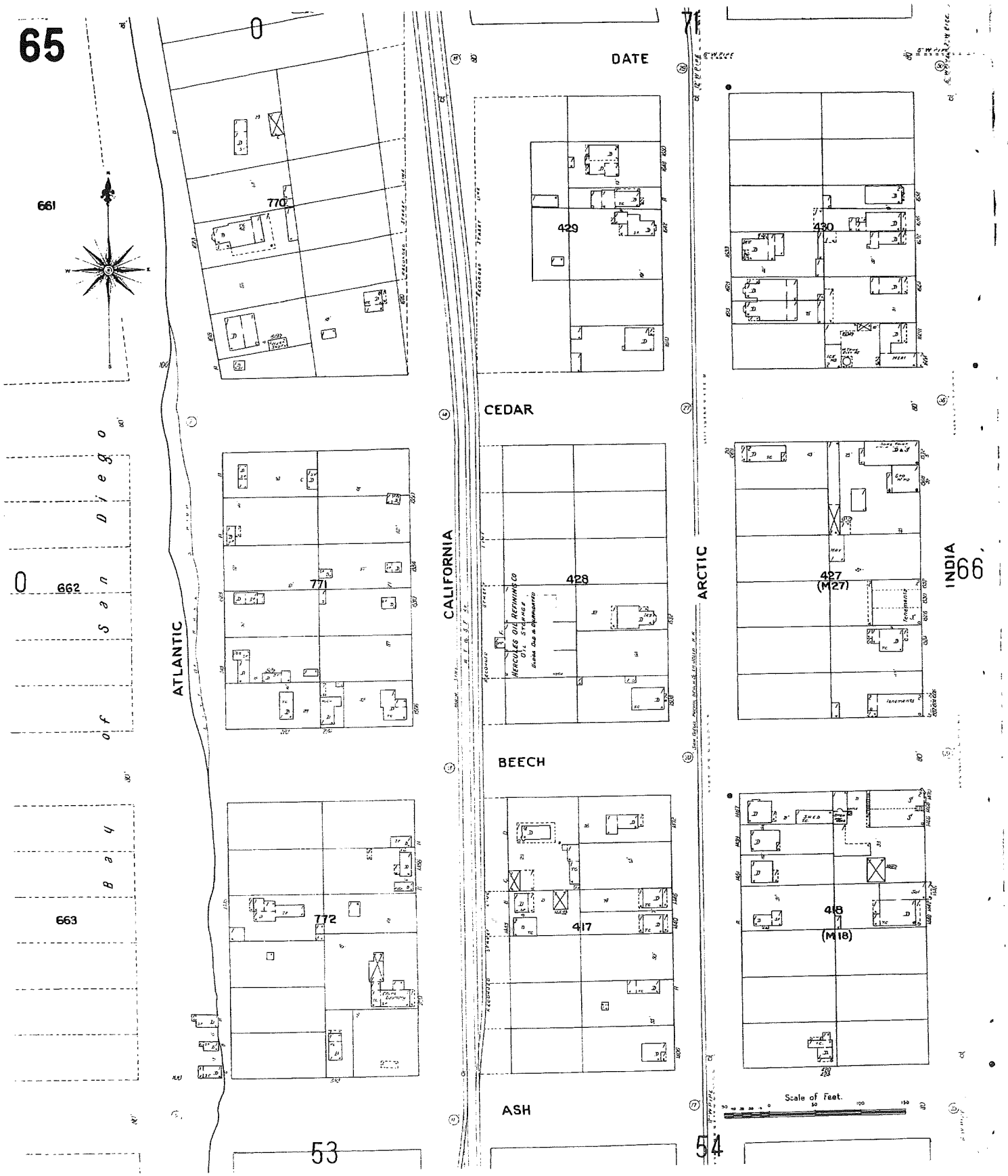
APPROVED AS TO FORM AND LEGALITY: JOHN W. WITT, CITY ATTORNEY

BY: ALLISYN L. THOMAS
Deputy City Attorney

TABLE OF DESIGNATED HISTORICAL RESOURCES
WITHIN A QUARTER MILE OF 726-732 WEST BEECH STREET

HRB #	Name	Street #	Street Name	Date Designated	Year Built	Use
123	Residence	1632	Union Street	2/1978	1880-88	Demolished**
145	McClintock Storage Warehouse / Bekins Building	1202-1210	Kettner Blvd	7/1980	1925	Commercial
203	County Administration Building (Civic Administration Center)	1600	Pacific Highway	10/1986	1936-38	Government
244	Tony Bernadini Building	1702-1704	India Street	4/1990	1926	Commercial *
250	Our Lady of the Rosary Church & Parish Hall	1654-1668	State Street	6/1990	1923	Residential
251	Fire Station #6	1570	Columbia Street	6/1990	1915	Residential
254	Josiah E. Schaffer Residence	1665	Union Street	6/1990	1896	Residential
256	Silberhorn / Hord Residence	205	West Date St	6/1990	1888	Residential
257	San Diego Grain and Milling Company / Parron Hall Company	820	West Ash St	7/1990	1909	Commercial *
259	Milton E. Fintzelberg Commercial Building	1917-1921	India Street	7/1990	1928	Commercial
260	Electrical Products Company / California Stamp Company	1702	Kettner Blvd	7/1990	1930	Residential *
261	DeFalco's Grocery / Zolezzi Commercial Building	1703	India Street	7/1990	1939	Commercial
262	Tait's Meat Market / Assenti's Pasta	1731-1739	India Street	7/1990	1926	Commercial
263	Auto Body Company / Retail Building	1743	India Street	7/1990	1927	Commercial
264	Albert G. Muller Grocery / Filippi's Pizza	1747-1753	India Street	7/1990	1914/1930	Commercial
271	Ballatore's Residence	1557	Columbia Street	8/1990	1906	Residential
272	St. Anne's Clinic	1762	Columbia Street	8/1990	1890	Residential
273	Charles A. Tait Rentals	1764	Columbia Street	8/1990	1892	Residential
274	Captain Amos Pettengill House	602	West Fir Street	8/1990	1886	Residential
277	A.W. Pray Rentals	1907	Kettner Blvd	8/1990	1888	Commercial *
278	Ordway Residence	1620	State Street	8/1990	1888	Residential
279	Daniel O. Cook Residence	1632	State Street	8/1990	1898	Residential
280	J.B. Spaeth Rental	1642	State Street	8/1990	1888	Residential
282	Oscar M. Hillard Rental	1610	Union Street	8/1990	1894	Commercial
283	Andrew Cassidy Home	1620	Union Street	8/1990	1888	Residential
284	Howard M. Kutchin Home	1642-1648	Union Street	8/1990	1890	Residential
285	Edward F. French Rental	1654	Union Street	8/1990	1888	Commercial
292	Frank L. Rawson Residence	230	West Cedar St	10/1990	1888	Commercial
783	Star of India	1306	North Harbor Dr	10/2006	1863	Commercial

* Incorporated into new development
** Demolished per city permit



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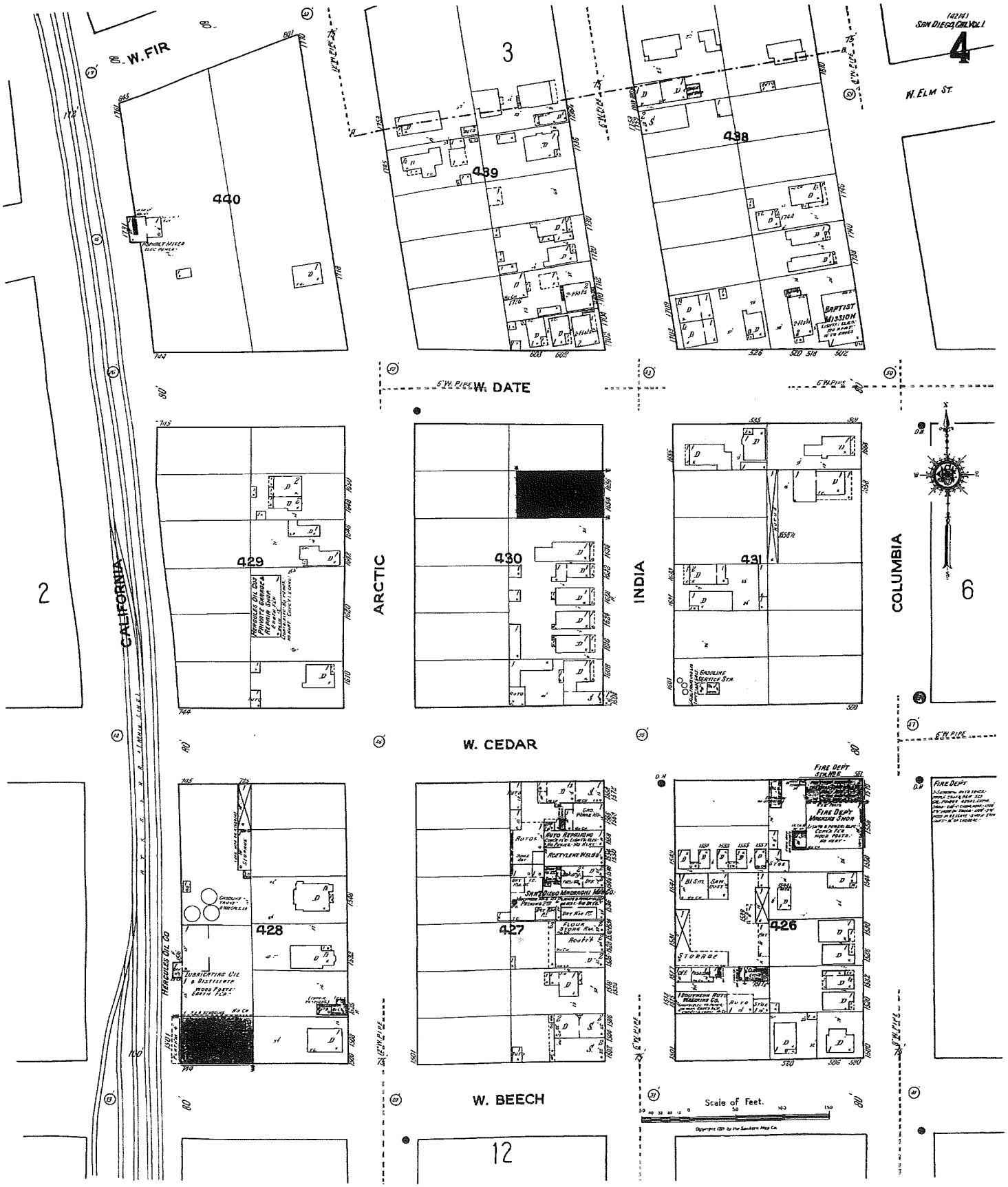
Appendix 8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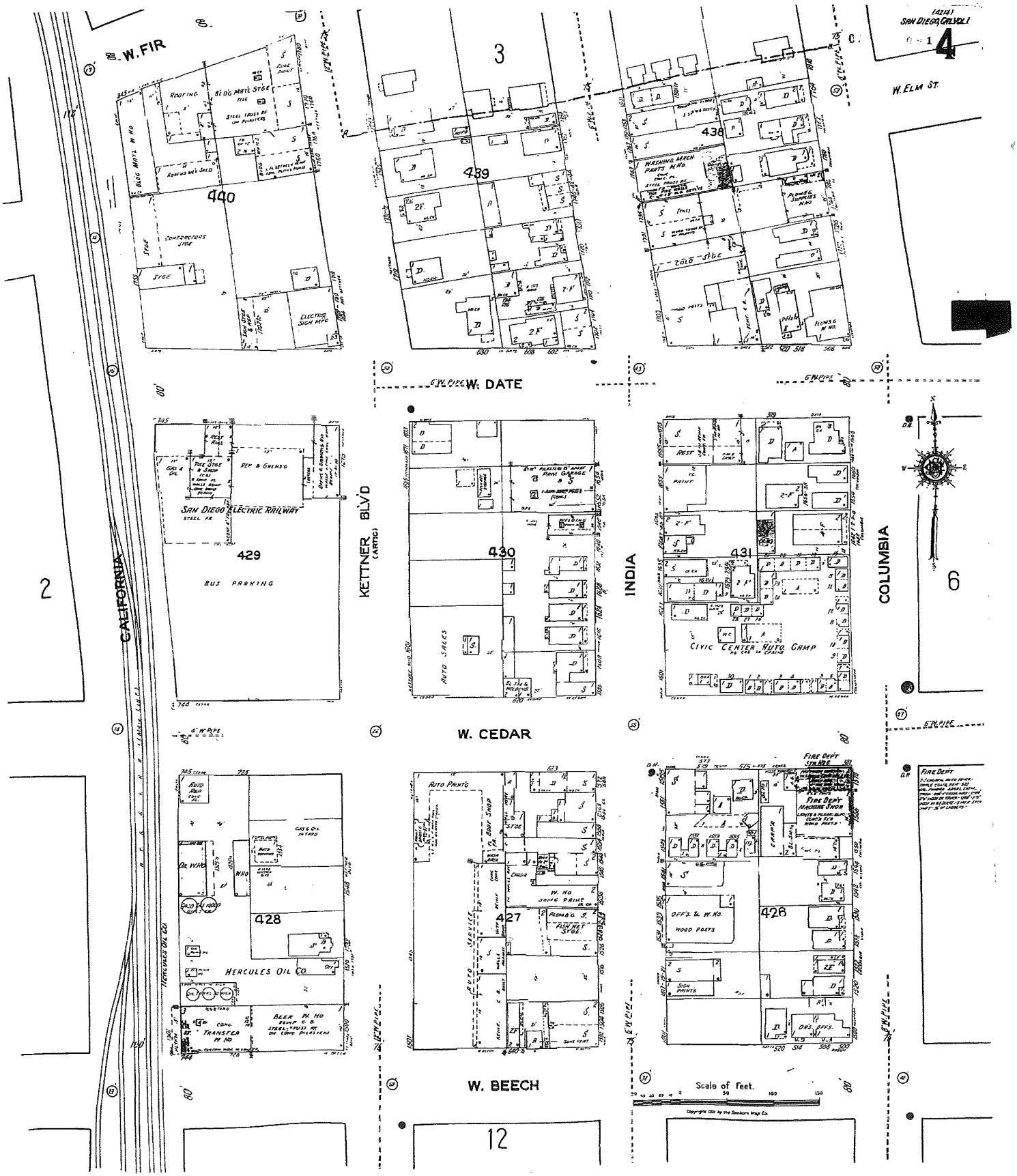

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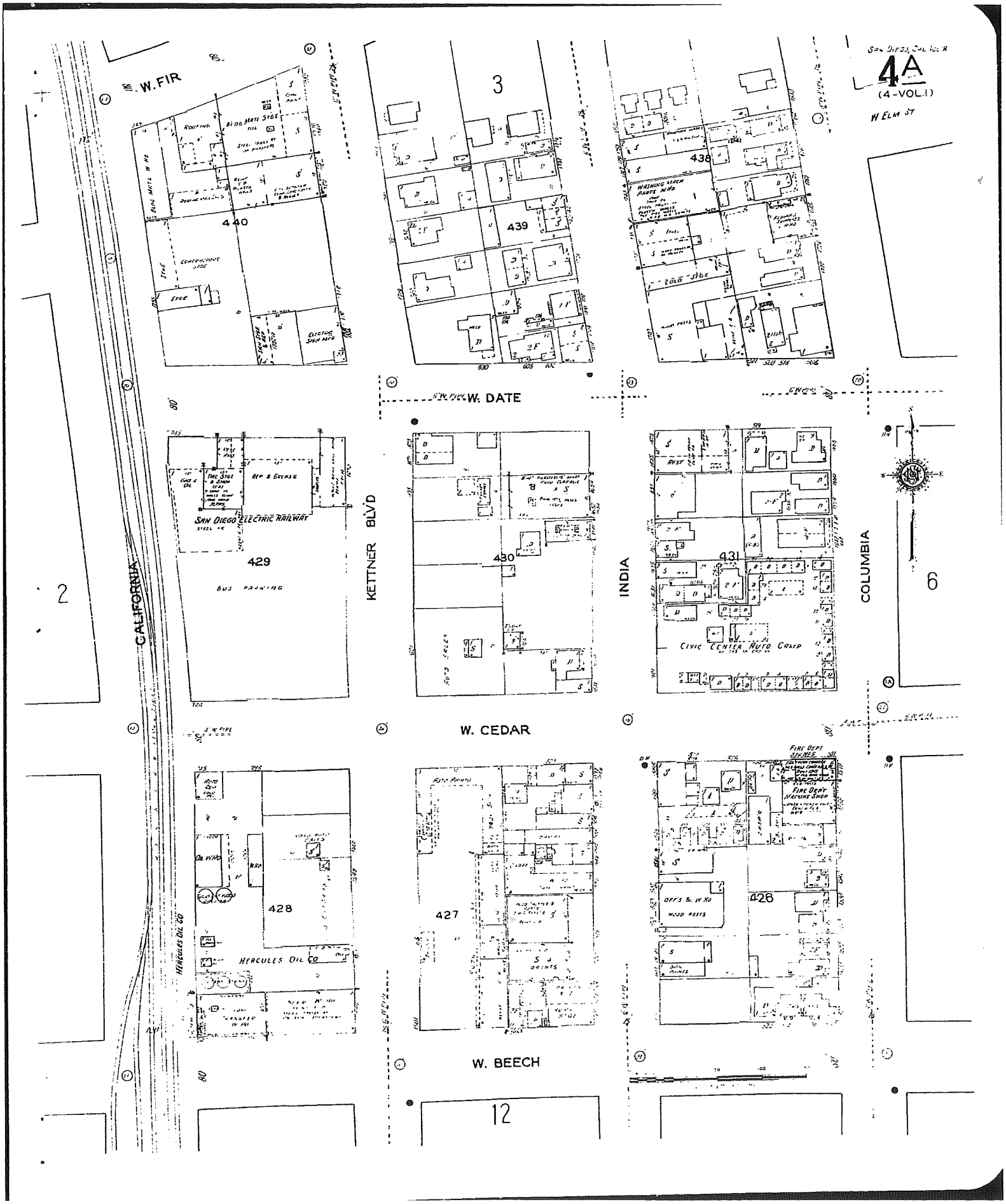

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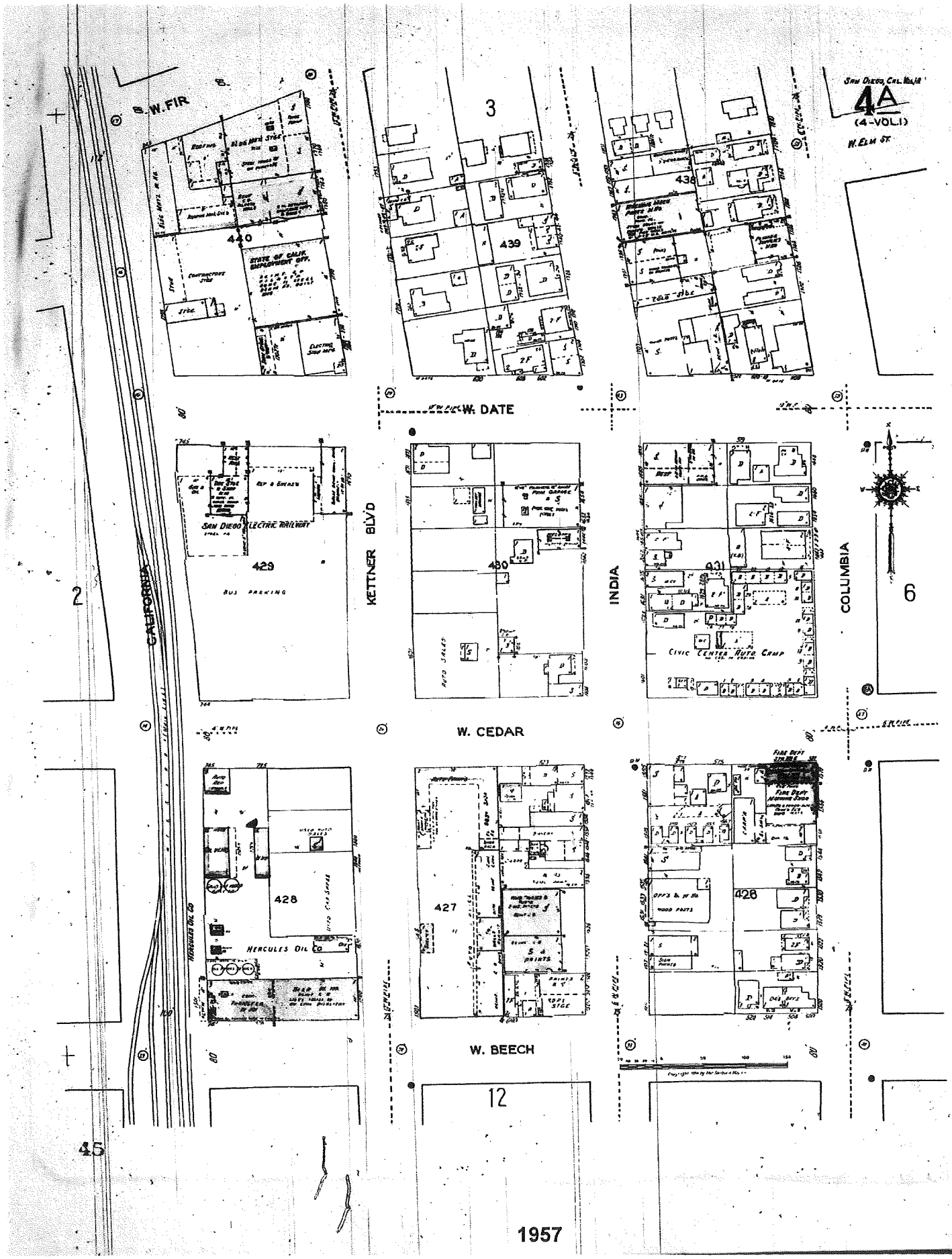
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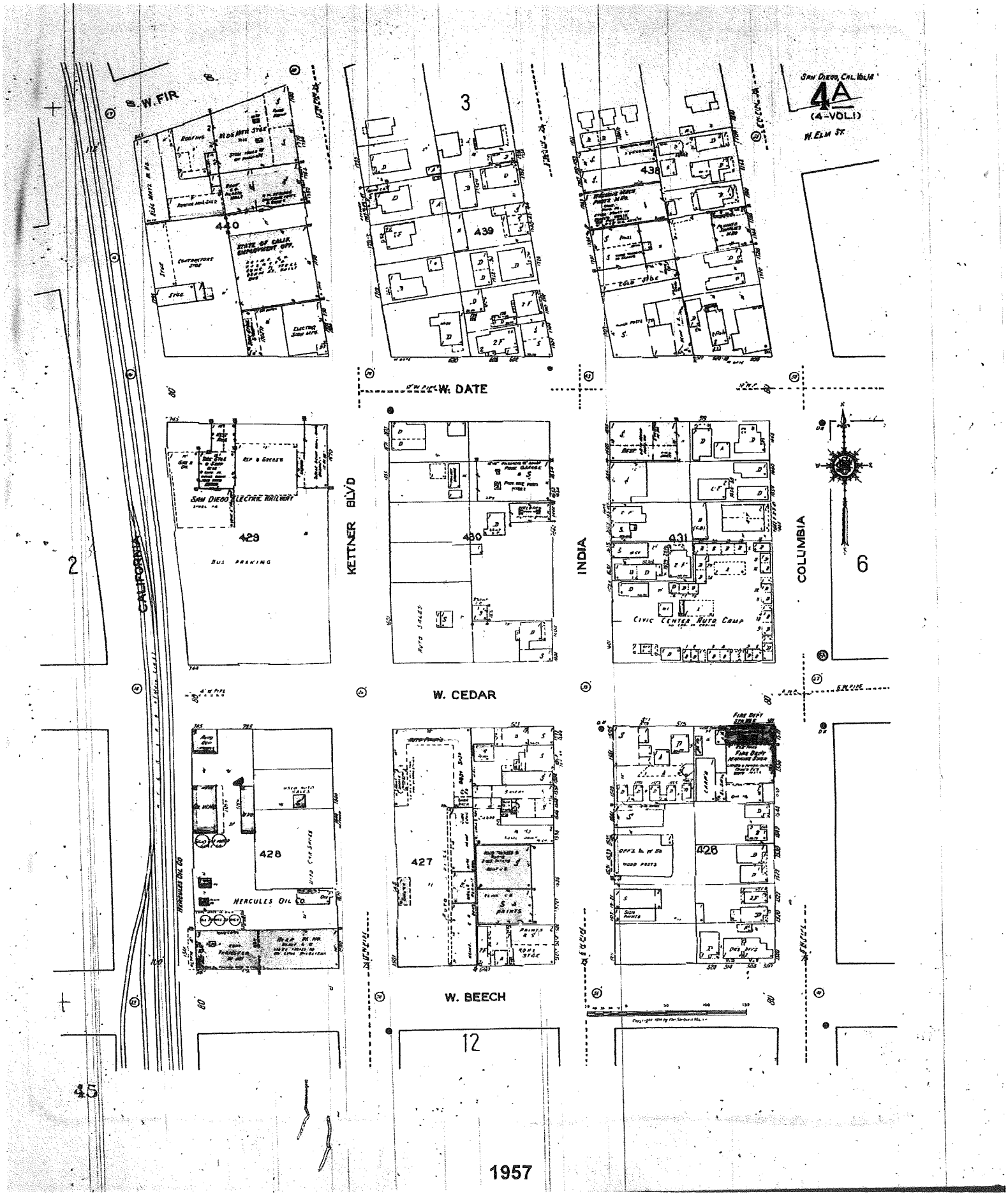

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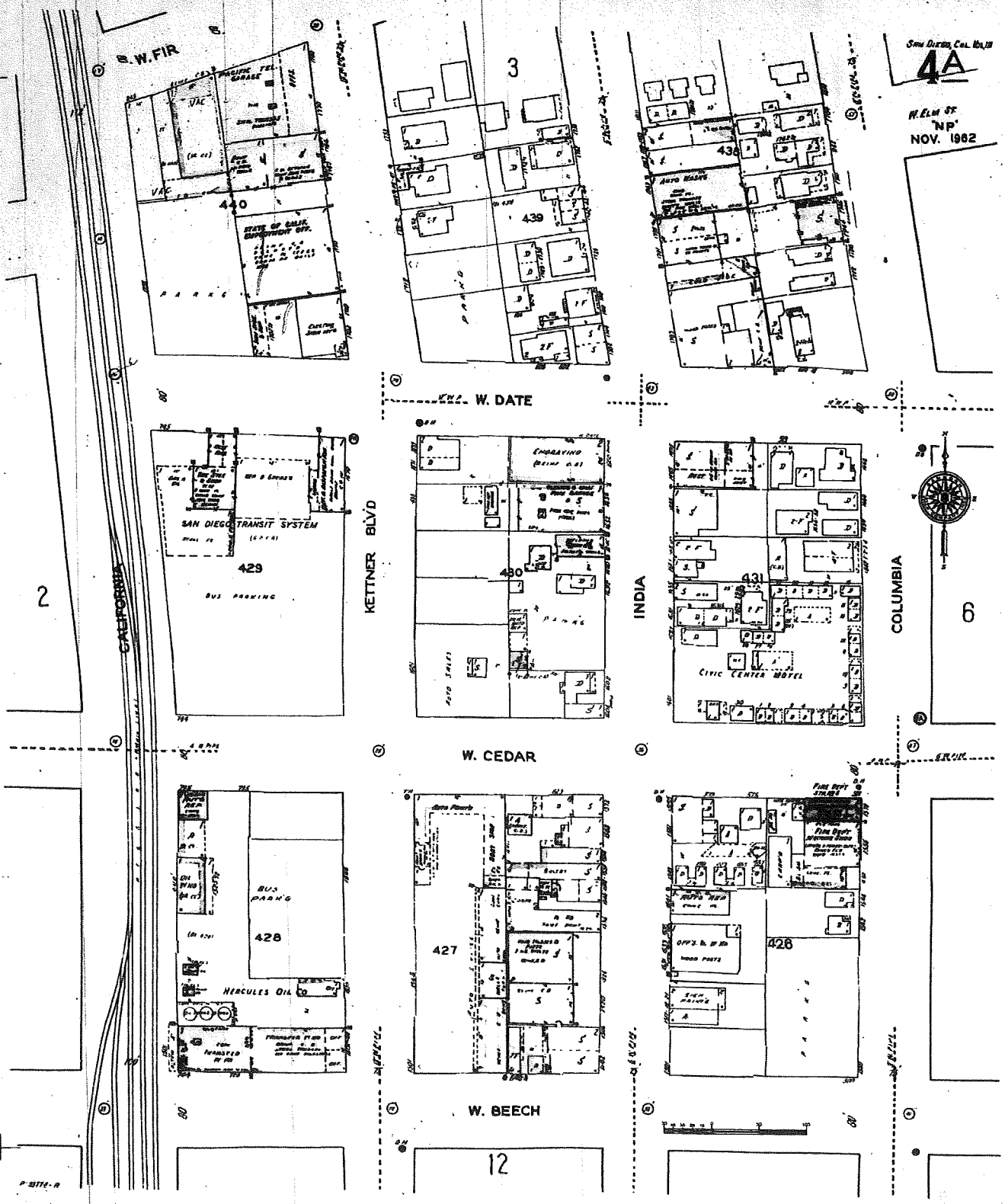
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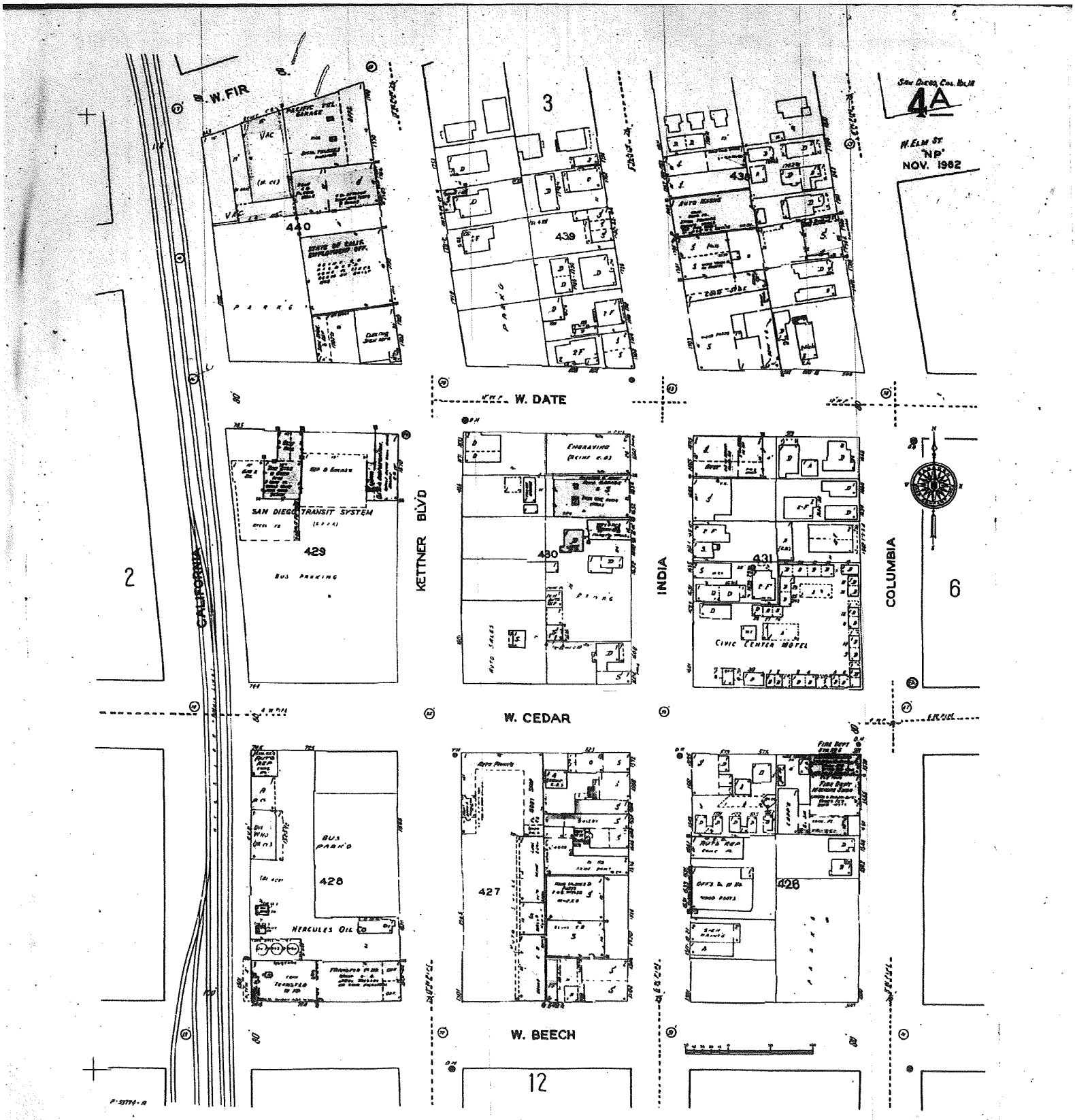

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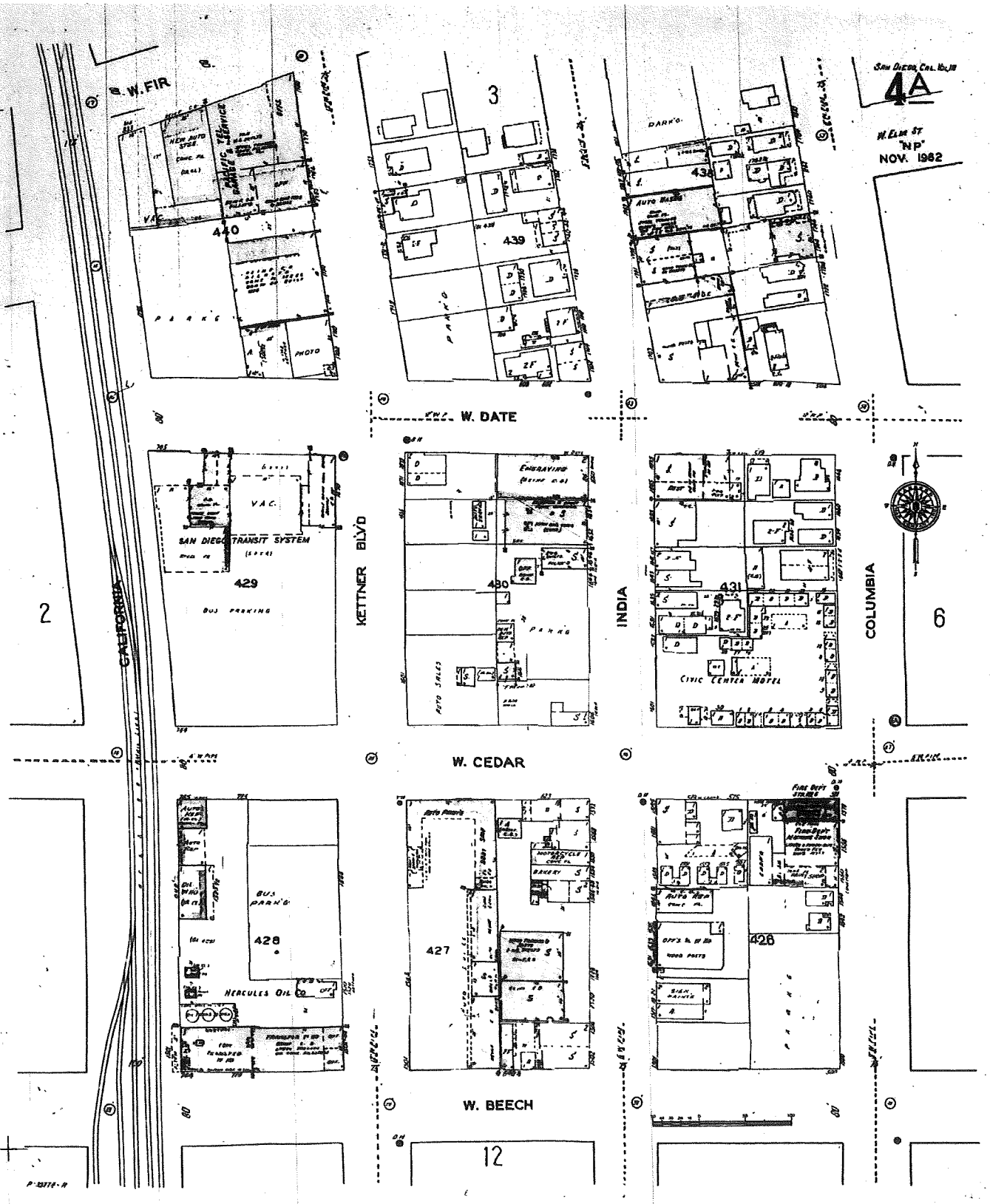
1963



4A
NOV. 1962
W. FIR
W. DATE
W. CEDAR
W. BEECH
CALIFORNIA
KETTNER BLVD
INDIA
COLUMBIA
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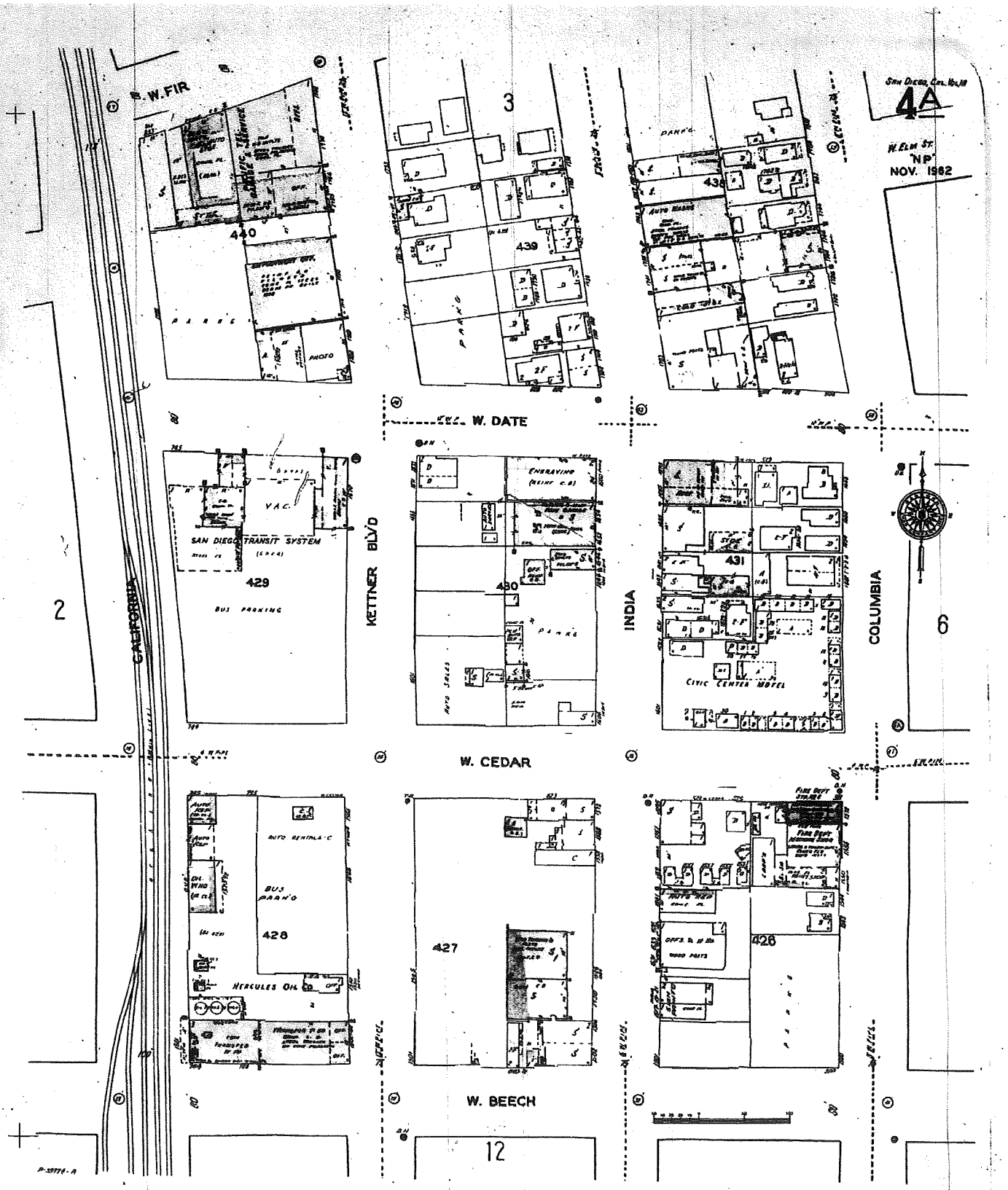
12
SAN DIEGO TRANSIT SYSTEM
BUS PARKING
CIVIC CENTER MOTEL
HERCULES OIL CO

15

1965



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KETTNER BLVD
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INDIA
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CIVIC CENTER MOTEL
COLUMBIA
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CALIFORNIA
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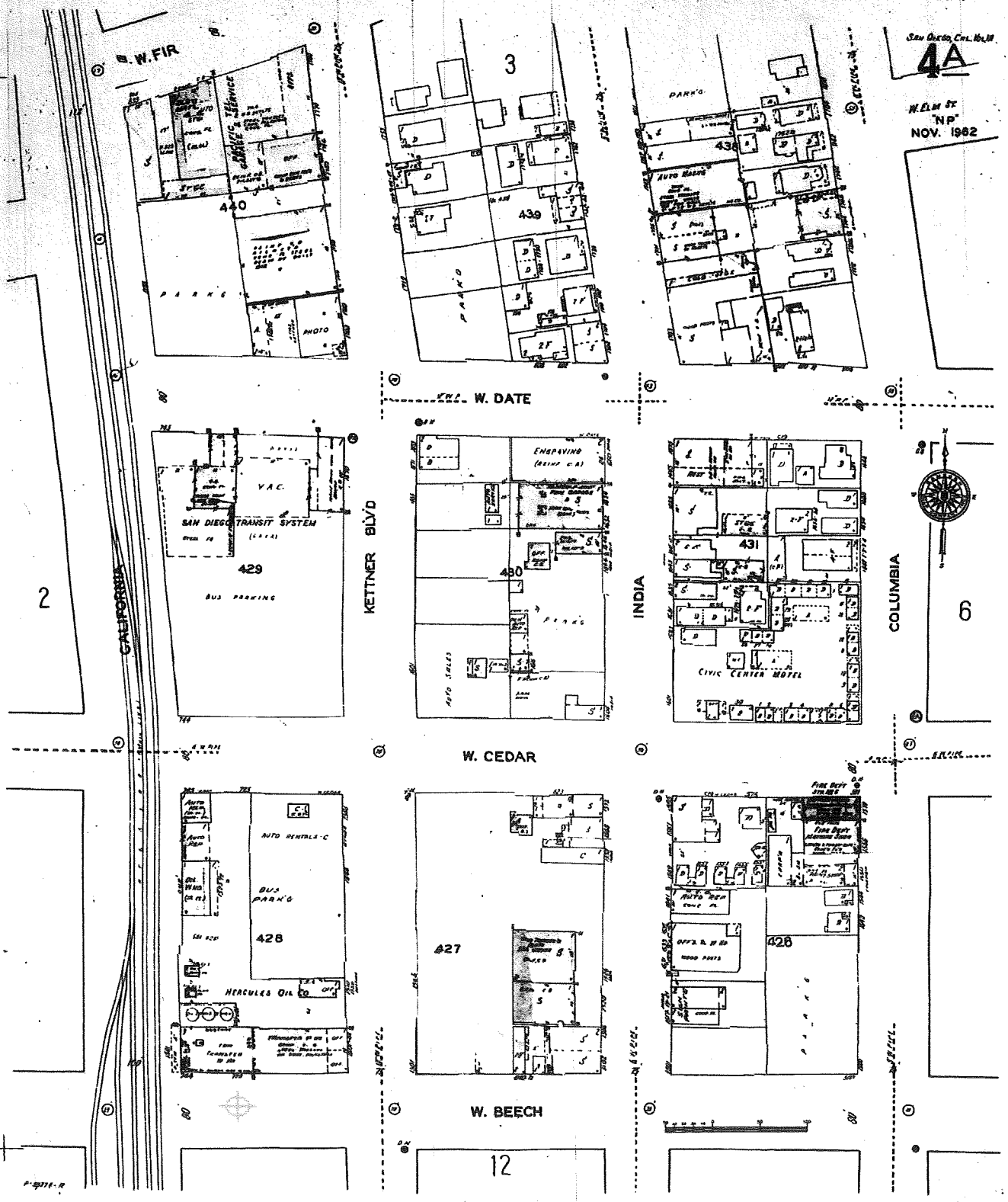
AUTO RENTALS
BUS PARK'G
428
HERCULES OIL CO.
427
426
W. BEECH
12

1970



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"NP"
NOV. 1962
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PARK'G
PHOTO
W. DATE
V.A.C.
SAN DIEGO TRANSIT SYSTEM
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BUS PARKING
KETTNER BLVD
ENGRAVING
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AUTO SALES
INDIA
431
CIVIC CENTER MOTEL
COLUMBIA
2
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CALIFORNIA
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BUS PARK'G
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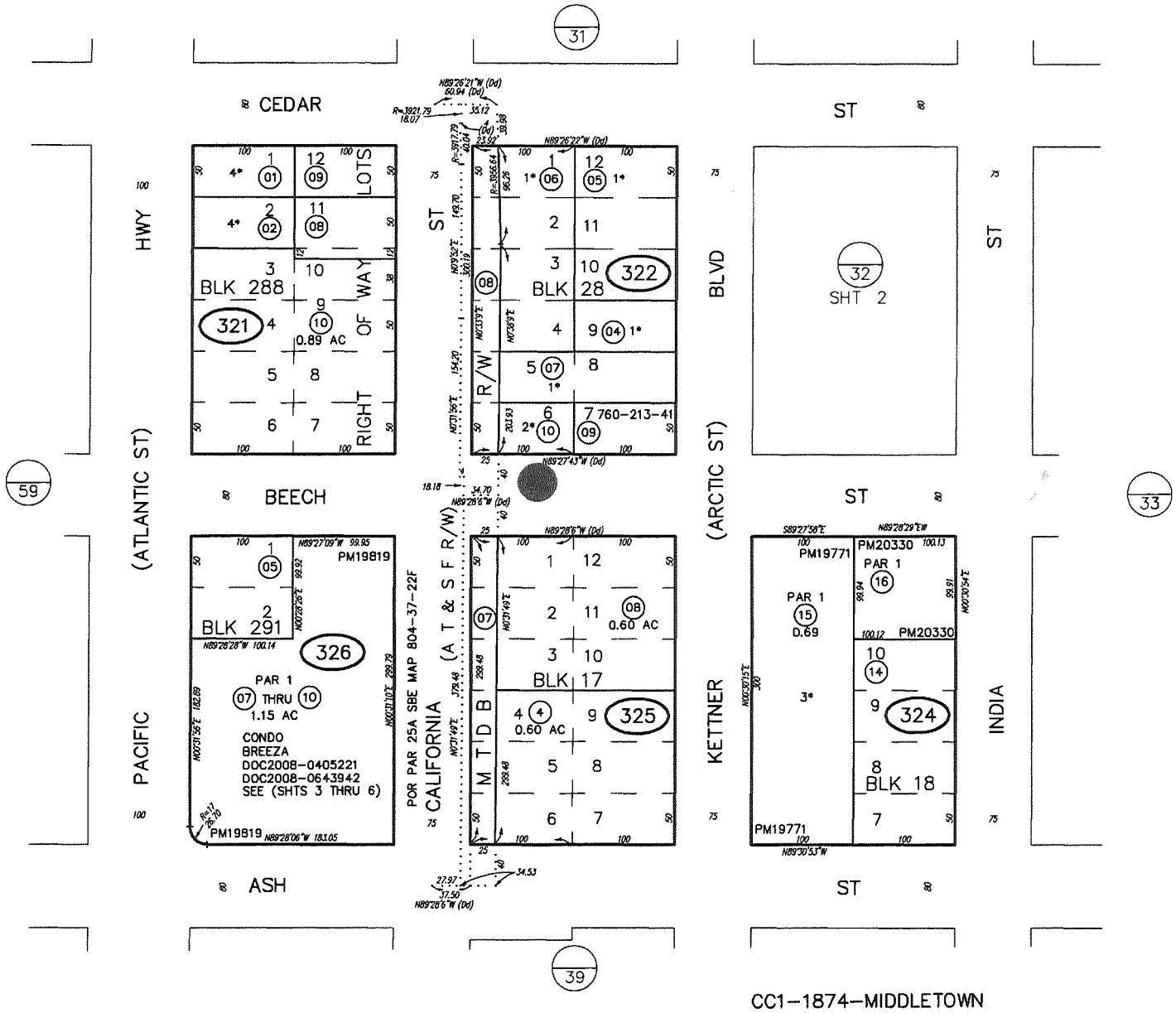
HERCULES OIL CO
427
426
W. BEECH
12

08



SAN DIEGO COUNTY ASSESSOR'S MAP
533 — 32
SHT 1 OF 6
1" = 100'
01/13/11 MGS
Drawn: DATE Dig TECH From: PRIOR

CHANGES

BLK	PRIOR APN	NEW APN	YR	CUT NO.
322	PICK-UP	08		
325	PICK-UP	07	78	510
322	03	09 & 10	85	2292
324	12 & 13	14	85	2291
326	01 & SUB ID	05	81	2935
323	05 THRU 07	-327- 01 THRU 21	97	1376
321	03 THRU 07	10	02	1752
324	10 & 11	15	06	1484
326	02 THRU 04	06	06	1908
324	06 & 07	16	08	1722
326	06	07 THRU 10 & CONDO	09	605
325	02,03, 05 & 06	08	11	1372

1* 760-213-58
2* 760-213-65
3* CONDO (PEND)
ALLEGRO TOWERS
DOC 05-0942747
4* 760-213-96

CC1-1874-MIDDLETOWN

THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSES ONLY. NO LIABILITY IS ASSUMED FOR THE ACCURACY OF THE DATA SHOWN. ASSESSOR'S PARCELS MAY NOT COMPLY WITH LOCAL SUBDIVISION OR BUILDING ORDINANCES.

California Lot Book, Inc.

dba California Title Search Co.

P.O. Box 9004
Rancho Santa Fe, CA 92067
(858) 278-8797 Fax (858) 278-8393
WWW.LOTBOOK.COM

Chain of Title Report

Marie Burke Lia
427 C St., Ste. 416
San Diego, CA 92101

CTS Reference No.:0411429
Your Reference No.:0996

Title Search Through: April 7, 2011

Property Address: 726 W Beech St.
San Diego, CA 92101

Assessor's Parcel No.: 533-322-10-00

Assessed Value: Unavailable

Exemption:

Property Characteristics

Use:

Improvements:

Short Legal Description

LOT 6 IN BLOCK 28 OF MIDDLETOWN, ACCORDING TO THE PARTITION MAP THEREOF MADE BY J.E. JACKSON, ON FILE IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY,

EXCEPTING FROM SAID LOT, THAT PORTION THEREOF INCLUDED WITHIN THE RIGHT OF WAY OF THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY, FORMERLY THE CALIFORNIA SOUTHERN RAILWAY COMPANY, BY DEED RECORDED IN BOOK 36, PAGE 171 OF DEEDS.

Chain of Title
(October 24, 1874 through April 7, 2011)

1. District Court Decree
Referees Partition
in Favor of: J. M. Estudillo, Plaintiff as to the property herein described
Recorded: October 24, 1874, Book 4 of Miscellaneous Records, Page 57 and copied in Book 598, Page 22, of Deeds

2. Deed
Grantor: J. Hoke, D. Wallach, Jose I. Estudillo, and William Norris
Grantee: Jose Maria Estudillo
Recorded: August 4, 1875, Book 26, Page 127, of Deeds

3. Deed
Grantor: Jose Ma. Estudillo
Grantee: J. Hoke
Recorded: August 4, 1875, Book 26, Page 131, of Deeds

4. Deed
Grantor: Jacob Hoke
Grantee: Henry Thomas Belbeck
Recorded: July 28, 1886, Book 65, Page 129, of Deeds

5. Deed
Grantor: Henry T. Belbeck
Grantee: John F. Sinks
Recorded: August 16, 1886, Book 65, Page 387, of Deeds

6. Deed
Grantor: John F. Sinks
Grantee: Abram Bronson
Recorded: February 21, 1887, Book 78, Page 369, of Deeds

7. Deed
Grantor: Abram Bronson
Grantee: John Bagley
Recorded: January 4, 1888, Book 110, Page 327, of Deeds

Please be advised that this is not Title Insurance. The information provided herein reflects matters of public record which impart constructive notice in accordance with California Insurance Code 12340.10

8. Deed

Grantor:	John Bagley and Katharine B. Bagley
Grantee:	J. R. Downs
Recorded:	July 15, 1908, #616, Book 444, Page 228, of Deeds

9. Deed

Grantor:	J. R. Downs and Katherine B. Downs
Grantee:	Wayne G. Simmons
Recorded:	July 15, 1908, #617, Book 442, Page 306, of Deeds

10. Deed

Grantor:	Wayne G. Simmons and Mary K. Simmons
Grantee:	Star Builders Supply Co.
Recorded:	January 27, 1911, #2880, Book 508, Page 208, of Deeds

11. Deed

Grantor:	H. J. Place, Commissioner
Grantee:	Southern Trust and Commerce Bank
Recorded:	August 29, 1919, #17225, Book 796, Page 36, of Deeds

12. Corporation Grant Deed

Grantor:	Southern Trust and Commerce Bank
Grantee:	Standard Sanitary Manufacturing Company
Recorded:	June 27, 1923, #23804, Book 909, Page 192, of Deeds

13. Deed

Grantor:	Standard Sanitary Manufacturing Company
Grantee:	Ralph A. Cook
Recorded:	October 4, 1926, #59825, Book 1273, Page 134, of Deeds

14. Deed

Grantor:	Ralph A. Cook
Grantee:	California Land Buyers' Syndicate
Recorded:	May 14, 1927, #29544, Book 1250, Page 412, of Deeds

15. Deed

Grantor:	H. J. Place, Commissioner
Grantee:	Standard Sanitary Manufacturing Company
Recorded:	June 26, 1931, #33816, Book 1902, Page 375, of Deeds

Please be advised that this is not Title Insurance. The information provided herein reflects matters of public record which impart constructive notice in accordance with California Insurance Code 12340.10

16. Deed

Grantor:	Standard Sanitary Manufacturing Company
Grantee:	American Radiator & Standard Sanitary Corporation
Recorded:	March 2, 1939, #9099, Book 880, Page 49

17. Deed

Grantor:	American Radiator & Standard Sanitary Corporation
Grantee:	James W. Case and Donna Elizabeth Case
Recorded:	March 21, 1944, #19615, Book 1653, Page 59

18. Certificate of Death

Decedent:	James William Case
Recorded:	July 26, 1967, Recorders File No. 67-109506

19. Grant Deed

Grantor:	Donna Elizabeth Case
Grantee:	James D. Bradfield, Jr. and Leona M. Bradfield
Recorded:	April 20, 1976, Recorders File No. 76-116566

20. Quitclaim Deed

Grantor:	James D. Bradfield, Jr. and Leona M. Bradfield
Grantee:	James Dale Bradfield and Leona Margaret Bradfield, as Trustees
Recorded:	January 23, 1981, Recorders File No. 81-22943

21. Individual Grant Deed

Grantor:	James Dale Bradfield and Leona Margaret Bradfield, as Trustees
Grantee:	Santa Fe Land Improvement Company
Recorded:	March 27, 1985, Recorders File No. 85-102375

22. Grant Deed

Grantor:	Santa Fe Land Improvement Company
Grantee:	County of San Diego
Recorded:	March 27, 1985, Recorders File No. 85-102382

– End of Report –

Note: We find no recorded evidence of a Notice of Completion.

****

Please be advised that this is not Title Insurance. The information provided herein reflects matters of public record which impart constructive notice in accordance with California Insurance Code 12340.10. Note that we are not a Title Insurance Company, and that no express or implied warranty as to the accuracy or completeness of the information provided herein is granted. Our work has been performed under short time constraints with a quick turn around, and is based in part on the use of databases outside of our control. The recipient hereby acknowledges that California Lot Book, Inc. assumes no liability with respect to any errors or omissions related to the information provided herein. Also note that this search has been performed without the benefit of a Statement of Identification from the property owners, and if a search was performed for liens recorded against owner names, we cannot be sure that the information provided relates to the actual property owners, or is complete with respect to the property owners. In any event, our liability is limited to the amount of fees collected for the information provided herein.

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APPENDIX 8:

PHOTOGRAPHS

1. First Floor exit door, typical window detail and typical concrete masonry unit infill at poured–in–place concrete structural frame.

2. Northeast Elevation.

3. Southeast Elevations.

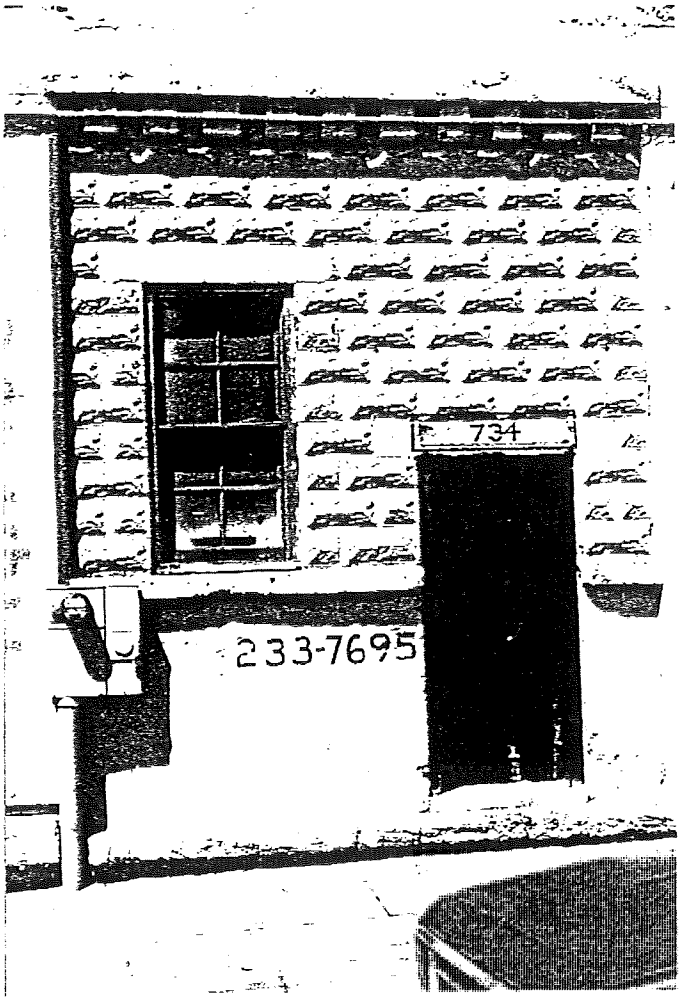
4. North Elevation.

5. Southwest Elevations.

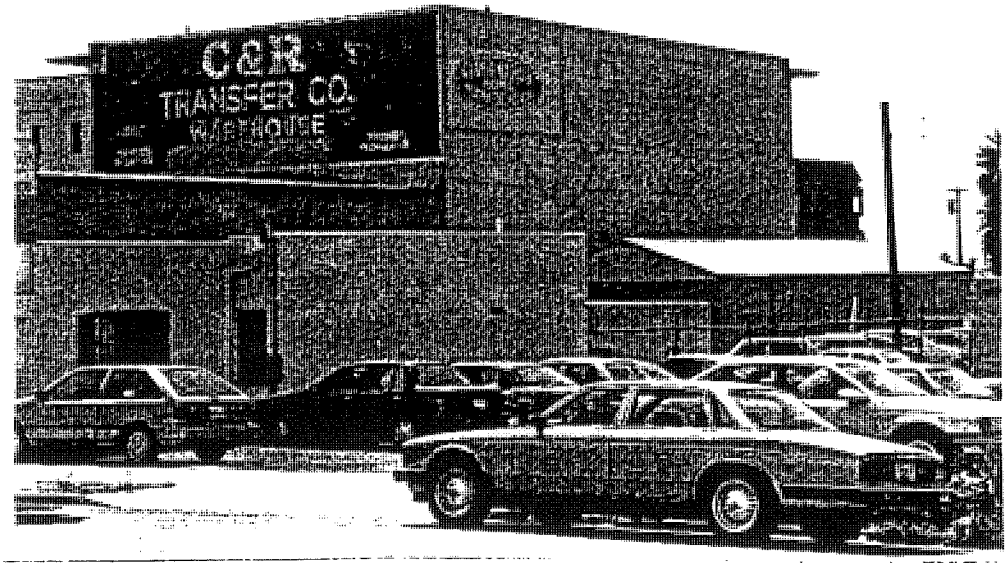
6. West Elevation depicting typical undecorated ledgement at windows, dentils and block infill.

7. West Elevation.

8. South Elevation.



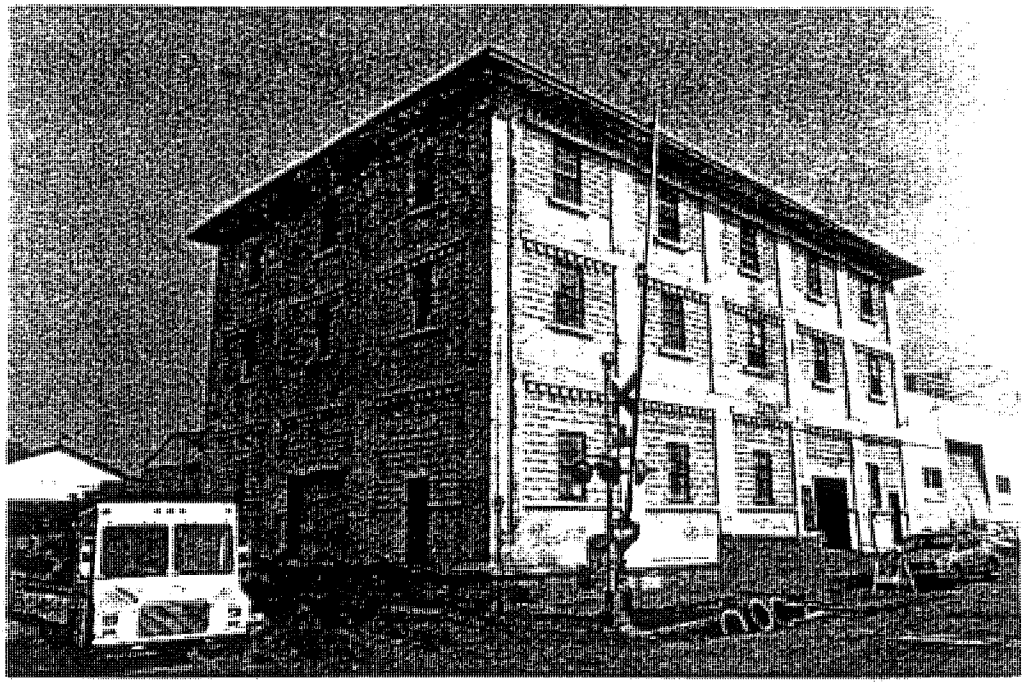
1. First floor exit door, typical window and typical concrete masonry unit infill at poured-in-place concrete structural frame.



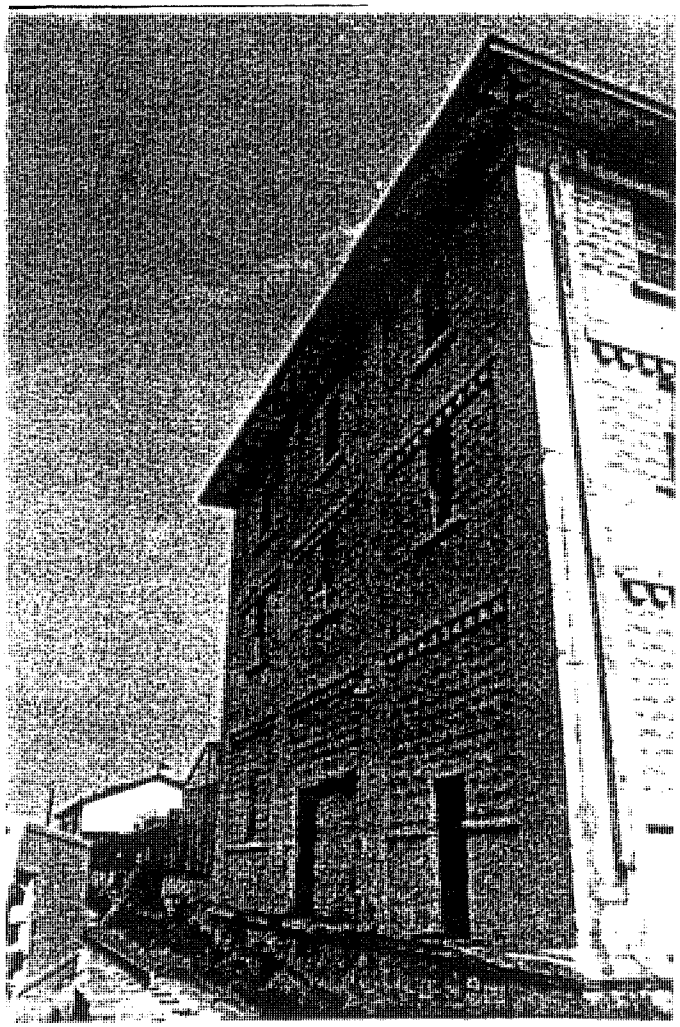
2. Northeast Elevations.

3. Southeast Elevations

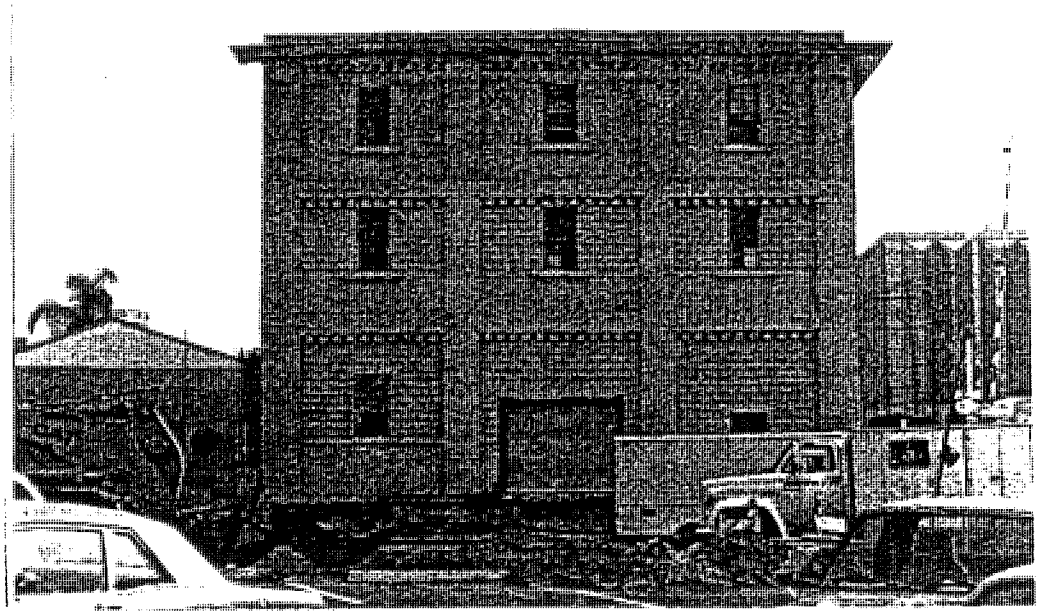
4. North Elevation



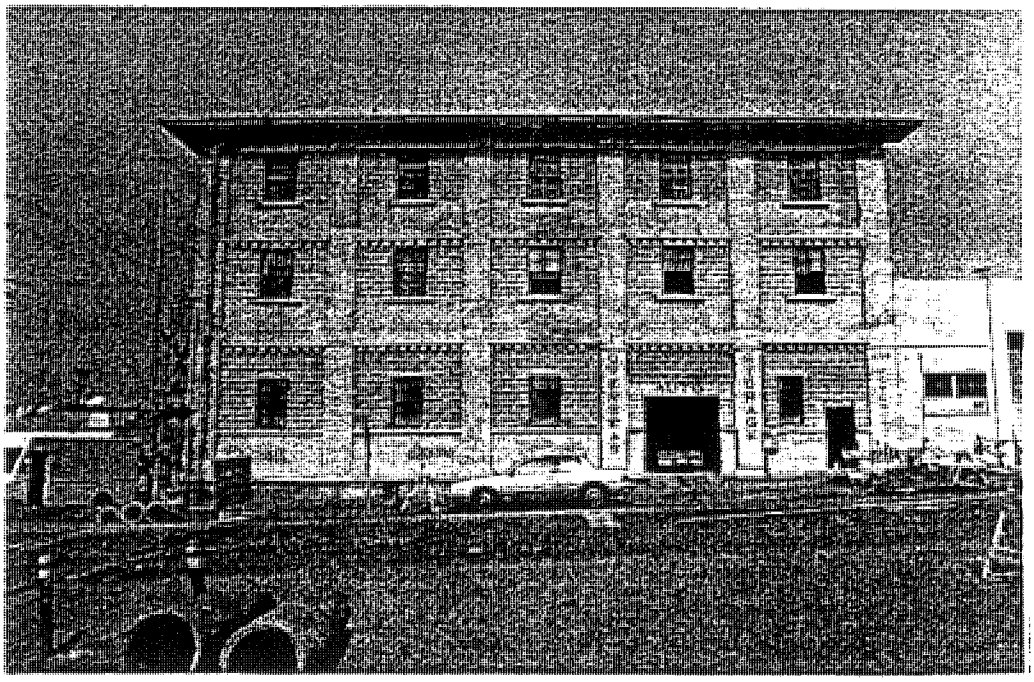
5. Southwest Elevations



6. West Elevation depicting typical undecorated ledgement at windows, dentils and block infill.



7. West Elevation



8. South Elevation

ABBREVIATIONS

A.F.F.	ABOVE FINISH FLOOR
ACOUS.	ACOUSTICAL
A.C.T.	ACOUSTICAL CEILING TILE
ADD	ADDENDUM
ADJ.	ADJUSTABLE/ADJACENT
ALT.	ALTERNATE
ALUM.	ALUMINUM
ARCH.	ARCHITECT(URAL)
BD	BOARD
B.I.D.	BUILDING INSPECTION DEPARTMENT
BLK(G).	BLOCK(ING)
BOT.	BOTTOM
CAB.	CABINET
C.A.C.	CALIFORNIA ADMINISTRATIVE CODE
C.B.C.	CALIFORNIA BUILDING CODE
C.J.	CONTROL JOINT
CLG.	CEILING
CLR.	CLEAR/COLOR
C.M.U.	CONCRETE MASONRY UNIT
C.O.	CLEANOUT/CASED OPENING
COL.	COLUMN
COMPT.	COMPARTMENT
CONC.	CONCRETE
CONT.	CONTINUOUS
CPT.	CARPET
C.T.	CERAMIC TILE
D.F.	DRINKING FOUNTAIN
DET.	DETAIL
DIA.	DIAMETER
DIM.	DIMENSION
DWG.	DRAWING
E	EAST
EA.	EACH
E.J.	EXPANSION JOINT
EL.	ELEVATION (VERTICAL)
ELEC.	ELECTRICAL
ELEV.	ELEVATOR
ENCL.	ENCLOSURE
EQ.	EQUAL
EXP.	EXPANSION
EXT.	EXTERIOR
F.D.	FLOOR DRAIN
FDN.	FOUNDATION
F.E.(C)	FIRE EXTINGUISHER (CABINET)
F.F.	FINISH FLOOR
FIN.	FINISH(ED)
FLR(G)	FLOOR(ING)
F.O.C.	FACE OF CONCRETE
F.O.F.	FACE OF FINISH
F.O.M.	FACE OF MASONRY
F.O.S.	FACE OF STUD
FT.	FOOT/FEET
FTG.	FOOTING
F.S.	FLOOR SINK
GAL.	GALLON
GA.	GAUGE
G.I.	GALVANIZED IRON
GEN.	GENERAL
GYP.	GYPSUM
H.B.	HOSE BIBB
HDWR.	HARDWARE
HR.	HOUR
H.V.A.C.	HEATING, VENTILATING, AND AIR CONDITIONING
I.C.B.O.	INTERNATIONAL CONFERENCE OF BUILDING OFFICIALS
IN.	INCH/INCHES
INSUL.	INSULATION
INT.	INTERIOR
JT.	JOINT
LAV	LAVATORY
LT.	LIGHT/LITE
MACH.	MACHINE
MWD	MILFORD WAYNE DONALDSON, FAIA, INC.
MECH.	MECHANICAL
MEMB.	MEMBER/MEMBRANE
MFR.	MANUFACTURER(R)
MIN.	MINIMUM
MISC.	MISCELLANEOUS
MTD.	MOUNTED
MTL.	METAL
N	NORTH
N.F.P.A.	NATIONAL FIRE PROTECTION ASSOCIATION
N.I.C.	NOT IN CONTRACT
NO.	NUMBER
N.S.F.	NET SQUARE FEET
N.T.S.	NOT TO SCALE
O.C.	ON CENTER
O.S.H.A.	DIVISION OF OCCUPATIONAL SAFETY AND HEALTH
OZ.	OUNCE
P.C.	PORTLAND CEMENT
PL.	PLATE/PROPERTY LINE
PLYWD.	PLYWOOD
PNT.	PAINT
PR.	PAIR
PREFAB.	PREFABRICATED
Q.T.	QUARRY TILE
RAD.	RADIUS
R.B.	RESILIENT BASE
REINF.	REINFORCING
REQD.	REQUIRED
RESIL.	RESILIENT
R.O.	ROUGH OPENING
S	SOUTH
SCH.	SCHEDULE
SHT.	SHEET
SHTG.	SHEATHING
SIM.	SIMILAR
SLNT.	SEALANT
S.O.G.	SLAB ON GRADE
SPEC.	SPECIFICATION
SQ.	SQUARE
STD.	STANDARD
STL.	STEEL
STOR.	STORAGE
STRUCT.	STRUCTURAL
SUSP.	SUSPENDED
TEL.	TELEPHONE
T.O.	TOP OF
TYP.	TYPICAL
U.B.C.	UNIFORM BUILDING CODE
U.F.C.	UNIFORM FIRE CODE
UL.	UNDERWRITER'S LABORATORY
U.O.N.	UNLESS OTHERWISE NOTED
VAR.	VARIES
V.T.R.	VENT THROUGH ROOF
V.I.F.	VERIFY IN FIELD
W	WEST
W/	WITH
W.C.	WATER CLOSET
WD.	WOOD
WDW	WINDOW
W/H	WATER HEATER
WP.	WATERPROOFING
W.R.	WATER RESISTANT
WSCT.	WAINSCOT
WT.	WEIGHT

GENERAL NOTES

1. EXIT DOORS SHALL BE OPENABLE FROM THE INSIDE WITHOUT THE USE OF A KEY OR ANY SPECIAL KNOWLEDGE OR EFFORT. NO DEAD BOLTS OR SLIDING BOLTS ALLOWED.

2. ALL WORK SHALL CONFORM TO THE 1994 EDITION OF THE U.B.C. AND THE 1993 C.B.C.

3. WORK SHALL CONFORM TO THE CALIFORNIA ADMINISTRATIVE CODE, CCR, TITLE 24, PARTS 2 THROUGH 7.

4. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND ELEVATIONS BEFORE STARTING WORK AND SHALL NOTIFY ARCHITECT OF ANY DISCREPANCIES BEFORE PROCEEDING WITH ANY WORK.

5. IN CASE OF CONFLICT THE CONTRACTOR SHALL VERIFY WITH THE ARCHITECT WHETHER THESE NOTES OR SPECIFICATIONS ON THE DRAWINGS SHALL TAKE PRECEDENCE.

6. WHERE NO CONSTRUCTION DETAILS ARE SHOWN OR NOTED FOR ANY PART OF THE WORK, SUCH DETAILS SHALL BE THE SAME AS FOR SIMILAR WORK SHOWN ON THE DRAWINGS. VERIFY WITH THE ARCHITECT.

7. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR ALL SCHEDULING AND COORDINATION OF THE WORK.

8. FLOORS IN TOILETS, SHOWERS, LAUNDRY ROOMS AND KITCHENS SHALL HAVE POSITIVE SLOPE TO DRAIN. NO SLOPE IS REQUIRED WHERE DRAINS ARE NOT PROVIDED.

9. VERIFY LOCATIONS AND DEPTH OF DEPRESSIONS WHERE CONCRETE SLABS FOR FLOOR FINISH MATERIAL. SEE ROOM FINISH SCHEDULE FOR MATERIALS.

10. ALL EXTERIOR JOIN AND PLASTER SHALL BE AS SPECIFIED, WHERE NOT SPECIFICALLY SHOWN ON PLANS AND DETAILS, PROVIDE CONTROL JOINT SCHEDULE OF TYPICAL THROUGHOUT. PROVIDE SOLID BACKING, CUT METAL LATH AT ALL CASELED EXPANSION JOINTS AND DOUBLE STUDS AT CONTROL JOINTS. PROVIDE CORNER METAL REINFORCING AT ALL CORNERS AND METAL EDGE SCREEDS AT ALL ALL LOCATIONS WHERE PLASTER ABUTS DISSIMILAR MATERIALS.

11. PAINTING CONTRACTOR SHALL VERIFY PAINT LOCATIONS AND COLORS OF PAINTS, SPECIAL COATINGS, AND STAINS WITH ARCHITECT BEFORE APPLICATION.

12. ICBO REPORT NUMBERS WERE SHOWN ON DRAWING AND IN THE SPECIFICATIONS ARE ONLY TO INDICATE THE REQUIREMENTS BY THE BUILDING INSPECTION DEPARTMENT. OTHER PRODUCTS WITH AN APPROVED ICBO REPORT NUMBER MAY USED IF APPROVED BY THE ARCHITECT AND THE BUILDING INSPECTION DEPARTMENT PRIOR TO INSTALLATION.

13. PROVIDE DRAFT STOPS ABOVE CEILING LEVEL EVERY 1000 SQ FT IN ATTIC SPACE OF COMBUSTIBLE CONSTRUCTION; EVERY 3000 SQ FT ELSEWHERE. PER U.B.C. SECTION 709.3.

14. PROVIDE FIRE BLOCKING IN CONCEALED SPACES OF STUD WALLS AND PARTITIONS INCLUDING FURRED SPACES AND ABOVE CEILING LEVELS AT 10 FT INTERVALS BOTH VERTICAL AND HORIZONTAL PER U.B.C. SECTION 708.2 AND 803.2.

15. WRITTEN DIMENSIONS ON THESE DRAWINGS SHALL GOVERN. DO NOT SCALE DRAWINGS. DIMENSIONS ARE TO FACE OF STUD, FACE OF MASONRY, OR CENTERLINE OF GRID, UNLESS OTHERWISE NOTED.

16. ALL RIGID CONDUIT, DUCTS, PLUMBING PIPES AND OTHER PIPING LOCATED IN ACOUSTICALLY RATED WALL OR PARTITION ASSEMBLIES SHALL BE ISOLATED FROM THE BUILDING BY MEANS OF RESILIENT SLEEVES, MOUNTS, OR MINIMUM 1/4" THICK APPROVED RESILIENT MATERIAL.

17. ALL HARDWIRED KITCHEN EQUIPMENT SHALL BE ANCHORED IN ACCORDANCE WITH "SEISMIC RESTRAINTS FOR KITCHEN EQUIPMENT" AS APPROVED BY THE B.I.D.

18. FURRED CEILINGS SHALL COMPLY WITH U.B.C. SECTION 803.

19. PANIC HARDWARE SHALL BE PROVIDED AT ALL EXITS SERVING 50 OR MORE PERSONS. LEVER TYPE HARDWARE AND PANIC HARDWARE SHALL CONFORM TO SAN DIEGO FIRE MARSHAL STANDARDS.

20. NONCOMBUSTIBLE THRESHOLDS SHALL BE PROVIDED UNDER DOORS WITH FIRE RATINGS OF 45 MINUTES OR GREATER.

21. RATED PAIRS OF DOORS SHALL HAVE AUTOMATIC FLUSH BOLTS, DOOR SELF CLOSERS, AND SMOKE GASKETS.

22. PLANS FOR ALL FIXED FIRE PROTECTION EQUIPMENT SHALL BE SUBMITTED TO THE FIRE MARSHAL FOR APPROVAL PRIOR TO INSTALLATION.

23. ALL INTERIOR WALLS SHALL HAVE 5/8" TYPE X GYPSUM BOARD PER WALL TYPE AND 5/8" TYPE X GYPSUM BOARD CEILINGS UNLESS OTHERWISE NOTED BY WALL TYPE OR FINISH SCHEDULE.

24. CASEWORK:
   A. NO FILLERS WILL BE PERMITTED, UNLESS NOTED ON THE DRAWINGS.
   B. ALL FIXED CASEWORK SHALL BE ANCHORED PER SPECIFICATIONS AND CCR TITLE 24, PART 2-2.3.

CABINET ANCHORAGE:	REFERENCE:
VERTICAL LOAD REQ	TABLE NO. 2-23B
LATERAL FORCE REQ	TABLE NO. 2-23A, PART B

   C. PROVIDE BRACING AND ANCHORAGE FOR ALL WALL HUNG CABINETS AND FLOOR SUPPORTED STORAGE RACKS, CABINETS AND BOOK STACKS OVER 5 FT IN HEIGHT, SUPPORTING PARTITIONS AND WALLS SHALL RESIST FORCES APPLIED BY CABINET ANCHORAGE.
   D. VERIFY ACCESS TO EACH ROOM PRIOR TO CASEWORK FABRICATION. EMPLOY FABRICATION TECHNIQUES TO ALLOW PASSAGE OF UNITS THROUGH OPENINGS.

25. ALL NEW WOOD FRAMING WITHIN 6" OF EARTH OR IN CONTACT WITH CONCRETE SHALL BE TREATED WITH A PRESERVATIVE.

26. DIFFERENT FINISHES AT THE FLOOR SHALL MEET UNDER THE DOOR UNLESS OTHERWISE NOTED.

27. ALL SHOWERHEADS, LAVATORIES, SINK FAUCETS (EXCEPT THOSE USED FOR SAFETY REASONS) WILL BE EQUIPPED WITH DEVICES THAT RESTRICT WATER FLOW TO 3 GPM.

28. ALL GLAZING WITHIN LOCATIONS DESCRIBED IN U.B.C. SECTION 2406.4 SHALL BE SAFETY GLAZING IDENTIFIED BY A LABEL WHICH WILL SPECIFY THE LABELER AND STATE THAT SAFETY GLAZING HAS BEEN USED.

29. ALL EXIT SIGNS ARE SHOWN ON THE REFLECTED CEILING PLANS AND ARE TO BE INTERNALLY ILLUMINATED PER U.B.C. SECTION 1013.3.

30. ALL EXIT SIGNS SHALL CONFORM WITH U.F.C. SECTION 1212, SECTION 1212.5 AND U.B.C. SECTION 1012.2 AND SECTION 1013.4 AND SHALL HAVE EITHER TWO SEPARATE SOURCES OR HAVE A SEPARATE BATTERY BACK-UP SYSTEM.

31. PROVIDE OCCUPANT LOAD SIGNAGE COMPLYING WITH U.F.C. SECTION 2501.16, C.A.C. T-19 SECTION 3-30 AND U.B.C. SECTION 1002.

32. ALL FIRE DAMPER ASSEMBLIES, INCLUDING SLEEVES AND INSTALLATION PROCEDURES SHALL BE APPROVED BY THE BUILDING INSPECTOR PRIOR TO INSTALLATION.

33. FIRE-ALARM SYSTEM TO BE INSTALLED IN COMPLIANCE WITH NFPA 72G AND C.B.C. SECTION 3504, AMEND SECTION 2-4.9 AND SECTION 2-4.9.1 FIRE ALARM TO BE AUDIBLE THROUGHOUT THE BUILDING PER CODE REQUIREMENTS.

34. INSTALLATION OF AUTOMATIC FIRE SPRINKLER SYSTEM SHALL COMPLY WITH U.B.C. STANDARD 38-2, AND NFPA 13.

35. ALL MECHANICAL AND ELECTRICAL EQUIPMENT AS WELL AS OTHER REQUIRED LIFE SAFETY SYSTEMS SHALL BE APPROVED AND INSTALLED IN ACCORDANCE WITH APPROVED PLANS AND SPECIFICATIONS AND SHALL BE TESTED AND APPROVED TO BE IN PROPER WORKING CONDITION TO THE SATISFACTION OF THE BUILDING INSPECTOR PRIOR TO THE ISSUANCE OF THE CERTIFICATE OF OCCUPANCY.

36. THE BUILDING OCCUPANT SHALL SECURE PERMITS REQUIRED BY THE FIRE DEPARTMENT FROM THE FIRE PREVENTION BUREAU PRIOR TO OCCUPYING THE BUILDING.

37. FIRE EXTINGUISHERS SHALL BE TYPE 2A-10BC AND SHALL COMPLY WITH U.F.C. ARTICLE 1, DIVISION III, U.F.C. STANDARDS 10-1 AND C.A.C. T-19, SECTION 3-29.

38. ALL PLUMBING PIPING PENETRATING A FIRE RATED ASSEMBLY INCLUDING WATER LINES, WASTE LINES, CONDENSATE DRAIN LINES, VENTS, ETC. SHALL BE METAL, NONCOMBUSTIBLE AND SHALL BE INSTALLED IN CONFORMANCE WITH UBC SECTIONS 709 & 710. SEE BUILDING INSPECTIONS 3-6 & 3-7.

39. MAINTAIN 1 HOUR FIRE RESISTIVE WALL CONSTRUCTION AT BUILT-IN PLUMBING FIXTURES, BEHIND BATHTUB AND SHOWER ENCLOSURES, FIRE EXTINGUISHER CABINETS, AND ELECTRICAL PANELS EXCEEDING 16 SQ. FT. IN AREA.

40. THE CONSTRUCTION, REMODEL AND OR DEMOLITION OF A BUILDING SHALL COMPLY WITH U.F.C. ARTICAL 87.

41. PROVIDE R-13 BATT INSULATION BLANKETS FACED ON ONE SIDE WITH FOIL-FACED CRAFT LAMINATE VAPOR BARRIER AT ALL NEW EXTERIOR WALL CONSTRUCTION, R-19 BATT INSULATION BLANKETS AT THE UNDERSIDE OF THE ROOF SHEATHING, AND 3 1/2" SOUND ATTENUATION/FIRE BLANKET INSULATION AT ALL NEW WALL OR PARTITION TYPES AND FLOOR CEILING ASSEMBLIES.

42. BUILDING NUMBERS SHALL BE EASILY VISIBLE AND LEGIBLE FROM THE THE STREET OR ROAD FRONTING THE PROPERTY.

43. ELEVATOR SHALL COMPLY WITH THE REQUIREMENTS OF U.B.C. CHAPTER 30 AND C.B.C. CHAPTER 30

44. CLOSING DEVICES TO BE SELF CLOSING OR AUTOMATIC CLOSING SHALL COMPLY WITH U.B.C. SECTION 1004, SECTION 1005 AND SECTION 713

45. OPENING AND CLOSING DEVICES INTO EXIT ENCLOSURES SHALL COMPLY WITH U.B.C. SECTION 1009.3.

46. ALL DECORATIVE MATERIALS SHALL BE MAINTAINED IN A FLAME RETARDANT CONDITION PER C.A.C. T-19, SECTION 1.7A, 3.03, 1.21, AND U.F.C. SECTION 1103.3.3, SECTION 2501.9, SECTION 2501.6, AND UBC CHAPTER 8.

47. PROVIDE TOILET ROOM DOOR SIGNS PER THE C.B.C. ALL SIGNS SHALL BE TACTILE AND BRAILLE AND COMPLY WITH CODE REQUIREMENTS.

48. PROVIDE THE INTERNATIONAL SYMBOL OF ACCESSIBILITY AT ACCESSIBLE ENTRANCES AND TOILET ROOMS PER C.B.C. AND TITLE 24 REQUIREMENTS.

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SYMBOLS

INTERIOR ELEVATION TARGET — 5 / A5.1 / 9 — DETAIL NUMBER, ELEVATION NUMBER, SHEET NUMBER

DETAIL TARGET — 5 / A6.3 — DETAIL NUMBER, SHEET NUMBER

BUILDING SECTION TARGET — 1 / A3.2 — SECTION NUMBER, SHEET NUMBER

WALL TYPE TARGET — 1 — WALL TYPE NUMBER

DOOR NUMBER TARGET — 101 / A — DOOR NUMBER

ROOM NUMBER TARGET — 301 — ROOM NUMBER

WINDOW NUMBER TARGET — 20 — WINDOW NUMBER

GENERAL NOTE TARGET — 20 — GENERAL NOTE NUMBER

VERTICAL ELEVATION TARGET — 0'-0" / FIRST FLOOR

EXIT SIGN TARGET — ARROW INDICATES DIRECTIONAL SIGN; SHADED AREA INDICATES FACE(S) OF SIGN

DIMENSION TO FACE OF STUD

DIMENSION TO CENTERLINE

PROJECT DIRECTORY

OWNER

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OFFICE OF SPECIAL PROJECTS
CHIEF ADMINISTRATIVE OFFICE
1600 PACIFIC HIGHWAY, ROOM 352
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FAX: (619) 549-9987

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KRUSE AND ASSOCIATES
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FAX: (619) 560-0199

CIVIL ENGINEER

VOLTZ AND ASSOCIATES, INC.
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HAZMAT CONSULTANT

DAVIES & VOORE
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LEGAL DESCRIPTION

MIDDLETOWN, BLOCK 38, EXCEPT R4 R/WAY, LOT 6.

PROJECT DATA

BUILDING ADDRESS:	734 WEST BEECH STREET SAN DIEGO, CA 92101
CONSTRUCTION TYPE:	V, ONE HOUR (AUTOMATIC FIRE SPRINKLER SYSTEM NOT REQUIRED BUT PROVIDED)
OCCUPANCY TYPE(S):	A3/B2
BUILDING HEIGHT:	42'-0" (EXISTING THREE STORY)
ALLOWABLE FLOOR AREA:	BASIC ALLOWABLE A3 10,500 SF B2 14,000 SF MULTI-STORY INCREASE A3 10,500 SF B2 28,000 SF 38,500 SF ACTUAL FLOOR AREA A3/1 FLR 873 SF B2/1 FLR 2873 SF B2/2 FLR 3750 SF B2/3 FLR 3750 SF 11,250 SF
PLANNING DISTRICT:	CCPD AREA 'A' (REVIEWED BY CENTRE CITY DEV CORP)
HISTORICAL SITE:	NO.

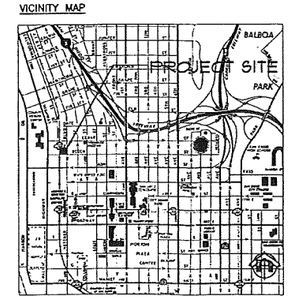
PROJECT DESCRIPTION

THE STAR BUILDERS COMPANY BUILDING PROJECT IS A REHABILITATION OF AN EXISTING 11,250 SF THREE STORY INDUSTRIAL WAREHOUSE STRUCTURE BUILT IN 1911.

THE EXISTING STRUCTURE HAS A REINFORCED CONCRETE FRAME WITH CEMENT BLOCK infill ON THE SOUTH AND WEST FACADES, SOLID REINFORCED CONCRETE WALLS ON THE NORTH AND EAST FACADES, AND AN INTERIOR STRUCTURAL FRAME OF HEAVY timber POST AND BEAM CONSTRUCTION WITH DOUBLE PLANK FLOOR AND ROOF DIAPHRAGMS.

THE REHABILITATION WORK WILL INCLUDE A CHANGE OF USE FROM WAREHOUSE TO OFFICE/COMMERCIAL. THE BUILDING WILL BE UPGRADED WITH SEISMIC STRENGTHENING, AN AUTOMATIC FIRE SPRINKLER SYSTEM AND TYPE V ONE HOUR NEW CONSTRUCTION.

VICINITY MAP



RECORD DRAWINGS

"The record drawings incorporated herein have been prepared, in part, based upon information furnished by others. The design professional cannot assure its accuracy and, thus, is not responsible for the accuracy of these record drawings, or for any errors or omissions which may have been incorporated into it as a result. Those relying on these record drawings are advised to obtain independent verification of its accuracy before applying it for any purpose."

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STAR BUILDERS COMPANY BUILDING
734 WEST BEECH STREET, SAN DIEGO, CA 92101

ARCHITECTURAL AND ENGINEERING DIVISION
DEPARTMENT OF GENERAL SERVICES
COUNTY OF SAN DIEGO

REVISIONS	BY	DATE	CHECKED	DATE
RECORD DWGS.			ARCH.	
			STRUC.	
			MECH.	
			ELECT.	
			PLUMB.	
			SUBMITTED	

PROJECT NO. 9202
FILE NO. 9202
DATE: 4/5/96
DRAWN BY:
SCALE: AS NOTED

ARCHITECT
C 2 0 1 0 3

OWNER
COUNTY OF SAN DIEGO

PROJECT
9202

DRAWN

REVIEWED

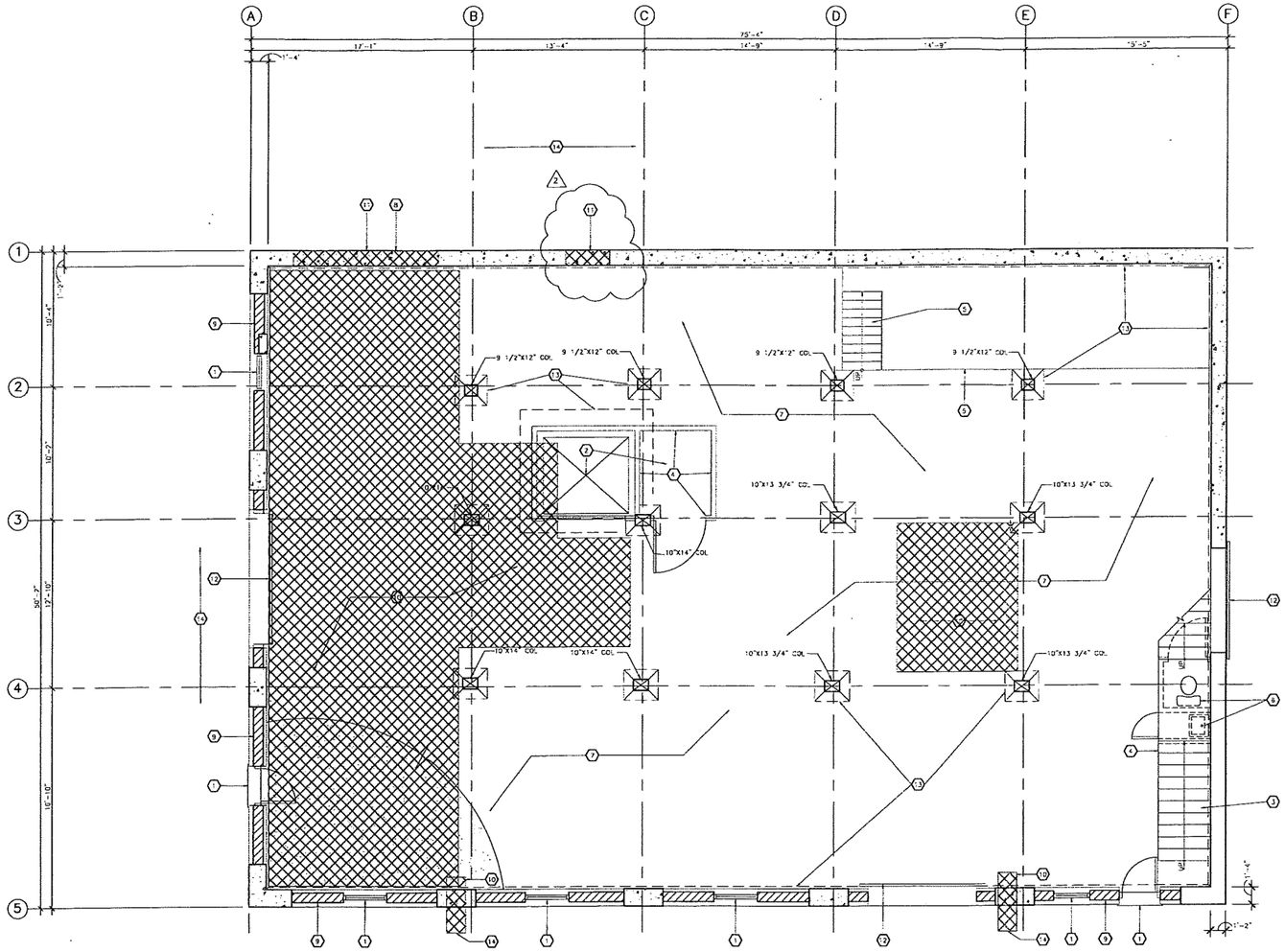
SPEC FILE

DATE
APRIL 5, 1996

REVISIONS
2 RECORD DWGS. 4/6/99

SHEET TITLE
TITLE SHEET

A0-1



1 / D2-1 FIRST FLOOR DEMOLITION PLAN

1/4" = 1'-0"

GENERAL NOTES:

1. THE DIRECTIONS PROVIDED BY THESE DEMOLITION PLANS ARE TO ASSIST THE CONTRACTOR. THESE PLANS DO NOT REPRESENT THE FULL EXTENT OF DEMOLITION WORK REQUIRED FOR THE CONSTRUCTION OF THE PROJECT, DUE TO UNDETECTABLE FIELD CONDITIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING AND PROVIDING THE FULL AMOUNT OF DEMOLITION WORK REQUIRED FOR NEW CONSTRUCTION.
2. WHERE EXISTING CONDITIONS ARE IMPACTED BY DEMOLITION WORK THE CONTRACTOR SHALL PROVIDE PERMANENTLY FINISHED AND STRUCTURALLY SOUND TERMINATIONS TO THOSE ELEMENTS EFFECTED WITH A LEVEL OF WORKMANSHIP AND MATERIALS THAT ARE CODE COMPLYING AND TO INDUSTRY STANDARDS WHICH EQUAL THE QUALITY OF EXISTING CONDITIONS (INCLUDING CAPPING OFF ANY MECHANICAL, ELECTRICAL OR PLUMBING SERVICES).
3. THE CONTRACTOR SHALL VERIFY ALL LOCATIONS OF EXISTING UTILITY SERVICES DIMENSIONS AND ELEVATIONS PRIOR TO STARTING DEMOLITION AND/OR EXCAVATION WORK. SHOULD THE CONTRACTOR IDENTIFY DISCREPANCIES WITHIN THE PLANS HE SHALL NOTIFY THE ARCHITECT FOR RESOLUTION PRIOR TO PROCEEDING WITH THE WORK.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL IN A TIMELY MANNER, ALL WASTE, RUBBISH AND DEBRIS FROM THE SITE.
5. REMOVE ALL SECONDARY FRAMING MEMBERS THAT ARE NOT AN INTEGRAL PART OF THE BUILDINGS PRIMARY HEAVY TIMBER POST AND BEAM OR FLOOR/CEILING JOIST FRAMING SYSTEM.
6. REMOVE ALL EXTRANEOUS INTERIOR AND EXTERIOR ELEMENTS THAT ARE NOT PART OF THE FINAL CONSTRUCTION (I.E.: SECONDARY FRAMING NAILS/BOLTS/HANGERS, MISC. HARDWARE/BRACKETS/MECH/PLUMB/ELEC SERVICE DISTRIBUTION LINES,ETC).

NOTES

1. REMOVE WOOD WINDOWS AND DOORS INCLUDING JAMBS/HEADS/SILLS AND ANY OTHER EXISTING MATERIAL THAT IS REQUIRED TO BE REMOVED FOR NEW CONSTRUCTION DETAILED AND DIMENSIONED PER PLANS. SALVAGE ONE WINDOW (BEST CONDITION) FOR DURATION OF PROJECT. CONTRACTOR TO DISPOSE OF WINDOW AT END OF PROJECT AFTER OBTAINING APPROVAL FROM ARCHITECT. SALVAGED WINDOW TO BE MODEL FOR APPROVAL OF REPLACEMENT WINDOWS.
2. REMOVE ENTIRE ELEVATOR ASSEMBLY INCLUDING SHAFT WALL, DOOR/GATE HARDWARE GUIDE RAIL AND SUPPORTS, PLATFORM AND CAB, CONCRETE FOUNDATION AT PIT AND ANY MECHANICAL/ELECTRICAL EQUIPMENT OR SERVICE LINES ASSOCIATED WITH THE ELEVATOR.
3. REMOVE STAIR FRAMING, TREADS/RISERS AND HANDRAILS ALONG WITH ANY MISC. HARDWARE OR MATERIALS ASSOCIATED WITH THE STAIRS.
4. REMOVE FRAMED PARTITIONS INCLUDING STUDS, PLATES (TOP AND BOTTOM), FINISH MATERIALS, PLUMBING/ELECTRICAL SERVICES LINES, DOORS AND ANY MISC. HARDWARE OR MATERIAL ASSOCIATED WITH THE PARTITION.
5. REMOVE ALL MISC. WOOD FRAMED PLATFORMS AND STORAGE SHELVES ALONG WITH ANY ADDITIONAL HARDWARE OR MATERIAL ASSOCIATED WITH THE ELEMENT.
6. REMOVE ALL MECHANICAL, ELECTRICAL AND PLUMBING FIXTURES, ASSOCIATED CABINETS, BRACKETS AND HARDWARE ALONG WITH THEIR SERVICE LINES. SERVICE LINES SHALL BE REMOVED BACK TO THE BUILDINGS MAIN POINT OF CONNECTION AND CAPPED FOR POTENTIAL USE WITH NEW CONSTRUCTION.
7. REMOVE CONCRETE SLAB ON GRADE, LIMITS DEFINED BY INTERIOR FACE OF BUILDING ALONG WITH ANY OTHER MATERIAL REQUIRED FOR NEW CONSTRUCTION.
8. REMOVE CONCRETE FOUNDATION ALONG WITH ANY OTHER MATERIAL REQUIRED FOR NEW CONSTRUCTION DETAILED AND DIMENSIONED PER PLANS.
9. REMOVE SECTION OF CONCRETE FOUNDATION, CONCRETE MASONRY BLOCK INFILL AND ANY OTHER MATERIAL REQUIRED FOR NEW CONSTRUCTION DETAILED PER PLANS. LIMITS GENERALLY DEFINED BY EXISTING POURED IN PLACE CONCRETE FRAME. SALVAGE AVAILABLE MATERIALS AS REQUIRED FOR NEW CONSTRUCTION.
10. EXCAVATE THIS AREA TO THE APPROPRIATE DIMENSIONS AND ELEVATIONS FOR NEW CONSTRUCTION DETAILED PER PLANS.
11. REMOVE SECTION OF POURED IN PLACE CONCRETE WALL TO THE APPROPRIATE DIMENSIONS FOR NEW CONSTRUCTION DETAILED PER PLANS.
12. REMOVE WAREHOUSE DOOR ALONG WITH ANY MISC. MATERIAL OR HARDWARE ASSOCIATED WITH DOOR ASSEMBLY.
13. LINE OF ASSUMED FOUNDATION BELOW. FIELD VERIFY ALL CONDITIONS.
14. COORDINATE EXCAVATION OUTSIDE OF BUILDING FOOTPRINT WITH THE SITE DEMOLITION PLAN ON SITE SHEET D1-1

RECORD DRAWINGS

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DEPARTMENT OF
COUNTY OF SAN DIEGO
5555 OVERLAND AVENUE, SAN DIEGO, CALIFORNIA 92123

PROJECT NO.	9202		
FILE NO.			
DATE			
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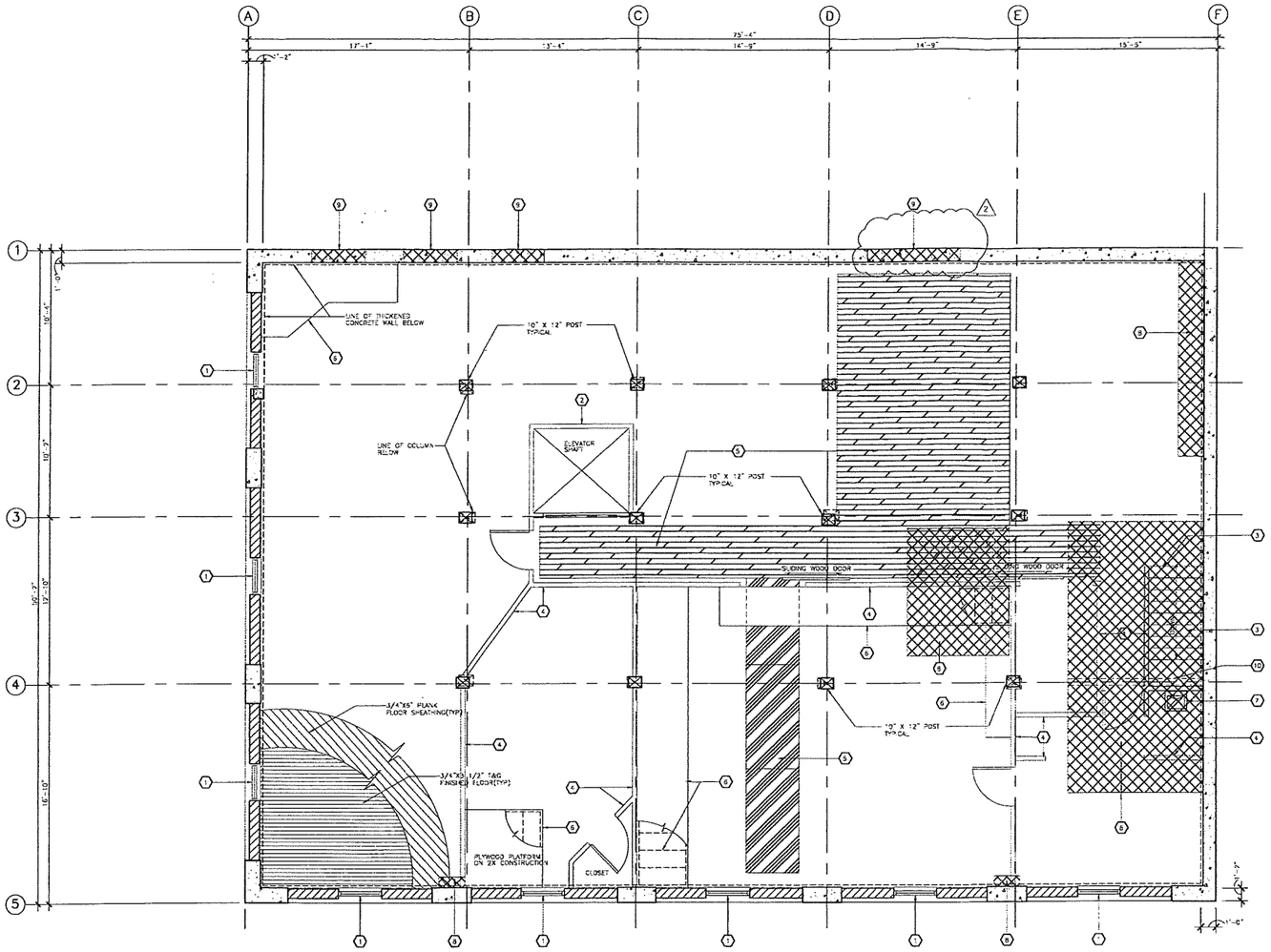

1 D2-2 SECOND FLOOR DEMOLITION PLAN

1/4" = 1'-0"

GENERAL NOTES:

1. THE DIRECTIONS PROVIDED BY THESE DEMOLITION PLANS ARE TO ASSIST THE CONTRACTOR. THESE PLANS DO NOT REPRESENT THE FULL EXTENT OF DEMOLITION WORK REQUIRED FOR THE CONSTRUCTION OF THE PROJECT, DUE TO UNDETECTABLE FIELD CONDITIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING AND PROVIDING THE FULL AMOUNT OF DEMOLITION WORK REQUIRED FOR NEW CONSTRUCTION.
2. WHERE EXISTING CONDITIONS ARE IMPACTED BY DEMOLITION WORK, THE CONTRACTOR SHALL PROVIDE PERMANENTLY FINISHED AND STRUCTURALLY SOUND TERMINATIONS TO THESE ELEMENTS EFFECTED WITH A LEVEL OF WORKMANSHIP AND MATERIALS THAT ARE CODE COMPLYING AND TO INDUSTRY STANDARDS WHICH EQUAL THE QUALITY OF EXISTING CONDITIONS (INCLUDING CAPPING OFF ANY MECHANICAL, ELECTRICAL OR PLUMBING SERVICES).
3. THE CONTRACTOR SHALL VERIFY ALL LOCATIONS OF EXISTING UTILITY SERVICES DIMENSIONS AND ELEVATIONS PRIOR TO STARTING DEMOLITION AND/OR EXCAVATION WORK. SHOULD THE CONTRACTOR IDENTIFY DISCREPANCIES WITHIN THE PLANS HE SHALL NOTIFY THE ARCHITECT FOR RESOLUTION PRIOR TO PROCEEDING WITH THE WORK.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL IN A TIMELY MANNER, ALL WASTE, RUBBISH AND DEBRIS FROM THE SITE.
5. REMOVE ALL SECONDARY FRAMING MEMBERS THAT ARE NOT AN INTEGRAL PART OF THE BUILDINGS PRIMARY HEAVY TIMBER POST AND BEAM OR FLOOR/CEILING JOIST FRAMING SYSTEM.
6. REMOVE ALL EXTERNALLY INTERIOR AND EXTERIOR ELEMENTS THAT ARE NOT PART OF THE FINAL CONSTRUCTION (I.E., SECONDARY FRAMING,NAILS,BOLTS,HANGERS, MISC. HARDWARE,BRACKETS,MECH/PLUMB/ELEC SERVICE DISTRIBUTION LINES,ETC).
7. FLOOR/ROOF DIAPHRAM AREAS INDICATED TO BE REMOVED FOR NEW CONSTRUCTION DETAILED AND DIMENSIONED PER PLANS ARE DIAGRAMATIC. THEY DO NOT TAKE INTO ACCOUNT THE FULL EXTENT OF EACH SPECIFIC EXISTING FLOOR/ROOF DIAPHRAM FIELD CONDITION OF MATERIALS TO BE REMOVED. THE CONTRACTOR SHALL PROVIDE FLOOR/ROOF DIAPHRAM ASSEMBLY TERMINATIONS AT THE CENTER-LINE OF STRUCTURAL JOIST MATERIAL WHETHER THAT BE EXISTING OR NEW SUPPORT FRAMING FOR FLOOR/CEILING PENETRATIONS.
8. CONTRACTOR TO ASSUME 20% REPLACEMENT OF ALL WOOD FLOORING AND WOOD FLOOR JOISTS DUE TO WATER DAMAGE AND NEGLECT.

NOTES:

1. REMOVE DOUBLE HUNG WOOD WINDOWS,WOOD WINDOW JAMBS/HEADS/SILLS AND ANY OTHER EXISTING MATERIAL THAT IS REQUIRED TO BE REMOVED FOR NEW CONSTRUCTION DETAILED AND DIMENSIONED PER PLANS.
2. REMOVE ENTIRE ELEVATOR ASSEMBLY INCLUDING SHAFT WALL, DOOR/GATE HARDWARE, GUIDE RAIL AND SUPPORTS, PLATFORM AND CAB AND ANY MECHANICAL/ELECTRICAL EQUIPMENT OR SERVICE LINES ASSOCIATED WITH THE ELEVATOR.
3. REMOVE STAIR FRAMING, TREADS/RISERS AND HANDRAILS ALONG WITH ANY MISC. HARDWARE OR MATERIALS ASSOCIATED WITH THE STAIRS.
4. REMOVE FRAMED PARTITIONS INCLUDING STUDS, PLATES (TOP AND BOTTOM), FINISH MATERIALS, PLUMBING/ELECTRICAL SERVICES LINES, DOORS AND ANY MISC. HARDWARE OR MATERIAL ASSOCIATED WITH THE PARTITION.
5. REMOVE WOOD FLOOR PROTECTION (BOTH 2X12 PLANK AND 1" PLYWOOD).
6. REMOVE ALL MISC. WOOD FRAMED PLATFORMS AND STORAGE SHELVES ALONG WITH ANY ADDITIONAL HARDWARE OR MATERIAL ASSOCIATED WITH THE ELEMENT.
7. REMOVE ALL MECHANICAL, ELECTRICAL AND PLUMBING FIXTURES, ASSOCIATED CABINETS, BRACKETS AND HARDWARE ALONG WITH THEIR SERVICE LINES. SERVICE LINES SHALL BE REMOVED BACK TO THE BUILDINGS MAIN POINT OF CONNECTION AND CAPPED FOR POTENTIAL USE WITH NEW CONSTRUCTION.
8. REMOVE WOOD FLOOR DIAPHRAM ASSEMBLY IN THE AREA INDICATED FOR APPROPRIATE DIMENSION TO LET NEW CONSTRUCTION DETAILED PER PLANS.
9. REMOVE SECTION OF POURED IN PLACE CONCRETE WALL INDICATED TO THE APPROPRIATE DIMENSIONS FOR NEW CONSTRUCTION DETAILED PER PLANS.
10. REMOVE SECTION OF EXISTING BEAM PER DETAILS AND PLANS FOR NEW CONSTRUCTION. BRACE AND SHORE EXISTING MEMBERS AS REQUIRED.

RECORD DRAWINGS

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ARCHITECTURAL AND ENGINEERING DIVISION
DEPARTMENT OF GENERAL SERVICES
COUNTY OF SAN DIEGO
BOND INSTALLATION AT PALOMAR, EAST MESA, SAN DIEGO, CALIFORNIA

REVISED:	BY:	DATE:

DESIGNED:
ARCH.
STRUCT.
ELECTR.
MECH.
PLUMB.
R.M.D.T.

PALOMAR AIR FORCE RESERVE

PROJECT NO.
FILE NO/REV
DATE
DESIGN.
DWN. CH.

FILE BOLDER A:\REV1, MAN DIGITL CH. 10/1/91

APPROVED:	DATE

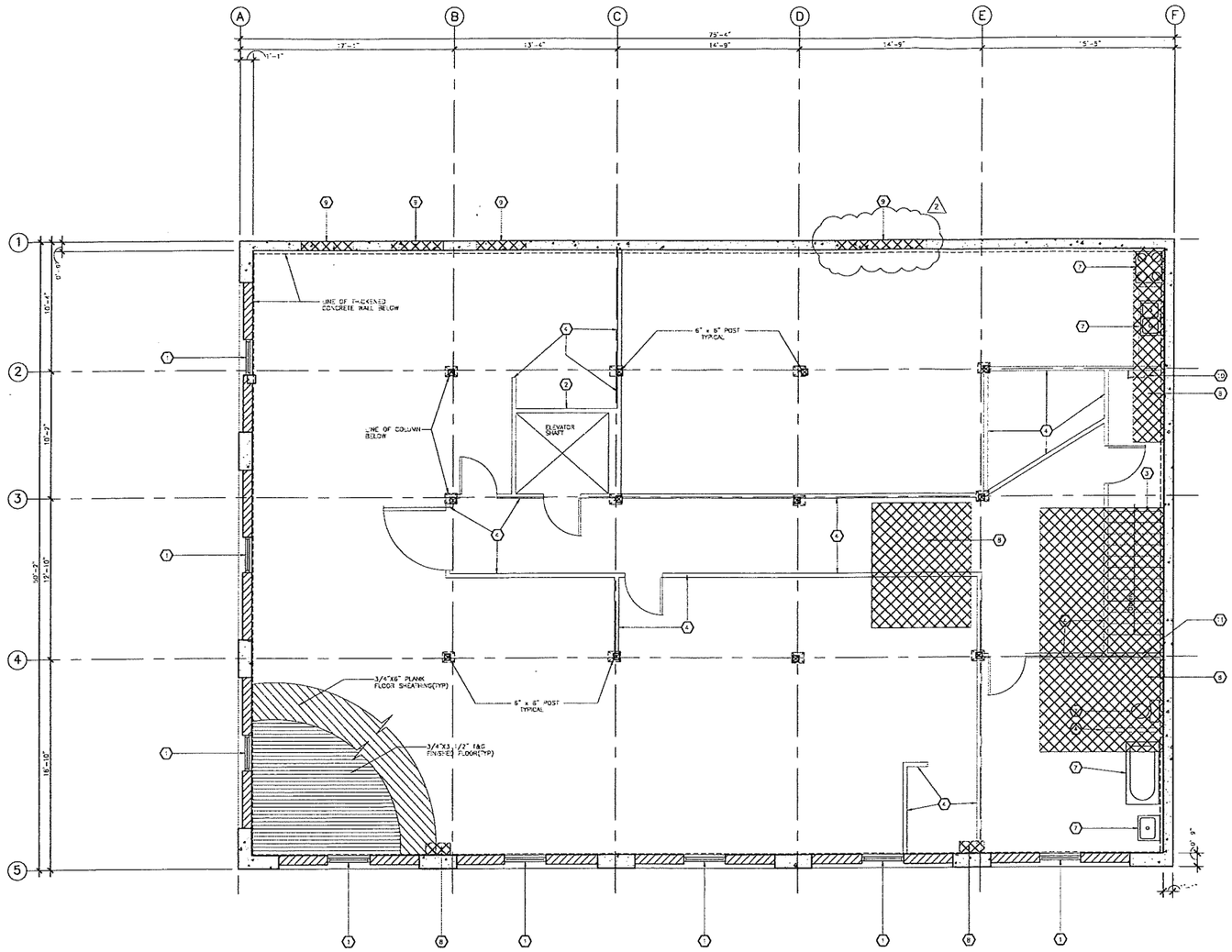
PFAR BUILDERS COMPANY BUILDING
BOND INSTALLATION AT PALOMAR

ARCHITECT	C 2 0 1 9 3
OWNER	COUNTY OF SAN DIEGO
PROJECT	9202
DRAWN	
REVIEWED	
SPEC FILE	
DATE	
REVISIONS	2 RECORD DWGS. 4/6/99

SHEET TITLE

DEMOLITION
SECOND FLOOR

D2-2



1 / D2-3 THIRD FLOOR DEMOLITION PLAN

1/4" = 1'-0"

GENERAL NOTES:

1. THE DIRECTIONS PROVIDED BY THESE DEMOLITION PLANS ARE TO ASSIST THE CONTRACTOR. THESE PLANS DO NOT REPRESENT THE FULL EXTENT OF DEMOLITION WORK REQUIRED FOR THE CONSTRUCTION OF THE PROJECT. DUE TO UNDETERMINABLE FIELD CONDITIONS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING AND PROVIDING THE FULL AMOUNT OF DEMOLITION WORK REQUIRED FOR NEW CONSTRUCTION.
2. WHERE EXISTING CONDITIONS ARE AFFECTED BY DEMOLITION WORK, THE CONTRACTOR SHALL PROVIDE PERMANENTLY FINISHED AND STRUCTURALLY SOUND TERMINATIONS TO THOSE ELEMENTS EFFECTED WITH A LEVEL OF WORKMANSHIP AND MATERIALS THAT ARE CODE COMPLYING AND TO INDUSTRY STANDARDS AND EQUAL THE QUALITY OF EXISTING CONDITIONS (INCLUDING CAPPING OFF ANY MECHANICAL, ELECTRICAL, OR PLUMBING SERVICES).
3. THE CONTRACTOR SHALL VERIFY ALL LOCATIONS OF EXISTING UTILITY SERVICES DIMENSIONS AND ELEVATIONS PRIOR TO STARTING DEMOLITION AND/OR EXCAVATION WORK. SHOULD THE CONTRACTOR DENOTE DISCREPANCIES WITHIN THE PLANS HE SHALL NOTIFY THE ARCHITECT FOR RESOLUTION PRIOR TO PROCEEDING WITH THE WORK.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL IN A TIMELY MANNER ALL WASTE, RUBBISH AND DEBRIS FROM THE SITE.
5. REMOVE ALL SECONDARY FRAMING MEMBERS THAT ARE NOT AN INTEGRAL PART OF THE BUILDINGS PRIMARY HEAVY TIMBER POST AND BEAM OR FLOOR/CEILING JOIST FRAMING SYSTEM.
6. REMOVE ALL EXTRANEOUS INTERIOR AND EXTERIOR ELEMENTS THAT ARE NOT PART OF THE FINAL CONSTRUCTION (I.E.: SECONDARY FRAMING,NAILS,BOLTS,HANGERS, MISC. HARDWARE,BRACKETS,MECH/PLUMB/ELEC SERVICE DISTRIBUTION LINES,ETC).
7. FLOOR/ROOF DIAPHRAM AREAS INDICATED TO BE REMOVED FOR NEW CONSTRUCTION DETAILED AND DIMENSIONED PER PLANS ARE DIAGRAMATIC. THEY DO NOT TAKE INTO ACCOUNT THE FULL EXTENT OF EACH EXISTING EXISTING FLOOR/ROOF DIAPHRAM FIELD CONDITION OF MATERIALS TO BE REMOVED. THE CONTRACTOR SHALL PROVIDE FLOOR/ROOF DIAPHRAM ASSEMBLY TERMINATIONS AT THE CENTER-LINE OF STRUCTURAL JOIST MATERIAL WHETHER THAT BE EXISTING OR NEW SUPPORT FRAMING FOR FLOOR/CEILING PENETRATIONS.
8. CONTRACTOR TO ASSUME 20% REPLACEMENT OF ALL WOOD FLOORING AND WOOD FLOOR JOISTS DUE TO WATER DAMAGE AND NEGLECT.

NOTES:

1. REMOVE DOUBLE HUNG WOOD WINDOWS,WOOD WINDOW JAMBS/HEADS/SILLS AND ANY OTHER EXISTING MATERIAL THAT IS REQUIRED TO BE REMOVED TO LET NEW CONSTRUCTION DETAILED AND DIMENSIONED PER PLANS.
2. REMOVE ENTIRE ELEVATOR ASSEMBLY INCLUDING SHAFT WALL, DOOR/GATE HARDWARE GUIDE RAIL AND SUPPORTS, PLATFORM AND CAB AND ANY MECHANICAL/ELECTRICAL EQUIPMENT OR SERVICE LINES ASSOCIATED WITH THE ELEVATOR.
3. REMOVE STAIR FRAMING, TREADS/RISERS AND HANDRAILS ALONG WITH ANY MISC. HARDWARE OR MATERIALS ASSOCIATED WITH THE STAIRS.
4. REMOVE FRAMED PARTITIONS INCLUDING STUDS, PLATES (TOP AND BOTTOM), FINISH MATERIALS, PLUMBING/ELECTRICAL SERVICES LINES, DOORS AND ANY MISC. HARDWARE OR MATERIAL ASSOCIATED WITH THE PARTITION.
5. REMOVE WOOD FLOOR PROTECTION (BOTH 2X12 PLANKS AND 1" PLYWOOD).
6. REMOVE ALL MISC. WOOD FRAMED PLATFORMS AND STORAGE SHELVES ALONG WITH ANY ADDITIONAL HARDWARE OR MATERIAL ASSOCIATED WITH THE ELEMENT.
7. REMOVE ALL MECHANICAL, ELECTRICAL, AND PLUMBING FIXTURES, ASSOCIATED CABINETS, BRACKETS AND HARDWARE ALONG WITH THEIR SERVICE LINES. SERVICE LINES SHALL BE REMOVED BACK TO THE BUILDINGS MAIN POINT OF CONNECTION AND CAPPED FOR POTENTIAL USE WITH NEW CONSTRUCTION.
8. REMOVE WOOD FLOOR DIAPHRAM ASSEMBLY IN AREA INDICATED TO THE APPROPRIATE DIMENSIONS TO LET NEW CONSTRUCTION DETAILED PER PLANS.
9. REMOVE SECTION OF POURED IN PLACE CONCRETE WALL TO THE APPROPRIATE DIMENSIONS TO LET NEW CONSTRUCTION DETAILED PER PLANS.
10. REMOVE EXISTING LADDER AND ROOF HATCH.
11. REMOVE SECTION OF EXISTING BEAM PER DETAILS AND PLANS TO LET NEW CONSTRUCTION. BRACE AND SHORE EXISTING MEMBERS AS REQUIRED.

RECORD DRAWINGS

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PROJECT NO.	DATE	REVISIONS	DATE
9202			
FILE 2D-09			

DATE:
REVISION:
DRAWN BY:

RYAN BUILDING COMPANY BUILDING REHABILITATION PROJECT
7th FLOOR REHABILITATION, SAN DIEGO, CA. 92101

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COUNTY OF SAN DIEGO

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9202

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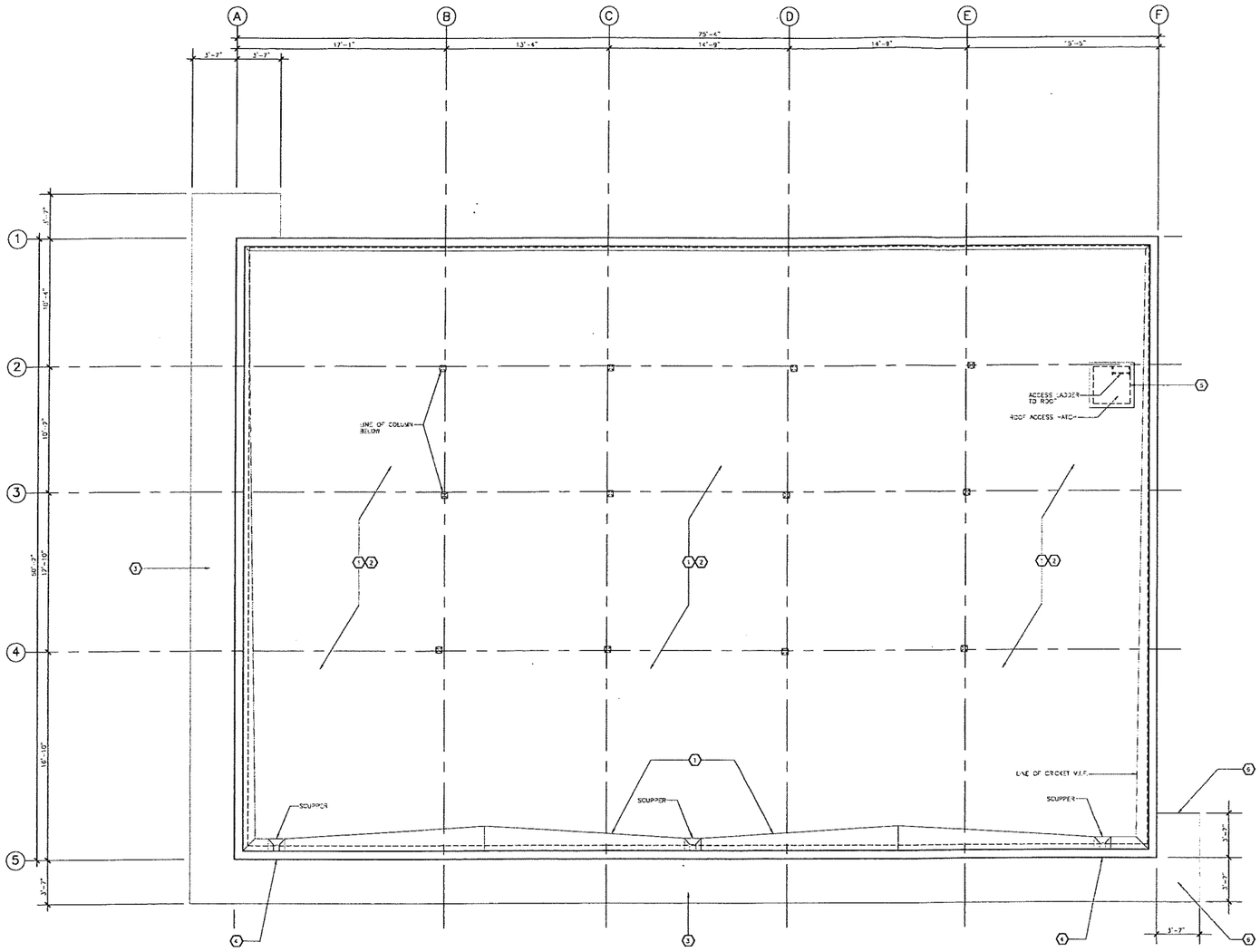
REVISIONS
2 RECORD DWGS. 4/6/99

SHEET TITLE
DEMOLITION
THIRD FLOOR

D2-3



1 D2-4 ROOF DEMOLITION PLAN
1/4" = 1'-0"

GENERAL NOTES:

1. THE DIRECTIONS PROVIDED BY THESE DEMOLITION PLANS ARE TO ASSIST THE CONTRACTOR. THESE PLANS DO NOT REPRESENT THE FULL EXTENT OF DEMOLITION WORK REQUIRED FOR THE CONSTRUCTION OF THE PROJECT, DUE TO UNDETERMINED FIELD CONDITIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLETING AND PROVIDING THE FULL AMOUNT OF DEMOLITION WORK REQUIRED FOR NEW CONSTRUCTION.
2. WHERE EXISTING CONDITIONS ARE IMPACTED BY DEMOLITION WORK THE CONTRACTOR SHALL PROVIDE PERMANENTLY FINISHED AND STRUCTURALLY SOUND TERMINATIONS TO THESE ELEMENTS EXPOSED WITH A LEVEL OF WORKMANSHIP AND MATERIALS THAT ARE CODE COMPLYING AND TO INDUSTRY STANDARDS WHICH EQUAL THE QUALITY OF EXISTING CONDITIONS (INCLUDING CAPPING OFF ANY MECHANICAL, ELECTRICAL OR PLUMBING SERVICES).
3. THE CONTRACTOR SHALL VERIFY ALL LOCATIONS OF EXISTING UTILITY SERVICES DIMENSIONS AND ELEVATIONS PRIOR TO STARTING DEMOLITION AND/OR EXCAVATION WORK. SHOULD THE CONTRACTOR FIND ANY DISCREPANCIES WITH THE PLANS HE SHALL NOTIFY THE ARCHITECT FOR RESOLUTION PRIOR TO PROCEEDING WITH THE WORK.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL IN A TIMELY MANNER ALL WASTE, RUBBISH AND DEBRIS FROM THE SITE.
5. REMOVE ALL SECONDARY FRAMING MEMBERS THAT ARE NOT AN INTEGRAL PART OF THE BUILDINGS PRIMARY HEAVY TIMBER POST AND BEAM OR FLOOR/CEILING JOIST FRAMING SYSTEM.
6. REMOVE ALL EXTRANEOUS INTERIOR AND EXTERIOR ELEMENTS THAT ARE NOT PART OF THE FINAL CONSTRUCTION (I.E. SECONDARY FRAMING,WALLS,DECKS,HARDSCAPE, MISC. HARDWARE,BRACKETS,MECH/PLMB/ELEC SERVICE DISTRIBUTION ,ETC.).
7. FLOOR/ROOF DIAPHRAM AREAS INDICATED TO BE REMOVED FOR NEW CONSTRUCTION DETAILED AND DIMENSIONED PER PLANS ARE DIAGRAMMATIC. THEY DO NOT TAKE INTO ACCOUNT THE FULL EXTENT OF EACH SPECIFIC EXISTING FLOOR/ROOF DIAPHRAM FIELD CONDITION OF MATERIALS TO BE REMOVED. THE CONTRACTOR SHALL PROVIDE FLOOR/ROOF DIAPHRAM ASSEMBLY TERMINATIONS AT THE CONCEPTUAL OF STRUCTURAL JOISTS MATERIAL WHETHER THAT BE EXISTING OR NEW SUPPORT FRAMING FOR FLOOR/CEILING PENETRATIONS.

NOTES:

1. REMOVE ENTIRE BUILT UP ROOF MEMBRANE SYSTEM INCLUDING PARAPET CAP AND MISC FLASHINGS, PITCH PANS, SCUPPERS, CANTS, CURBS, CRICKETS, ETC. FOR AREAS WHERE BUILT UP ROOFING MATERIAL IS LAMINATED TO CONCRETE PROVIDE CHEMICAL OR ABRASIVE BLASTING METHODS AS REQUIRED OR PER SPECIFICATION REMOVE MATERIAL TO AN APPROPRIATE DEGREE SO CONDITION OF EXISTING MATERIAL IS READY TO ACCEPT NEW CONSTRUCTION DETAILED PER PLANS.
2. REMOVE ENTIRE WOOD JOIST AND BEAM FRAMING SYSTEM INCLUDING ANY MISC. FRAMING, BLOCKING OR BACKING MATERIAL ASSOCIATED WITH THE ROOF SYSTEM (WOOD COLUMNS TO REMAIN).
3. REMOVE ENTIRE CORNICE CONSTRUCTION INCLUDING METAL CLADDING, MISC. FLASHING, GUTTER AND DOWN SPOUT SYSTEM AND ANY MISC. MATERIAL NOT ASSOCIATED WITH NEW CONSTRUCTION DETAILED PER PLANS. WOOD FRAMING MEMBERS AND POURED IN PLACE CONCRETE LEDGER TO REMAIN IN PLACE FOR RECONSTRUCTION OF CORNICE.
4. REMOVE SCUPPERS AND DOWNSPOUTS TO ACCEPT NEW CONSTRUCTION AS DETAILED PER PLANS. INFILL SCUPPER HOLES PER DETAILS AND PLANS.
5. REMOVE ROOF ACCESS HATCH AND ROOF ACCESS LADDER.
6. SALVAGE FOR REPLICATION THE CORNER SECTION OF THE SHEET METAL CORNICE. COORDINATE EXACT SECTION WITH ARCHITECT IN THE FIELD PRIOR TO DEMOLITION. (MINIMUM SIZE TO BE 6 FEET EACH SIDE OF CORNER AND END EDGE DEVIATION)

RECORD DRAWINGS

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#FLM BUILDERS COMPANY BUILDING REHABILITATION PROJECT

DESIGNED BY: MDW	REVISIONS:	BY:	DATE:
DRAWN BY: MDW			
CHECKED BY:			
DATE: 07/01/99			
FILE NO: 9202			
SHEET: D2-4			

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4/6/99	RECORD DWGS.	

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9202

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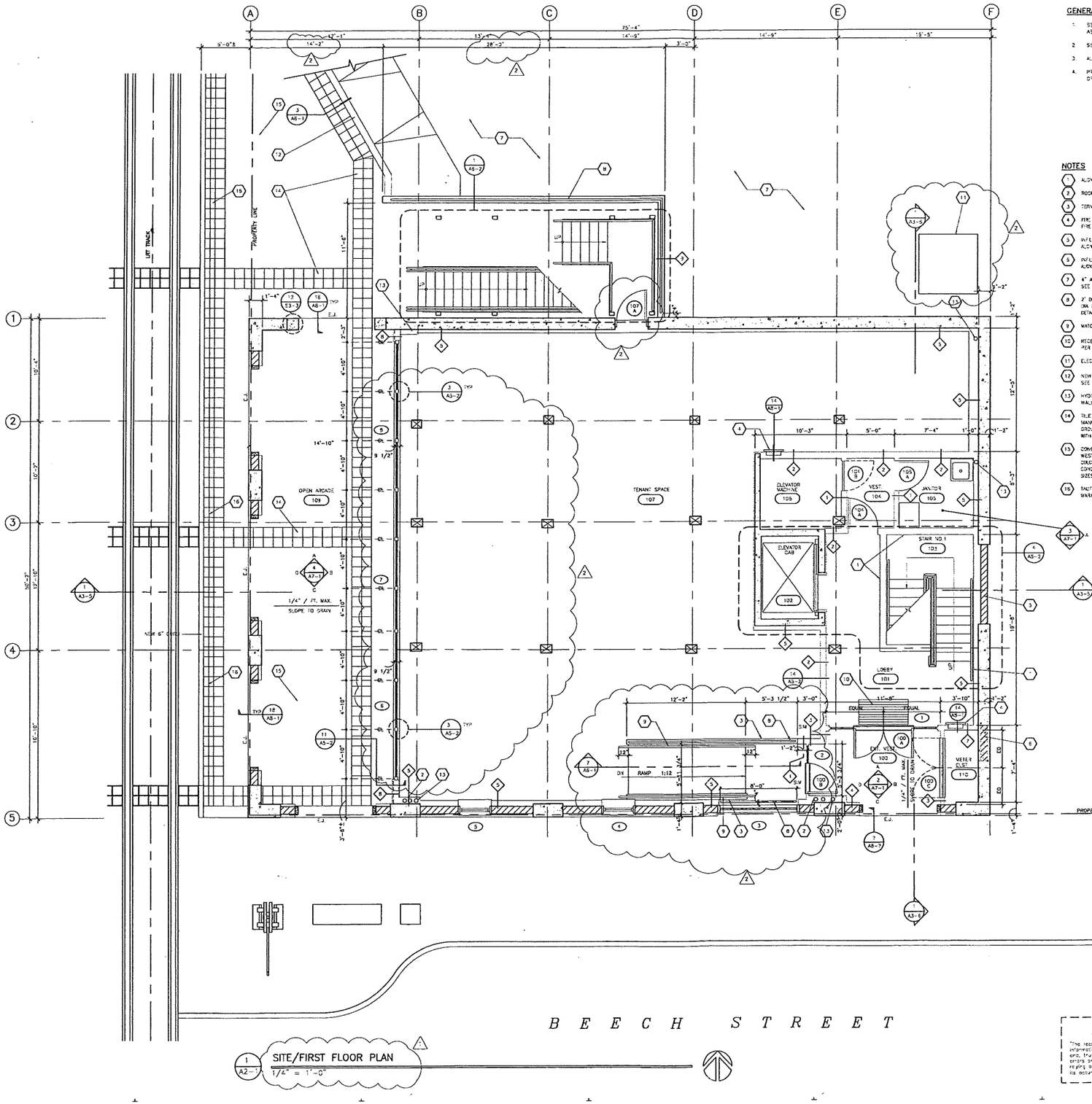
2 RECORD DWGS. 4/6/99

SHEET TITLE
DEMOLITION ROOF PLAN

D2-4



1 A2-1 SITE/FIRST FLOOR PLAN
1/4" = 1'-0"

GENERAL NOTES

1. SEE SHEET A0-1 FOR GENERAL NOTES, TYPICAL SYMBOLS LEGEND AND ABBREVATIONS.
2. SEE SHEET A5-1 FOR DOOR, WINDOW AND FINISH SCHEDULES AND NOTES.
3. ALL DIMENSIONS ARE TO FACE OF STUD, FACE OF CONCRETE OR CENTER LINE U.O.N.
4. PROVIDE FIRE STOP FOAM AND SEALANT SYSTEM AT WHERE CONDUIT, duct WORK OR PIPING PENETRATE ANY FLOOR OR ROOF ASSEMBLY (U.L. DESIGN #627U).

NOTES

1. ALIGN FACE OF VENEER WALL STUD WITH FACE OF INTERIOR STAIR SHAFT WALL STUD ABV.
2. ROOF AND OVERFLOW DRAIN LINES (NON COMBUSTIBLE PIPE INSIDE WALL TYPICAL)
3. TERMINATE CONCRETE CURB AT FACE OF PERPENDICULAR WALL STUD.
4. FIRE EXTINGUISHER AND RECESSED CABINET, EXTINGUISHER TYPE 2A-10BC, MAINTAIN FIRE RESISTIVE WALL CONSTRUCTION AT RECESSED CABINETS.
5. INFILL EXISTING OPENING WITH CONCRETE BLOCK WALL PER STRUCTURAL DRAWINGS. ALIGN CENTER OF NEW WALL WITH CENTER OF EXISTING WALL TYPICAL.
6. INFILL EXISTING OPENING WITH CONCRETE BLOCK WALL PER STRUCTURAL DRAWINGS. ALIGN CENTER OF NEW WALL WITH CENTER OF EXISTING WALL TYPICAL FOR FIRE DISPATCH.
7. 4" ASPHALTIC CONCRETE TOPPING TO BE BLENDED INTO EXISTING HARDSCAPE SEE SHEET A1-1 FOR LIMITS.
8. 2" DIA X 42" HIGH STEEL PIPE GUARD RAIL SET IN TYPICAL 5" WIDE, DEEP X 3" DIA CORE DRILLED HOLE WITH FAST SETTING CEMENT, PRIME AND PAINT. SEE DETAIL 4/A8-1 FOR MORE INFORMATION.
9. MATCH HANDRAIL AS DETAILED ON OPPOSITE SIDE, SEE SECTION 6/A5-1.
10. RECESSED DOOR MAT (30" x 90") TO BE FLUSH WITH ADJACENT FINISH FLOOR PER ADA AND TITLE 24 REQUIREMENTS TYP.
11. ELECTRIC TRANSFORMER AND PAD, SEE ELECTRIC PLANS FOR MORE INFORMATION.
12. NEW GRAVITY RETAINING WALL TO MATCH ADJACENT WALL AT LIFT PLATFORM. SEE SITE PLAN AND DETAIL FOR MORE INFORMATION.
13. HYDROCARBON VAPOR BARRIER VENT LINE (NON COMBUSTIBLE PIPE INSIDE WALL TYPICAL) SEE SHEET V02-1 FOR MORE INFORMATION.
14. TILE PAVING BANDS TO BE RED 12" x 12" TILE MODEL "ALFA GRUS" MANUFACTURED BY AMERICAN OLEAN. INSTALL USING EPOXY MORTAR AND GROUT PER T.C.A. HANDBOOK #TR32-95. JOINTS MUST BE COMPLETELY FILLED WITH EPOXY. PARTIAL FILLING WITH SAND OR MORTAR IS UNACCEPTABLE.
15. CONCRETE FINISH TO MATCH ADJACENT TROLLEY PLATFORM TO THE NORTH AND WEST. FINISH TO BE EXPOSED AGGREGATE PAVING WITHOUT THE INTEGRAL COLOR OF THE CONCRETE MIX. EXPOSED AGGREATE FINISH SHALL BE NATURAL COLOR CONCRETE WITH VARIOUS COLOR (BLACK, WHITE, RED AND BROWN) AGGREGATE IN SIZES UP TO 3/4" DIAMETER.
16. TACTILE WARNING STRIP AT EDGE OF TRACK TO MATCH ADJACENT PLATFORM WARNING STRIP PER MTDB SPECIFICATIONS.

SYMBOLS LEGEND

- 301 — ROOM NUMBER TARGET
- 101 A — DOOR NUMBER TARGET
- 20 — WINDOW NUMBER TARGET
- 20 — GENERAL NOTE TARGET
- 1 — WALL TYPE TARGET
- 9 A5.3 — DETAIL TARGET
- 1 A3.2 — BUILDING SECTION TARGET
- 3 A5.1 — INTERIOR ELEVATION TARGET

RECORD DRAWINGS

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REVISION	BY	DATE

PROJECT MGR. KEVIN BRYSON
FILE 9202.dwg

STAR BUILDERS COMPANY BUILDING
1200 PACIFIC HWY. SAN DIEGO, CA. 92101

APPROVALS	DATE
ARCHITECT	
PROJ. ENGR.	
ELEC. ENGR.	
MECH. ENGR.	
PROJ. MGR.	
PROJ. ARCH.	

ARCHITECT
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OWNER
COUNTY OF SAN DIEGO

PROJECT
9202

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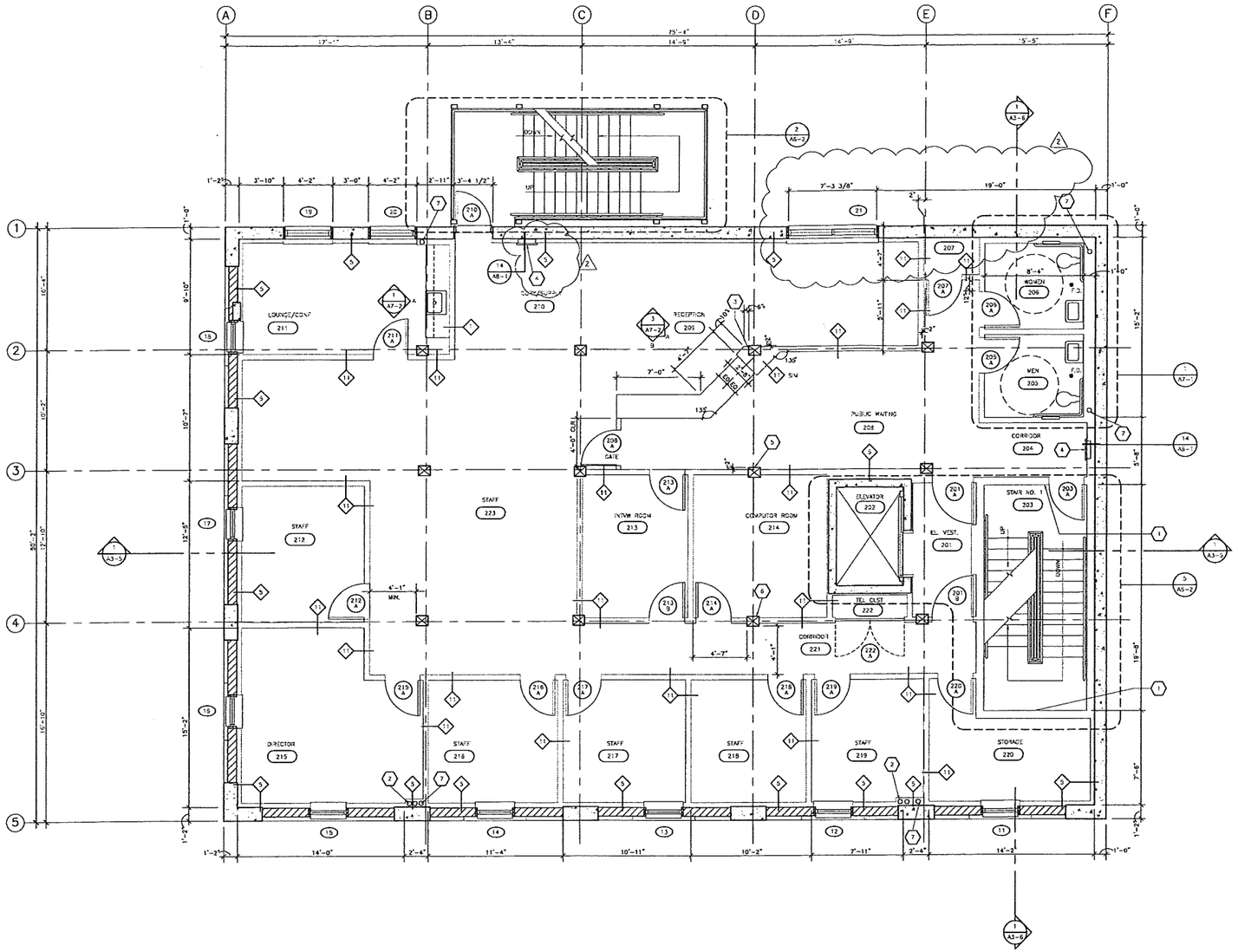
REVISIONS
1 TENANT IMP. REV. 6-10-97
2 RECORD DWGS. 4/6/99

SHEET TITLE
FIRST FLOOR PLAN

A2-1



1 / A2-2 SECOND FLOOR PLAN

1/4" = 1'-0"

GENERAL NOTES

1. SEE SHEET A0-1 FOR GENERAL NOTES, TYPICAL SYMBOLS LEGEND AND ABBREVIATIONS.
2. SEE SHEET A5-1 FOR DOOR, WINDOW AND FINISH SCHEDULES AND NOTES.
3. ALL DIMENSIONS ARE TO FACE OF STUD, FACE OF CONCRETE OR CENTER LINE U.O.N.
4. PROVIDE FIRE STOP FOAM AND SEALANT SYSTEM AT WHERE DRYVAT, DUCT WORK OR PIPING PENETRATE ANY FLOOR OR ROOF ASSEMBLY (U.L. 305 OR #3272).

NOTES

1. ALIGN FACE OF INTERIOR WALL STUD WITH FACE OF INTERIOR STAIR SHAFT WALL STUD ARY.
2. ROOF AND OVERFLOW DRAIN LINES (NON COMBUSTIBLE PIPE INSIDE WALL, TYPICAL).
3. RELOCATE STUD WALL AT CABINET, ADJUST CABINET AND GATE TO PROVIDE 4'-0" CLEAR FROM FINISHED FACE OF (E) DR. TO FINISHED FACE OF CABINET. ALLOW FOR TYPICAL 3" FRAMING DIM. AT DOOR #208A TO GATE FRAMING/BACKING.
4. FIRE EXTINGUISHER AND RECESSED CABINET, EXTINGUISHER TYPE 2A-10BC, MAINTAIN FIRE RESISTIVE WALL CONSTRUCTION AT RECESSED CABINETS.
5. SET WALL ALONG GRIDLINE B BASED ON DIMENSION INDICATING FACE OF STUD SET INSIDE (SOUTH) OF THIS COLUMN. FIELD VERIFY THAT THIS COLUMN PROJECTS OUT OF THE NORTH SIDE OF THE WALL THE LEAST IN COMPARISON TO THE OTHER THREE ADJACENT, ALIGNED AND EXPOSED COLUMNS ON GRIDLINE 3.
6. SET WALL ALONG GRIDLINE 4 BASED ON DIMENSION INDICATING FACE OF STUD SET INSIDE (SOUTH) OF THIS COLUMN. FIELD VERIFY THAT THIS COLUMN PROJECTS OUT OF THE NORTH SIDE OF THE WALL THE LEAST IN COMPARISON TO THE OTHER THREE ADJACENT, ALIGNED AND EXPOSED COLUMNS ON GRIDLINE 4.
7. HYDROGARBON VAPOR BARRIER VENT LINE (NON COMBUSTIBLE PIPE INSIDE WALL TYPICAL) SEE SHEET VB2-1 FOR MORE INFORMATION.

SYMBOLS LEGEND

- 301 — ROOM NUMBER TARGET
- 101 A — DOOR NUMBER TARGET
- 30 — WINDOW NUMBER TARGET
- 20 — GENERAL NOTE TARGET
- 1 — WALL TYPE TARGET
- 5 / A3.3 — DETAIL TARGET
- 1 / A3.3 — BUILDING SECTION TARGET
- 5 / A5.1 — INTERIOR ELEVATION TARGET

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ARCHITECTURE · CIVIL ENGINEERING · ELECTRICAL · MECHANICAL · PLUMBING · FIRE PROTECTION · STRUCTURAL · TELECOMMUNICATIONS

DEPARTMENT OF GENERAL SERVICES
COUNTY OF SAN DIEGO

SHEET: SECOND FLOOR PLAN

REVISIONS	BY	DATE	LANDSCAPE ARCHITECT	CIVIL ENGINEER	ELECTRICAL ENGINEER	MECHANICAL ENGINEER	PLUMBING ENGINEER	FIRE PROTECTION ENGINEER	STRUCTURAL ENGINEER	TELECOMMUNICATIONS ENGINEER	APPROVED	DATE

RYAN HOLLERIN COMPANY BUILDING
REHABILITATION PROJECT
FIRE PROTECTION & STRUCTURAL TENANT IMPROVEMENT

PROJECT NO. M.K. 2182
FILE NO.
DATE:
REVISION NO.

ARCHITECT
C2019

OWNER
COUNTY OF SAN DIEGO

PROJECT
9202

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2 RECORD DWGS. 4/6/99

SHEET TITLE
SECOND FLOOR PLAN

A2-2

RECORD DRAWINGS

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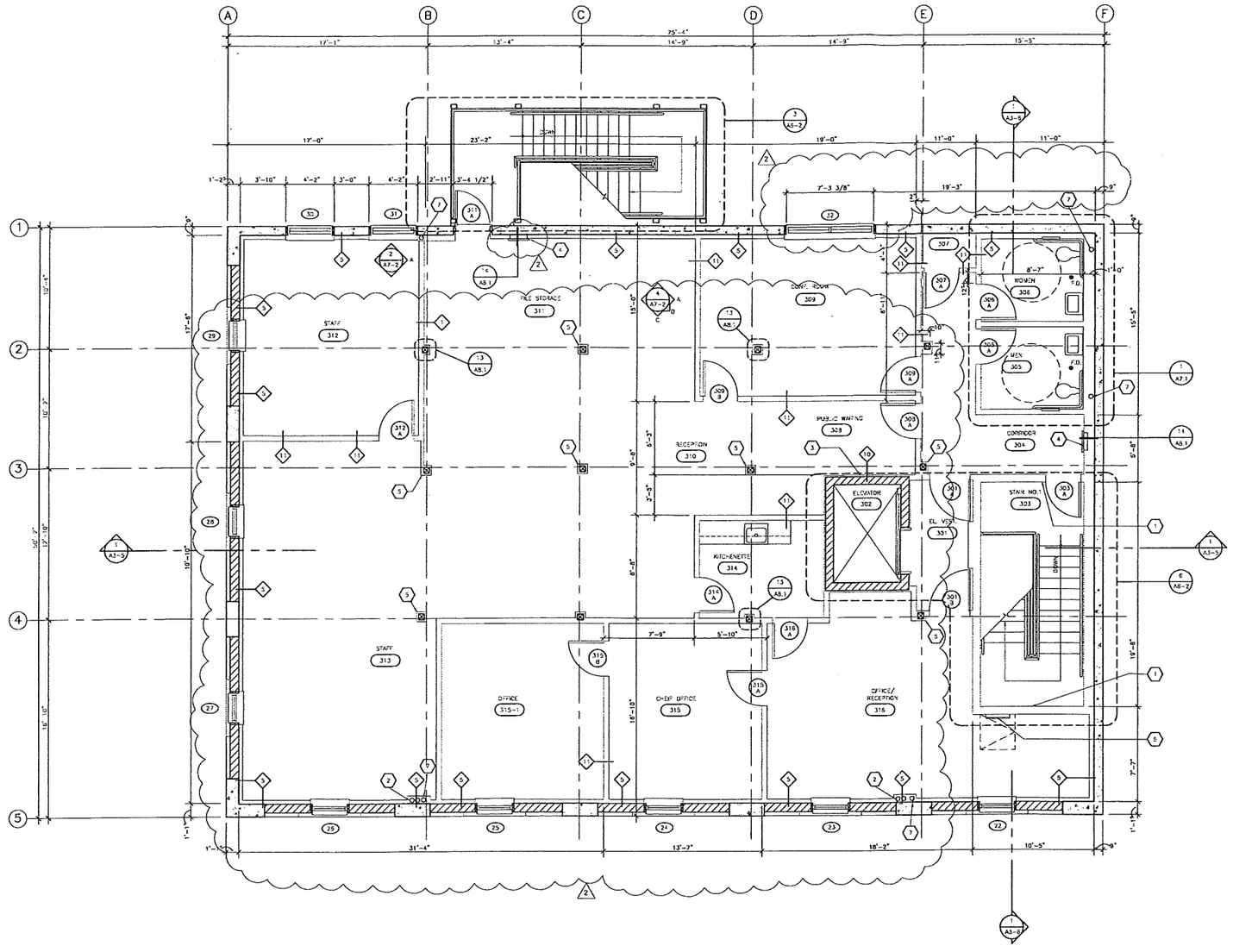

1 A2-3 THIRD FLOOR PLAN
1/4" = 1'-0"

GENERAL NOTES

1. SEE SHEET A0-1 FOR GENERAL NOTES, TYPICAL SYMBOLS LEGEND AND ABBREVIATIONS.
2. SEE SHEET A5-1 FOR DOOR, WINDOW AND FINISH SCHEDULES AND NOTES.
3. ALL DIMENSIONS ARE TO FACE OF STUD, FACE OF CONCRETE OR CENTER LINE, U.O.N.
4. PROVIDE FIRE STOP FOAM AND SEALANT SYSTEM AT WHERE CONDUIT, DUCT WORK OR PIPING PENETRATE ANY FLOOR OR ROOF ASSEMBLY (U.L. DESIGN #827U).

NOTES

1. ALIGN FACE OF INTERIOR STAIR SHAFT STUD WITH STUD WALL LINE BELOW
2. ROOF AND OVERFLOW DRAIN LINES (NON-COMBUSTIBLE PIPE INSIDE WALL TYPICAL).
3. CONTINUOUS WALL LINE PARALLEL TO GRIDLINE 3 SHALL BE SET BY ALIGNING FACE OF WOOD STUD (WALL TYPE 11) WITH FACE OF METAL FURRING STUD AT CMU (WALL TYPE 10) AT ELEVATOR SHAFT WALL.
4. FIRE EXTINGUISHER AND RECESSED CABINET, EXTINGUISHER TYPE 2A-10BC, MAINTAIN FIRE RESISTIVE WALL CONSTRUCTION AT RECESSED CABINETS.
5. PROVIDE SKIMMED METAL HAT CHANNEL FURRING STUDS, TYPICAL AT ALL EXISTING COLUMN BOX-OUTS WHERE WALL FRAMING IS NOT INDICATED TO WRAP AND ENCLOSE EXISTING COLUMN (ASSEMBLY TO PROVIDE ONE-HOUR PROTECTION).
6. PROVIDE A PERMANENT METAL ACCESS LADDER TO THE ROOF ACCESS HATCH ABOVE PER SPECIFICATIONS. (PRIME AND PAINT)
7. HYDROCARBON VAPOR BARRIER VENT LINE (NON COMBUSTIBLE PIPE INSIDE WALL TYPICAL) SEE SHEET VB2-1 FOR MORE INFORMATION.

SYMBOLS LEGEND

301	ROOM NUMBER TARGET
101 A	DOOR NUMBER TARGET
20	WINDOW NUMBER TARGET
20	GENERAL NOTE TARGET
1	WALL TYPE TARGET
5 A6.3	DETAIL TARGET
1 A3.2	BUILDING SECTION TARGET
5 A5.1 A	INTERIOR ELEVATION TARGET

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5555 OVERLAND AVENUE, SAN DIEGO, CALIFORNIA 92123

STAR BUILDERS COMPANY BUILDING REHABILITATION PROJECT
704 BLOCK ATTACHED, SAN DIEGO, CA 92101

PROJECT NO.	REVISION	BY	DATE	CHECKED	APPROVED	DATE
KK 9202				ARCH.		
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9202				ELECT.		
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COUNTY OF SAN DIEGO

PROJECT
9202

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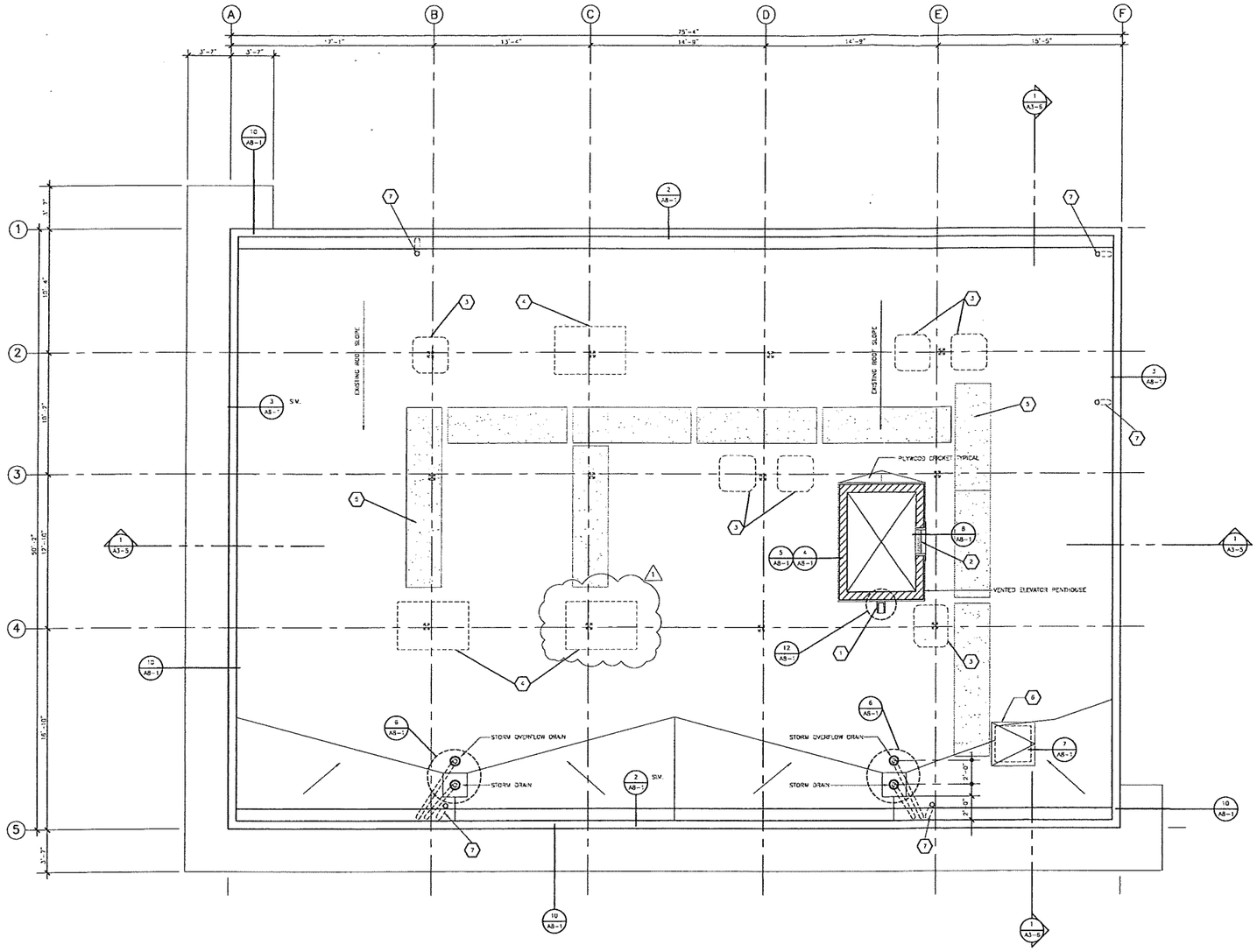
REVISIONS
1 TENANT IMP. REV. 6-10-97
2 RECORD DWGS. 4/6/99

SHEET TITLE
THIRD FLOOR PLAN

A2-3



1 / A2-4 1/4" = 1'-0"

GENERAL NOTES

1. SEE SHEET A0-1 FOR GENERAL NOTES, TYPICAL SYMBOLS LEGEND AND ABBREVIATIONS.
2. SEE MECHANICAL SHEETS FOR EQUIPMENT LOCATION AND SEALING (LOCATIONS SHOWN ARE ONLY APPROXIMATE.)
3. ALL DIMENSIONS ARE TO FACE OF STUD, FACE OF CONCRETE OR CENTER LINE U.O.N.
4. PROVIDE FIRE STOP FOAM AND SEALANT SYSTEM AT WHERE CONDUIT, DUCT WORK OR PIPING PENETRATE ANY FLOOR OR ROOF ASSEMBLY (U.L. DESIGN #827U).
5. PROVIDE CRICKETS FOR RAIN WITH A MINIMUM 1/4" PER FOOT SLOPE. ALL VALLEY SLOPES TO BE MINIMUM 1/8" PER FOOT. ROOF TO MEET MANUFACTURER'S SPECIFICATIONS FOR WARRANTY.
6. ROOFING MATERIAL TO BE A FULLY BLACK-UP ROOF (CLASS A) WITH EDGE SHEET. MINIMUM SLOPE TO BE 1/4" PER FOOT. PROVIDE A MAINTENANCE WALKWAY PER PLANS AND SPECS. TO ALL ROOF MOUNTED EQUIPMENT.

NOTES

1. PROVIDE CONCRETE SPLASH BLOCK UNDER DOWNSPOUT FROM SCUPPER ABOVE.
2. PROVIDE A 24" x 24" SCREENED VENT FOR THE ELEVATOR SHAFT PER PLANS AND DETAILS. (MIN. 3 SQ. FT VENTILATION AREA PER UBC SECTION 3004)
3. APPROXIMATE LOCATION OF ROOF MOUNTED CONDENSING UNIT, SEE MECHANICAL PLANS.
4. APPROXIMATE LOCATION OF ROOF MOUNTED HEAT PUMP UNIT, SEE MECHANICAL PLANS.
5. APPROXIMATE LOCATION OF ROOF MAINTENANCE WALKWAY. COORDINATE WITH SPECIFICATIONS AND MECHANICAL PLANS FOR ACCESS TO ALL UNITS.
6. APPROXIMATE LOCATION OF ROOF ACCESS HATCH. COORDINATE WITH THE PLANS AND SPECIFICATIONS. ACCESS HATCH TO BE 36" x 36" WITH A METAL ACCESS LADDER FROM THE FLOOR BELOW.
7. HYDROCARBON VAPOR BARRIER VENT LINE (NON CONCEALABLE PIPE INSIDE WALL, TYPICAL.) SEE SHEET V02-1 FOR NOTE INFORMATION.

SYMBOLS LEGEND

101	ROOM NUMBER TARGET
101 A	DOOR NUMBER TARGET
20	WINDOW NUMBER TARGET
39	GENERAL NOTE TARGET
	WALL TYPE TARGET
5 A5.3	DETAIL TARGET
A3.2	BUILDING SECTION TARGET
5 A5.1 A	INTERIOR ELEVATION TARGET

RECORD DRAWINGS

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REVISION	BY	DATE

SEAN BUILDERS COMPANY BUILDING REHABILITATION PROJECT
FOR: MIDDLE INTERIOR, SAN DIEGO, CA. 92101

DATE	REVISIONS
04/07/99	ISSUED FOR PERMIT

DRAWN BY: CHECKED BY: DATE: SCALE: PROJECT NO. 9202 FILE NO. DRAWING NO. A2-4

ARCHITECT
C 2 0 1 9 3

OWNER
COUNTY OF SAN DIEGO

PROJECT
9202

DRAWN

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SPEC FILE

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1 TENANT IMP. REV. 6-10-97
2 RECORD DWGS. 4/6/99

SHEET TITLE
ROOF PLAN

A2-4

NOTES

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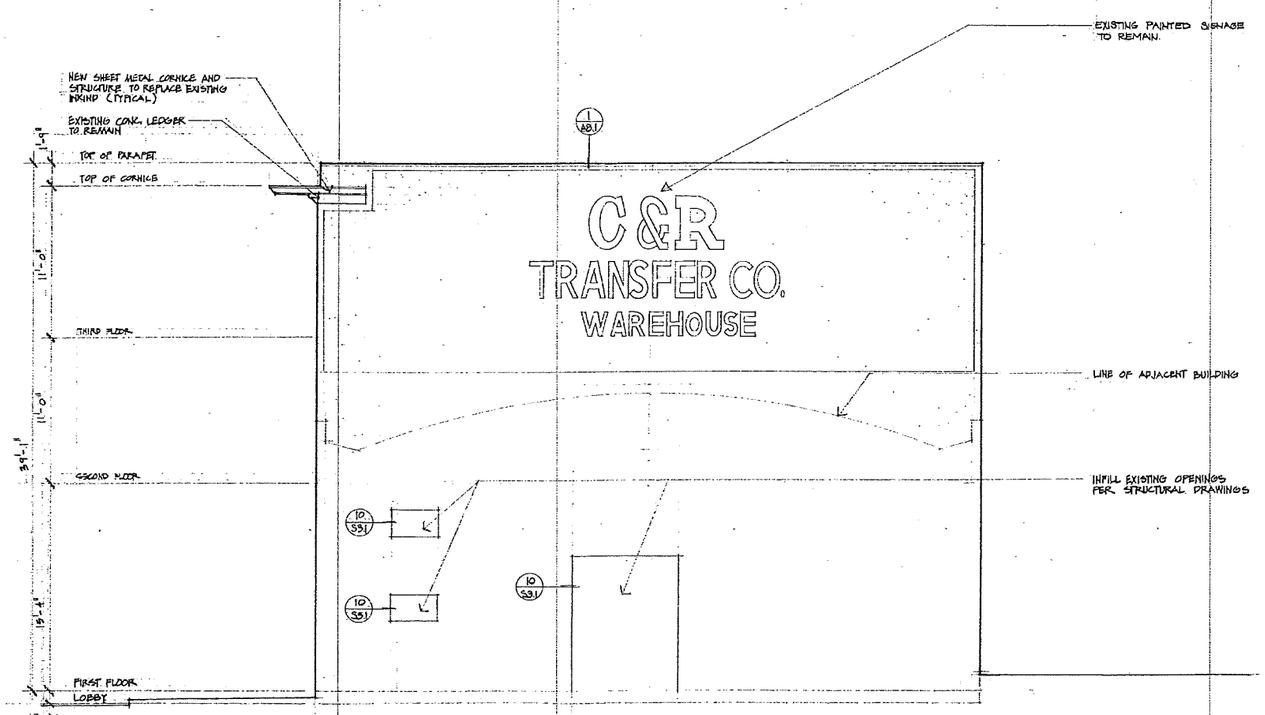
3. ALL WOOD AND METAL WINDOWS AND DOORS TO BE PAINTED PER SPECIFICATIONS.



EAST ELEVATION
1/4" = 1'-0"

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PROJECT NO.	
PWA NO.	2328
PSA NO.	2329
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STAR BUILDING COMPANY BUILDING
7244 MISSION VALLEY, SAN DIEGO, CA. 92108

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SHEET TITLE

EAST ELEVATION

A3.3

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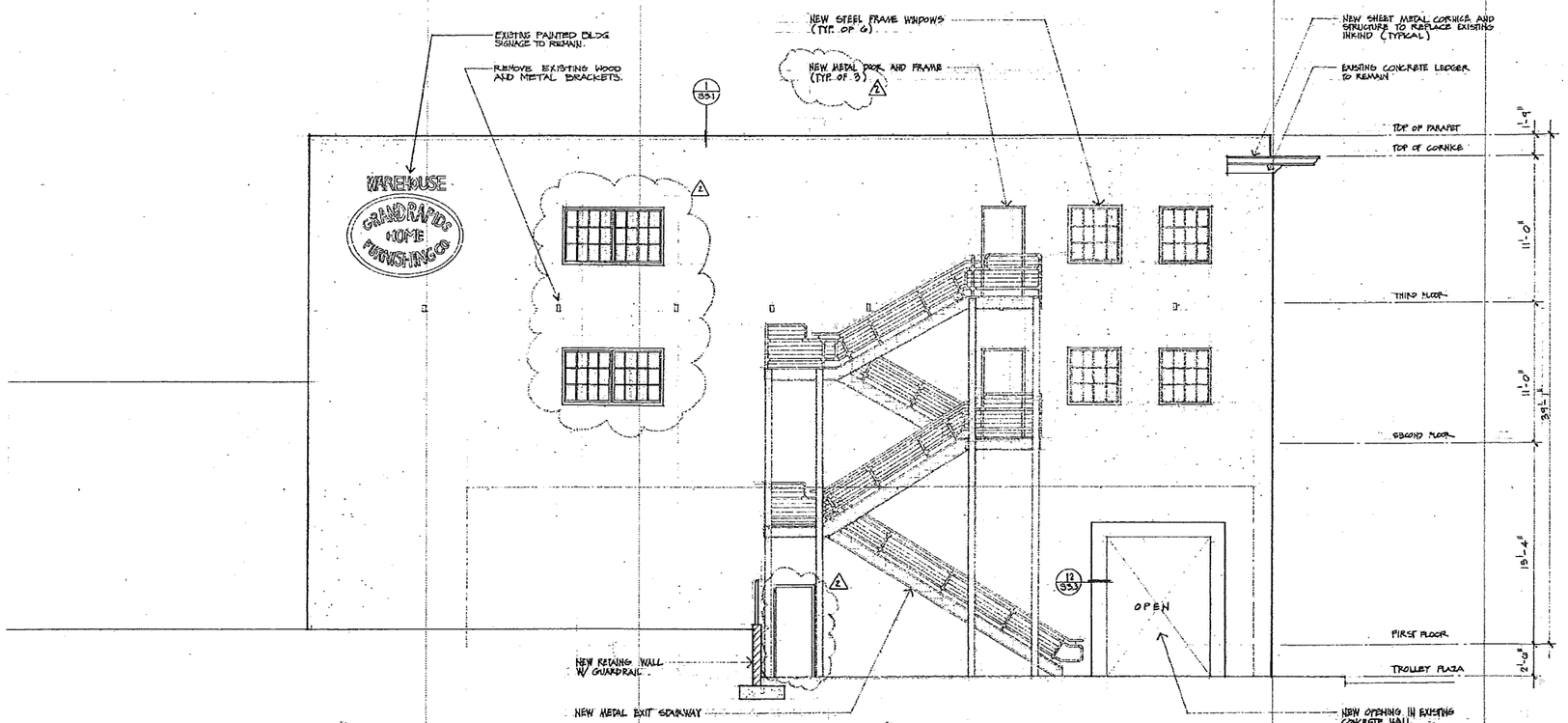

NORTH ELEVATION

1/4" = 1'-0"

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NORTH ELEVATION

A3.4

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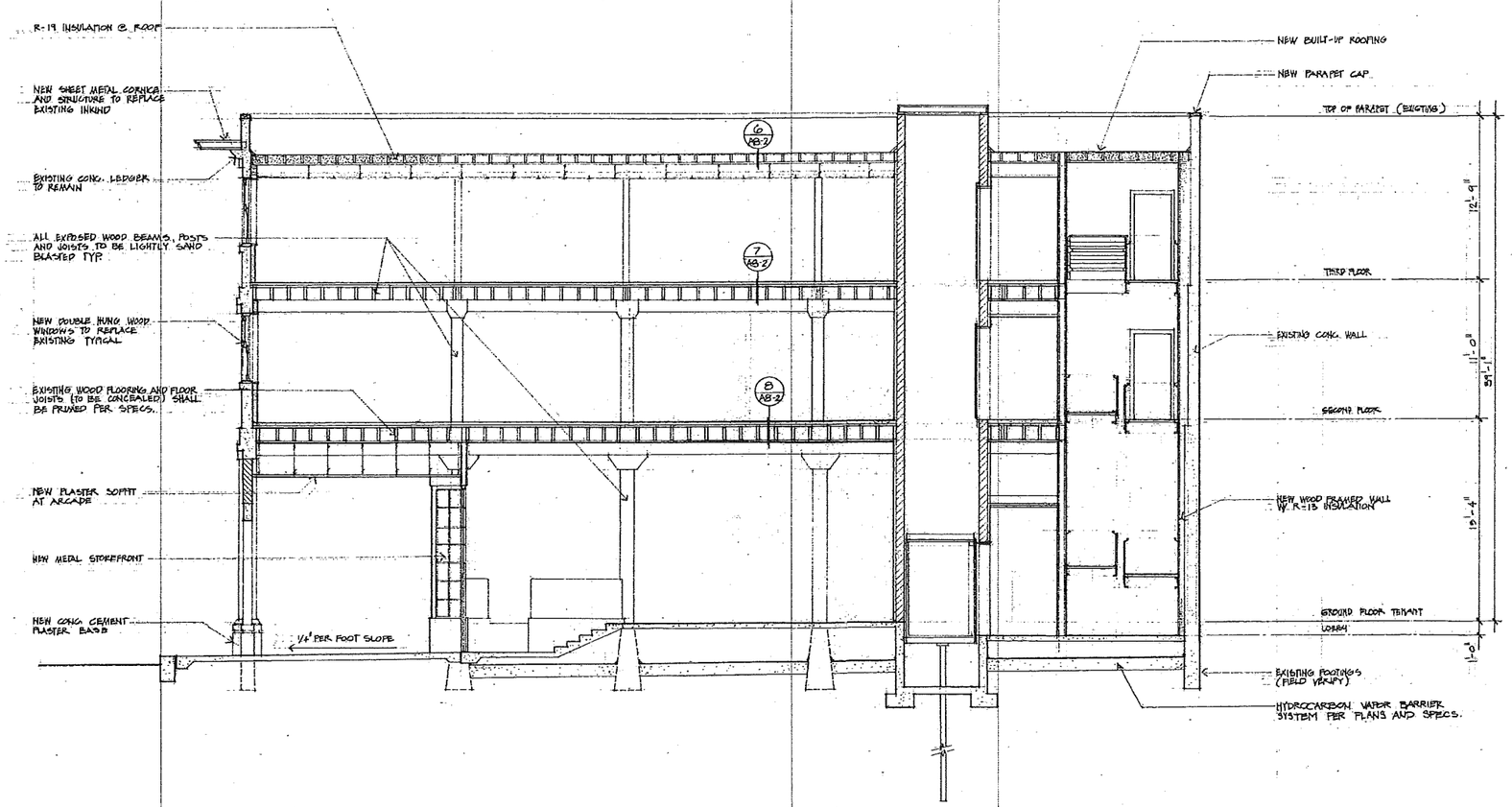

SECTION 1

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REHABILITATION PROJECT
7-24 BARRIO STREET, SAN DIEGO, CA. 92103

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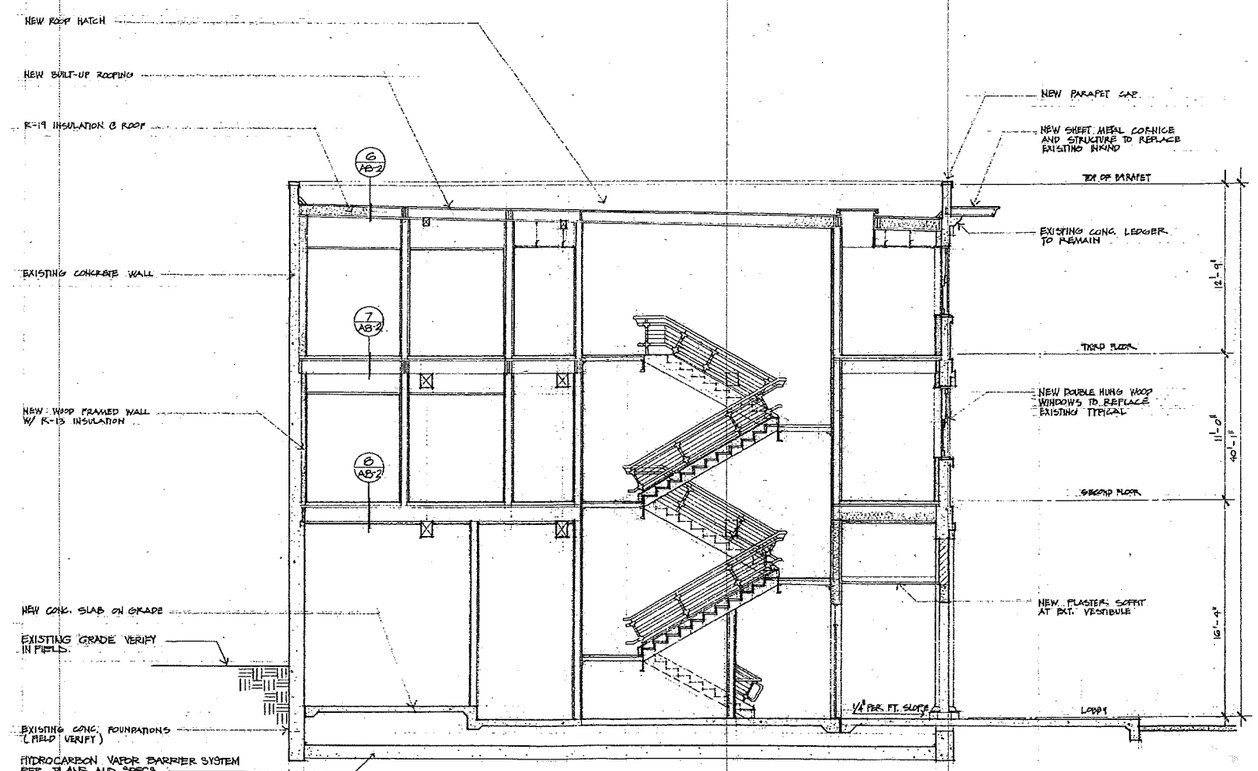

SECTION 1

1/4" = 1'-0"

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STAR BUILDING COMPANY BUILDING
REHABILITATION PROJECT
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SECTION 1

A3.6

726-734 West Beech Street, San Diego
Kathleen A. Crawford, Photographer, July 21, 2011
1. View to North East of West Facade

726-734 West Beech Street, San Diego
Kathleen A. Crawford, Photographer, July 21, 2011
2. View to South East of West Facade

726-734 West Beech Street, San Diego
Kathleen A. Crawford, Photographer, July 21, 2011
3. View to North East of Upper West Facade

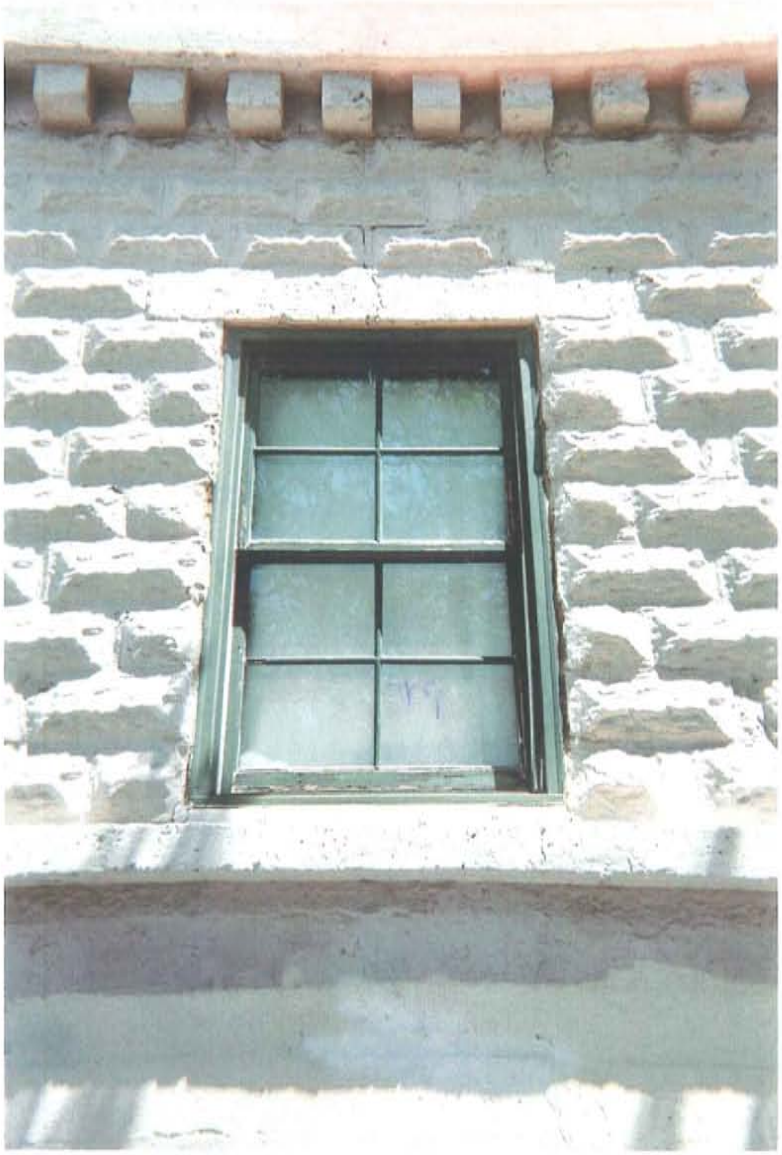
726-734 West Beech Street, San Diego
Kathleen A. Crawford, Photographer, July 21, 2011
4. View to North East of Lower West Facade

726-734 West Beech Street, San Diego
Kathleen A. Crawford, Photographer, July 21, 2011
5. View to South at Ground Level West Facade

726-734 West Beech Street, San Diego
Kathleen A. Crawford, Photographer, July 21, 2011
6. View to North East of South Facade

726-734 West Beech Street, San Diego
Kathleen A. Crawford, Photographer, July 21, 2011
7. View to North West of South Facade

726-734 West Beech Street, San Diego
Kathleen A. Crawford, Photographer, July 21, 2011
8. View to North West of South Facade



726-734 West Beech Street, San Diego
Kathleen A. Crawford, Photographer, July 21, 2011
9. View to North of typical wood window

726-734 West Beech Street, San Diego
Kathleen A. Crawford, Photographer, July 21, 2011
10. View to North of New Pedestrian Entrance

726-734 West Beech Street, San Diego
Kathleen A. Crawford, Photographer, July 21, 2011
11. View to North of New Pedestrian Entrance

726-734 West Beech Street, San Diego
Kathleen A. Crawford, Photographer, July 21, 2011
12. View to East of North Facade

726-734 West Beech Street, San Diego
Kathleen A. Crawford, Photographer, July 21, 2011
13. View to South of North Facade

726-734 West Beech Street, San Diego
Kathleen A. Crawford, Photographer, July 21, 2011
14. View to North West of East Facade

820 West Ash Street
August 23, 2011

2120-2150 West Washington Street
August 23, 2011

50 22nd Street
August 23, 2011

County Cedar and Kettner Development Project

Appendix C

Air Quality Study

Prepared by Rincon Consultants, Inc.

August 26, 2011

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FAX 644 4240

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August 26, 2011
Project No. 11-67940

Alyssa Muto
BRG Consulting, Inc.
304 Ivy Street
San Diego, CA 92101

AIR QUALITY STUDY
Cedar and Kettner Property Development Project
San Diego, California

Dear Ms. Muto:

Rincon Consultants, Inc. is pleased to submit the attached Air Quality Impact Study for the proposed Cedar and Kettner Property Development project in the City of San Diego. The proposed project would be consistent with the San Diego APCD's 2009 Regional Air Quality Strategy, and would not exceed the City of San Diego has published quantitative thresholds for air pollutant emissions. Construction-related activities, including soil disturbance, dust emissions, combustion pollutants from on-site and off-site construction equipment, and transportation of demolition and soil export materials off-site, would result in the temporary addition of pollutants to the local airshed. Consequently, construction site Best Management Practices (BMPs) are required to reduce impacts to local and regional air quality. If you have any questions regarding these studies or if we can provide you with other environmental consulting services, please feel free to contact us.

Sincerely,
RINCON CONSULTANTS, INC.

Chris Bersbach
Associate Environmental Planner

Joe Power, AICP
Principal

City of San Diego

Cedar and Kettner Property Development Project

Air Quality Study

August 2011

rincon

Environmental Scientists Planners Engineers

Cedar and Kettner
Property Development Project

Air Quality Study

Prepared for:

BRG Consulting, Inc.
304 Ivy Street
San Diego, CA 92101
Contact: Alyssa Muto, Project Manager

Prepared with the assistance of:

Rincon Consultants, Inc.
180 North Ashwood Avenue
Ventura, California 93003

August 2011

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Cedar and Kettner Property Development Project Air Quality Study

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CEDAR AND KETTNER PROPERTY DEVELOPMENT PROJECT AIR QUALITY STUDY

This study is an analysis of the potential air quality impacts of the proposed Cedar and Kettner Property Development project located in the City of San Diego, San Diego County. The report has been prepared by Rincon Consultants, Inc. under contract to BRG Consulting, Inc. for use by the County of San Diego, in support of the environmental documentation being prepared pursuant to the California Environmental Quality Act (CEQA). This report analyzes both temporary impacts relating to construction activity and possible long-term impacts associated with development of the proposed project. The analyses herein are based partially on a Trip Generation Assessment Memorandum prepared by Fehr & Peers, dated July 25, 2011.

PROJECT DESCRIPTION

The proposed project, initiated by the County of San Diego, involves the redevelopment of the Cedar and Kettner Property within the Centre City community of the City of San Diego. The project site is currently developed with a surface parking lot over the northern two-thirds of the project site; on the southern third is the Star Builders office building and warehouse fronting westerly toward the railroad right of way. The three-phased project would begin with site preparation of the entire property and the construction of the parking structure located on the northwest end of the property surrounded by Kettner Boulevard on the east, Cedar Street on the north, West Beech Street on the south, and the Blue Line of the San Diego Trolley on the west. The latter two phases of the project would involve development of a mixed-use mid- to high-rise tower adjoining the new parking structure.

As mentioned above, the proposed Cedar-Kettner Development project is separated into three phases. To allow for distinct conditioning and mitigation, Phase 2 has been separated into two subcomponents of Phase 2a and Phase 2b (described below).

Phase 1
The first phase would begin with the removal of the existing surface parking and all structures onsite, including the three-story Star Builders Supply Company building, a City-designated historic structure and adjacent warehouse to allow for development proposed under Phase 1, as well as the future phases of development. The parking structure would have three levels of below-grade parking (B1-B3) and six floors of above-grade parking (P1-P6), and would provide approximately 640 parking spaces. Access would be provided at two separate points, two lanes for entrance on Beech Street and two lanes for exit on Cedar Street.

Phase 2a
Phase 2a involves the construction and development of a five-story building with retail/commercial on the first floor and offices on the upper four floors. The building would be constructed along the eastern side of the parking structure. This phase is intended to be an opportunity for development through a public/private partnership that would be a revenue source for the County.

The approximately 6,400 square feet of retail/commercial would be oriented toward the street for access by pedestrians along Kettner Boulevard. Above the retail/commercial would be four floors of approximately 7,390 gross square feet per floor of office space, totaling 29,560 gross square feet. The office space may be for either County services or leased out to non-profit or private entities. This phase is intended to be an opportunity for public/private partnership, allowing for development to occur with a revenue source for the County.

Permanent street landscaping along Kettner Boulevard would be completed with this Phase in a manner consistent with City design standards for the Little Italy Community Plan area. The temporary improvements in the Phase 2b area along Beech Street would not be affected with the implementation of Phase 2a. Access to the onsite parking would remain the same as described for Phase 1, with two entry lanes on Beech Street and two exist lanes on Cedar Street.

Phase 2b
Phase 2b is located in the southern third of the project site and would involve the construction of a high-rise residential structure, with retail along Kettner Boulevard and live-work lofts along the western project boundary. Similar to Phase 2a, this phase is intended to be an opportunity for development through a public/private partnership that would be a revenue source for the County.

Three levels of parking (approximately 160 standard and Americans with Disabilities Act [ADA] spaces) for the Phase 2b residential and retail development would be constructed beneath Phase 2b and would connect underground to the Phase 1 parking structure. However, ingress and egress to this parking would be limited to a driveway on Kettner Boulevard to allow for a private access for residents, separate from the CAC and office/commercial access, which would be from Beech Street (inbound) and Cedar Street (outbound). A total of 163 residential units are proposed in Phase 2b.

The proposed project includes a number of energy saving measures that would reduce air pollutant emissions. These are listed below.

Parking Structure
- LEED Silver
- 365.1 kW Roof-top Photovoltaic System
- Natural Ventilation (Along Cedar and railroad right of way)
- Lighting Control
- Transportation Demand Measures (TDM)
    - A bulletin board, displaying transportation information for employees, which will include maps, routes and schedules for public transit routes serving the site, telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operators; ridesharing promotional material supplied by commuter-oriented organizations; bicycle route and facility information, including regional/local bicycle maps and bicycle safety information.
    - A listing of facilities available for carpoolers, vanpoolers, bicyclists, transit riders and pedestrians at the site.
    - Shuttle bus to other County offices

- Bicycle racks.
- A safe and convenient zone in which vanpool and carpool vehicles may deliver or board passengers.
- Sidewalks/pathways follow direct and safe routes to/from the external pedestrian circulation system to each building in the development.
- Advocate for designated public bus stop
- Established start and end shift times for employees outside the peak commute hours
- On site amenities (e.g, food service, postal services, recreation, etc.)

Retail/Office Space

- LEED Silver
- Low-flow toilets
- Recycled content for flooring
- On site buildings will be developed with an energy efficiency that goes beyond Title 24 requirements by approximately 15%.

Residential/Retail Space

- LEED Silver
- Low-flow toilets
- EnergyStar Appliances (Residential)
- On site buildings will be developed with an energy efficiency that goes beyond Title 24 requirements by approximately 15%.
- Irrigation control devices for landscaped areas.
- Drought tolerant landscaping.

SETTING

Air Pollutants of Primary Concern

The State and Federal Clean Air Acts mandate the control and reduction of certain air pollutants. Under these Acts, the U.S. Environmental Protection Agency (EPA) has established National Ambient Air Quality Standards (NAAQS) for six "criteria" pollutants. These include ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), lead, and fine particulates (PM_{10} and $PM_{2.5}$). The general characteristics of ozone, carbon monoxide, nitrogen dioxide, and suspended particulates are described below.

Ozone. Ozone is produced by a photochemical reaction (triggered by sunlight) between nitrogen oxides (NO_X) and reactive organic gases (ROG). Nitrogen oxides are formed during the combustion of fuels, while reactive organic compounds are formed during combustion and evaporation of organic solvents. Because ozone requires sunlight to form, it mostly occurs in concentrations considered serious between the months of April and October. Ozone is a pungent, colorless, toxic gas with direct health effects on humans including respiratory and eye irritation and possible changes in lung functions. Groups most sensitive to ozone include children, the elderly, persons with respiratory disorders, and people who exercise strenuously outdoors.

Carbon Monoxide. Carbon monoxide is a local pollutant that is found in high concentrations only near the source. The major source of carbon monoxide, a colorless, odorless, poisonous gas, is automobile traffic. Elevated concentrations, therefore, are usually only found near areas of high traffic volumes. Carbon monoxide's health effects are related to its affinity for hemoglobin in the blood. At high concentrations, carbon monoxide reduces the amount of oxygen in the blood, causing heart difficulties in people with chronic diseases, reduced lung capacity and impaired mental abilities.

Nitrogen Dioxide. Nitrogen dioxide (NO_2) is a by-product of fuel combustion, with the primary source being motor vehicles and industrial boilers and furnaces. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), but NO reacts rapidly to form NO_2, creating the mixture of NO and NO_2 commonly called NO_X. Nitrogen dioxide is an acute irritant. A relationship between NO_2 and chronic pulmonary fibrosis may exist, and an increase in bronchitis in young children at concentrations below 0.3 parts per million (ppm) may occur. Nitrogen dioxide absorbs blue light and causes a reddish brown cast to the atmosphere and reduced visibility. It can also contribute to the formation of PM_{10} and acid rain.

Suspended Particulates. PM_{10} is particulate matter measuring no more than 10 microns in diameter, while $PM_{2.5}$ is fine particulate matter measuring no more than 2.5 microns in diameter. Suspended particulates are mostly dust particles, nitrates and sulfates. Both PM_{10} and $PM_{2.5}$ are by-products of fuel combustion and wind erosion of soil and unpaved roads, and are directly emitted into the atmosphere through these processes. Suspended particulates are also created in the atmosphere through chemical reactions. The characteristics, sources, and potential health effects associated with the small particulates (those between 2.5 and 10 microns in diameter) and fine particulates ($PM_{2.5}$) can be very different. The small particulates generally come from windblown dust and dust kicked up from mobile sources. The fine particulates are generally associated with combustion processes as well as being formed in the atmosphere as a secondary pollutant through chemical reactions. Fine particulate matter is more likely to penetrate deeply into the lungs and poses a health threat to all groups, but particularly to the elderly, children, and those with respiratory problems. More than half of the small and fine particulate matter that is inhaled into the lungs remains there. These materials can damage health by interfering with the body's mechanisms for clearing the respiratory tract or by acting as carriers of an absorbed toxic substance.

Table 1 summarizes the current federal and state standards for each of these pollutants. Standards have been set at levels intended to be protective of public health. California standards are more restrictive than federal standards for each of these pollutants except lead and the eight-hour average for CO.

Table 1
Current Federal and State Ambient Air Quality Standards

Pollutant	Averaging Time	Federal Primary Standards	California Standard
Ozone	1-Hour	---	0.09 ppm
	8-Hour	0.075 µg/m^3	0.070 µg/m^3
PM_{10}	24-Hour	150 µg/m^3	50 µg/m^3
	Annual	---	20 µg/m^3
$PM_{2.5}$	24-Hour	35 µg/m^3	---
	Annual	15.0 µg/m^3	12 µg/m^3
Carbon Monoxide	8-Hour	9 ppm	9.0 ppm
	1-Hour	35 ppm	20 ppm
Nitrogen Dioxide	Annual	53 ppb	0.030 ppm
	1-Hour	100 ppb	0.18 ppm
Sulfur Dioxide	24-Hour	---	0.04 ppm
	3-Hour	0.5 ppm (secondary)	---
	1-Hour	75 ppb (primary)	0.25 ppm
Lead	30-Day Average	---	1.5 µg/m^3
	3-Month Average	0.15 µg/m^3	---

ppm = parts per million
µg/m^3 = micrograms per cubic meter
Source: ARB, September 2010

The San Diego Air Pollution Control District (APCD) operates a network of ambient air monitoring stations throughout San Diego County. The purpose of the monitoring stations is to measure ambient concentrations of the pollutants and determine whether the ambient air quality meets the California and federal standards. The nearest ambient monitoring station to the project site is the downtown San Diego monitoring station located at 1110 Beardsley Street. Table 2 depicts the annual air quality data for the local airshed over the past three years for the downtown San Diego monitoring station.

In April 2004, the San Diego Air Basin (SDAB), the basin in which the project site is located, was designated as a nonattainment area for the 8-hour O_3 NAAQS. Ozone is a secondary pollutant that is not produced directly by a source, but rather it is formed by a reaction between NO_X and ROG in the presence of sunlight. Reductions in ozone concentrations are dependent on reducing the amount of these precursors. The SDAB is in attainment with all other NAAQS.

Table 2
Ambient Air Quality at the Downtown San Diego Monitoring Station

Pollutant	2008	2009	2010
Ozone (ppm), Worst Hour	0.087	0.085	0.078
Number of days of State exceedances (>0.09 ppm)	0	0	0
Ozone (ppm), 8-hr average	0.073	0.063	0.066
Number of days of State exceedances (>0.07 ppm)	1	0	0
Number of days of Federal exceedances (>0.08 ppm)	0	0	0
Carbon Monoxide (ppm), Highest 8-Hour Average	2.60	2.77	2.17
Number of days of above State or Federal standard (>9.0 ppm)	0	0	0
Particulate Matter <10 microns, $\mu g/m^3$, Worst 24 Hours	59.0	60.0	40.0
Number of days above State standard (>50 $\mu g/m^3$)	4	3	0
Number of days above Federal standard (>150 $\mu g/m^3$)	0	0	0
Particulate Matter <2.5 microns, $\mu g/m^3$, Worst 24 Hours	42.0	52.1	31.0
Number of days above Federal standard (>65 $\mu g/m^3$)	3	3	0

**: There was insufficient (or no) data available to determine the value.*
Source: ARB Top Four Summary available at www.arb.ca.gov/adam/cgi-bin/db2www/adamtop4b.d2w/start

Regulatory Setting

The federal and state governments have been empowered by the federal and state Clean Air Acts to regulate emissions of airborne pollutants and have established ambient air quality standards for the protection of public health. The EPA is the federal agency designated to administer air quality regulation, while the ARB is the state equivalent in California. Local control in air quality management is provided by the ARB through county-level or regional (multi-county) APCDs. The ARB establishes air quality standards and is responsible for control of mobile emission sources, while the local APCDs are responsible for enforcing standards and regulating stationary sources. The ARB has established 14 air basins statewide.

The San Diego APCD is the local agency responsible for the administration and enforcement of air quality regulations in San Diego County. The San Diego APCD and the San Diego Association of Governments (SANDAG) are jointly responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the SDAB. The region's clean air plan -- the San Diego County Regional Air Quality Strategy (RAQS) was adopted in 1991, and was updated in 1995, 1998, 2001, 2004, and 2009. The RAQS outlines the plans and control measures designed to attain the state air quality standards for O_3. The RAQS does not address the state air quality standards for PM_{10} or $PM_{2.5}$.

AIR QUALITY IMPACT ANALYSIS

Methodology and Significance Thresholds

The modeling was performed in general accordance with the methodologies outlined in the San Diego APCD 2009 Regional Air Quality Strategy (RAQS). Maximum daily emissions were quantified using the CalEEMod emissions model (refer to the Appendix for CalEEMod modeling output sheets). Total daily trips for the project were based on the Fehr & Peers Trip Generation Assessment Memorandum, and were originally derived using the City of San Diego Trip Generation Manual (2003), Centre City cumulative trip generation rates.

Excavation at the project site would require approximately 37,037 cubic yards of soil to be exported from the site during Phase 1 and another 37,037 cubic yards of soil to be exported from the site during Phases 2a and 2b. This analysis assumes that construction of Phase 1 would commence in 2013 and would be completed in January of 2014 (approximately 123 work days), and construction of Phases 2a and 2b would be completed during 2016 (approximately 113 work days).

To the extent possible, the emissions modeling incorporates specific amenities and design features that would be required as part of the project's permit conditions would include being designed and developed to achieve a LEED Silver Certification, being located in downtown San Diego adjacent to existing transit service, implementing a variety of voluntary transportation demand measures (TDM), including a 365.1 kW roof-top photovoltaic system on the proposed parking structure, exceeding Title 24 requirements by approximately 15%, providing Energy Star appliances in the proposed residential units, providing low-flow toilets, and providing irrigation control devices for landscaped areas.

The City of San Diego has published quantitative thresholds for air pollutant emissions in its *CEQA Significance Thresholds* (2004), shown in Table 3, below. These thresholds are based on Air Quality Impact Analysis (AQIA) trigger levels for new or modified stationary sources (San Diego APCD Rules 20.2 and 20.3) and ROG thresholds used by South Coast Air Quality Management District (SCAQMD) and the Monterey Bay APCD (MBAPCD) which has similar federal and state attainment status as San Diego. A project that could cause an exceedance of any ambient air quality standard, or substantially exacerbate an existing exceedance of an air quality standard would have a significant impact. "Substantial" is defined as making measurably worse an existing exceedance. A project's impact would also be significant if the project would conflict with, or obstruct implementation of, the Regional Air Quality Strategy (RAQS) Revision 2009.

Table 3
City of San Diego Regional Pollutant Emission Thresholds of Significance

	Carbon Monoxide (CO)	Nitrogen Oxides (NO_X)	Particulate Matter (PM_{10})	Sulfur Oxides (SO_X)	Reactive Organic Gases (ROG)
Threshold of Significance (lbs/day)	**550**	**250**	**100**	**250**	**137**

Source: http://www.sandiego.gov/development-services/news/pdf/sdtceqa.pdf

Regional Air Quality Strategy (RAQS) Consistency

The RAQS outlines the San Diego APCD's plans and control measures designed to attain the State air quality standards for ozone. In addition, the APCD relies on the State Implementation Plan (SIP), which includes the APCD's plans and control measures for attaining the ozone NAAQS. These plans accommodate emissions from all sources, including even natural sources, through implementation of control measures, where feasible, on stationary sources to attain the standards. (Mobile sources are regulated by the United States EPA and the California ARB, and the emissions and reduction strategies related to mobile sources are considered in the RAQS and the SIP.)

The RAQS relies on information from ARB and SANDAG, including projected growth in the County, mobile, area and all other source emissions in order to project future emissions and determine from that the strategies necessary for the reduction of stationary source emissions through regulatory controls. The ARB mobile source emission projections and SANDAG growth projections are based on population and vehicle trends and land use plans developed by the cities and by the County during the development of general plans. Therefore, a project that proposes development that is consistent with the growth anticipated by the general plan is consistent with the RAQS. The project site is designated as Multiple Use under the General Plan, and is within the Downtown Community Plan Designation. The Downtown Community Plan provides building intensity standards for various parts of the downtown area. The project site has a maximum allowable base floor area ratio (FAR) of 6.0 with an available bonus through payment of 2.0 for a total maximum FAR of 8.0 (San Diego Downtown Community Plan, Figure 3-12). The project, as proposed, would have a total FAR of 7.86.

Therefore, the level of development proposed by the project is consistent with the San Diego Downtown Community Plan and the San Diego General Plan and, thus, consistent with the RAQS. Accordingly, because the proposed project would not conflict with or obstruct implementation of the applicable air quality plan, the project would not result in potentially significant impacts in this respect.

Estimate of Criteria Pollutant Emissions

Construction Emissions. The use of construction vehicles and equipment during construction and demolition activities would generate temporary increases in air pollutant emissions. These impacts would primarily be associated with off-site transportation of demolition debris and exported cut soil, dust generated by on-site demolition, grading, and construction, and ROG that would be released during the drying phase upon application of architectural coatings. Excavation at the project site would require approximately 37,037 cubic yards of soil to be exported from the site during Phase 1 and another 37,037 cubic yards of soil to be exported from the site during Phases 2a and 2b. Construction activity is assumed to occur over a period of approximately 123 work days for Phase 1 of the project. Construction activity is assumed to occur over a period of approximately 113 work days for Phases 2a and 2b of the project.

Maximum daily emissions are shown in Table 4 (refer to the Appendix for full results).

Table 4
Sum of Construction Emissions

Time Period	Pollutant Emissions (lbs/day)				
	CO (lbs/day)	NO_X (lbs/day)	PM_{10} (lbs/day)	SO_X (lbs/day)	ROG (lbs/day)
Phase 1					
Maximum daily summer emissions	1,228.55	2,614.96	233.64	3.68	1,482.52
Maximum daily winter emissions	1,330.77	2,680.70	224.78	3.66	1,482.53
Phases 2a and 2b					
Maximum daily summer emissions	1,030.90	2,212.76	207.74	3.68	258.25
Maximum daily winter emissions	1,131.68	2,261.29	208.70	3.66	258.26

Source: Unmitigated emissions generated from CalEEMod.2011.1.1 modeling output sheets. Refer to Appendix.

Construction-related activities, including soil disturbance, dust emissions, combustion pollutants from on-site and off-site construction equipment, and transportation of demolition and soil export materials off-site, would result in the temporary addition of pollutants to the local airshed. These emissions would be variable in both time and space, and would differ considerably among the various construction-related activities.

The San Diego APCD does not provide quantitative thresholds for determining the significance of temporary construction-related impacts. However, for projects under the City's jurisdiction, project construction would be required to comply with the City's Construction Site Best Management Practices (BMPs), which are enforceable per the San Diego Municipal Code Section 142.0710. Construction of Phase 1 of the proposed project would be conducted under the jurisdiction of the County of San Diego. Therefore, the project's temporary construction impacts to local and regional air quality are considered potentially significant and mitigation measures are required to reduce impacts to local and regional air quality. Compliance with the construction site BMPs would be required in order to ensure that impacts related to short-term construction emissions would remain less than significant.

Operational Indirect and Stationary Direct Emissions. Operational emissions include those associated with energy use, area sources, water use, waste generation, and mobile sources. The majority of project-related emissions would be due to vehicle trips to and from the site. As discussed previously, the volume of vehicle trips to and from the project site was estimated using total daily trips based on the Fehr & Peers Trip Generation Assessment Memorandum, which were derived using the City of San Diego Trip Generation Manual (2003), Centre City cumulative trip generation rates, and by the total vehicle miles traveled (VMT) estimated in CalEEMod. Maximum daily emissions are shown in Table 5 (refer to the Appendix for full results).

Table 5
Sum of Area Source and Operational Emissions

Time Period	Pollutant Emissions (lbs/day)				
	CO (lbs/day)	NO_X (lbs/day)	PM_{10} (lbs/day)	SO_X (lbs/day)	ROG (lbs/day)
Maximum daily summer emissions	100.58	19.21	17.08	0.15	11.13
Maximum daily winter emissions	100.08	20.03	16.98	0.14	11.61
Significance Threshold	**550**	**250**	**100**	**250**	**137**
Exceeds Threshold?	No	No	No	No	No

Source: Unmitigated emissions generated from CalEEMod.2011.1.1 modeling output sheets. Refer to Appendix.

As shown in Table 5, the operational emissions associated with the proposed Cedar and Kettner Property Development would not exceed the City of San Diego thresholds of significance shown in Table 3. Therefore, the project would not result in significant long-term impacts to air quality.

Impacts to Sensitive Receptors. Air quality regulators typically define sensitive receptors as schools (Preschool-12th Grade), hospitals, resident care facilities, day-care centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality. However, within the San Diego APCD the definition of a sensitive receptor also includes residents. The two primary emissions of concern regarding health effects for land development projects are diesel-fired particulates and carbon monoxide. As the majority of the traffic generated by the proposed project would be resident and commuter traffic, the project is not expected to result in substatntial operational emissions of diesel-fired particulates.

CO emissions are the result of the combustion process and therefore primarily associated with mobile source emissions (vehicles). CO "hotspots" or pockets where the CO concentration exceeds the federal and state ambient air quality standards, have been found to occur only at signalized intersections that operate at or below level of service (LOS) E with peak-hour trips for that intersection exceeding 3,000 trips (Sacramento Metropolitan Air Quality Management District Guide to Air Quality Assessment, December 2009). Based on the Cedar-Kettner Mixed-Use Development – Traffic Analysis prepared by Fehr & Peers (July, 2011), the only intersection that would operate at LOS E as a result of the proposed project is Cedar Street and Kettner Boulevard; however, the peak-hour trips at this intersection would not exceed 3,000 trips. Therefore, the project would not result in CO hotspots.

Required Mitigation Measures

As discussed above, compliance with the City of San Diego's Construction Site BMPs, or similarly effective construction emissions mitigation measures, would be required in order to ensure that impacts related to short-term construction emissions would remain less than significant. The City of San Diego's Construction Site BMPs that would reduce temporary construction emissions include:

1. **Traffic Control Permits.** The City's right-of-way is generally 10′ from the face of the curb to the private property line. Any material or equipment in the right-of-way (such as dumpsters or trucks) require a Traffic Control Permit. To apply, contact the Development Services Department at (619) 446-5150. Forms are also available online at www.sandiego.gov/development-services in the "Forms and Guidelines" section, under "Information Bulletins." See Bulletin #177, How to Obtain a Public Right-of-Way Permit for Traffic Control for information.

2. **Dirt and Grading.** Mounds of dirt or gravel should be stored on site and sprayed daily with water to prevent excessive dust. During the rainy season (October 1st – April 30th) these materials should be covered. For those areas that are active and exposed, a wet weather triggered action plan including additional BMPs should be in place to protect the site during a rain event. Sites must have adequate tracking control to prevent the transport of dirt/gravel from the site.

3. **Earthmoving Equipment.** All earthmoving equipment should be stored on site. Maintenance of any equipment should be conducted on site, and mud tracks and dirt trails left by equipment leading to and from the site should be cleaned up immediately.

As required by State law, all haul trucks would be covered during the transport of dirt from the site. The following measures are required to minimize emissions of ozone precursors during construction.

4. **Minimize Engine Idling.** Construction contractors should minimize equipment idling time throughout construction. Engines shall be turned off if idling would be for more than five minutes.

5. **Equipment Maintenance.** The applicant should prepare final project grading plans that indicate for the duration of construction, ozone precursor emissions from construction equipment vehicles will be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications, to the satisfaction of the City Engineer. Compliance with this measure will be subject to periodic inspections of construction equipment vehicles by the City.

6. **Alternatively Fueled Equipment.** Construction contractors should use alternatively fueled construction equipment (such as compressed natural gas, liquefied natural gas, or electric) when feasible.

7. **Low VOC Coatings.** The applicant should use low-volatile organic compound (VOC) architectural coatings in construction.

The following measures are required to minimize PM_{10} and $PM_{2.5}$ emissions during site grading and construction.

8. **Minimization of Disturbance.** Construction contractors should minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.

9. **Soil Treatment.** Construction contractors should treat all graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways to minimize fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. Watering shall be done as often as necessary, and at least twice daily, preferably in the late morning and after work is done for the day.

10. **Soil Stabilization.** Construction contractors should monitor all graded and/or excavated inactive areas of the construction site at least weekly for dust stabilization. Soil stabilization methods, such as water and roll compaction, and environmentally safe dust control materials, shall be applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area shall be seeded and watered until grass growth is evident, or periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive dust.

11. **No Grading During High Winds.** Construction contractors should stop all clearing, grading, earth moving, and excavation operations during periods of high winds (20 miles per hour or greater, as measured continuously over a one-hour period).

12. **Street Sweeping.** Construction contractors should sweep all on-site driveways and adjacent streets and roads at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.

Implementation of the required mitigation measures would reduce CO, NO_X, PM_{10}, SO_X, and ROG emissions during construction activities to the maximum degree feasible.

REFERENCES

Fehr & Peers. Memorandum: *Cedar-Kettner Mixed-Use Development – Traffic Analysis*. July, 2011.

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San Diego, City of. Land Development Review Division. *California Environmental Quality Act Significance Determination Thresholds*. January 2011.

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Appendix A

CalEEMod.2011.1.1 Phase I Summer and Winter Emissions Reports and Phase II Summer and Winter Emissions Reports

Cedar and Kettner Property Development Project

San Diego County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Parking Structure	640	Space

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Utility Company**	San Diego Gas & Electric
Climate Zone	13	**Precipitation Freq (Days)**	40		

1.3 User Entered Comments

Project Characteristics - Phase I operational in first quarter 2014.

Land Use - Acreages for parking structure based on project site plans.

Default assumptions used for residential and parking structure square feet.

Construction Phase - Construction period moved up to first quarter 2014 based on feedback from BRG, Inc.

Demolition - Gross square footage provided by BRG, Inc. Includes two existing structures: Star Builders: 7,044 GSF, Warehouse: 4,700 GSF

Grading - Soil export information (37,037 cubic yards in Phase I and 37,037 cubic yards in Phase II) provided by BRG, Inc.

Vehicle Trips -

Woodstoves -

Energy Use -

Mobile Land Use Mitigation -

Mobile Commute Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2013	221.94	2,614.96	1,228.55	3.68	126.50	97.14	223.64	13.76	97.14	110.90	0.00	383,823.22	0.00	10.85	0.00	384,051.16
2014	1,482.52	24.08	23.74	0.05	2.23	1.25	3.47	0.10	1.25	1.35	0.00	4,737.67	0.00	0.30	0.00	4,743.91
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2013	221.94	2,614.96	1,228.55	3.68	18.71	97.14	115.85	13.76	97.14	110.90	0.00	383,823.22	0.00	10.85	0.00	384,051.16
2014	1,482.52	24.08	23.74	0.05	0.10	1.25	1.35	0.10	1.25	1.35	0.00	4,737.67	0.00	0.30	0.00	4,743.91
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	8.88	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**8.88**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**		**0.00**	**0.00**	**0.00**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	8.88	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**8.88**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**		**0.00**	**0.00**	**0.00**

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Demolition - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.17	0.00	1.17	0.00	0.00	0.00						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04		1,476.12		0.18		1,479.88
Total	**2.00**	**13.91**	**9.51**	**0.02**	**1.17**	**1.04**	**2.21**	**0.00**	**1.04**	**1.04**		**1,476.12**		**0.18**		**1,479.88**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.25	2.98	1.40	0.00	1.25	0.11	1.36	0.01	0.11	0.13		437.70		0.01		437.96
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.07	0.68	0.00	0.13	0.00	0.14	0.00	0.00	0.01		104.61		0.01		104.75
Total	**0.31**	**3.05**	**2.08**	**0.00**	**1.38**	**0.11**	**1.50**	**0.01**	**0.11**	**0.14**		**542.31**		**0.02**		**542.71**

3.2 Demolition - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.17	0.00	1.17	0.00	0.00	0.00						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04	0.00	1,476.12		0.18		1,479.88
Total	**2.00**	**13.91**	**9.51**	**0.02**	**1.17**	**1.04**	**2.21**	**0.00**	**1.04**	**1.04**	**0.00**	**1,476.12**		**0.18**		**1,479.88**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.25	2.98	1.40	0.00	0.01	0.11	0.13	0.01	0.11	0.13		437.70		0.01		437.96
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.07	0.68	0.00	0.00	0.00	0.01	0.00	0.00	0.01		104.61		0.01		104.75
Total	**0.31**	**3.05**	**2.08**	**0.00**	**0.01**	**0.11**	**0.14**	**0.01**	**0.11**	**0.14**		**542.31**		**0.02**		**542.71**

3.3 Site Preparation - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.73	0.00	5.73	0.79	0.00	0.79						0.00
Off-Road	1.72	12.58	8.68	0.01		0.81	0.81		0.81	0.81		1,402.64		0.15		1,405.88
Total	**1.72**	**12.58**	**8.68**	**0.01**	**5.73**	**0.81**	**6.54**	**0.79**	**0.81**	**1.60**		**1,402.64**		**0.15**		**1,405.88**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	220.19	2,602.34	1,219.52	3.66	120.70	96.33	217.03	12.97	96.33	109.30		382,368.27		10.70		382,592.91
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.03	0.03	0.34	0.00	0.07	0.00	0.07	0.00	0.00	0.00		52.30		0.00		52.37
Total	**220.22**	**2,602.37**	**1,219.86**	**3.66**	**120.77**	**96.33**	**217.10**	**12.97**	**96.33**	**109.30**		**382,420.57**		**10.70**		**382,645.28**

3.3 Site Preparation - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.73	0.00	5.73	0.79	0.00	0.79						0.00
Off-Road	1.72	12.58	8.68	0.01		0.81	0.81		0.81	0.81	0.00	1,402.64		0.15		1,405.88
Total	**1.72**	**12.58**	**8.68**	**0.01**	**5.73**	**0.81**	**6.54**	**0.79**	**0.81**	**1.60**	**0.00**	**1,402.64**		**0.15**		**1,405.88**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	220.19	2,602.34	1,219.52	3.66	12.97	96.33	109.30	12.97	96.33	109.30		382,368.27		10.70		382,592.91
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.03	0.03	0.34	0.00	0.00	0.00	0.00	0.00	0.00	0.00		52.30		0.00		52.37
Total	**220.22**	**2,602.37**	**1,219.86**	**3.66**	**12.97**	**96.33**	**109.30**	**12.97**	**96.33**	**109.30**		**382,420.57**		**10.70**		**382,645.28**

3.4 Grading - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.75	0.00	0.75	0.41	0.00	0.41						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04		1,476.12		0.18		1,479.88
Total	**2.00**	**13.91**	**9.51**	**0.02**	**0.75**	**1.04**	**1.79**	**0.41**	**1.04**	**1.45**		**1,476.12**		**0.18**		**1,479.88**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.07	0.68	0.00	0.13	0.00	0.14	0.00	0.00	0.01		104.61		0.01		104.75
Total	**0.06**	**0.07**	**0.68**	**0.00**	**0.13**	**0.00**	**0.14**	**0.00**	**0.00**	**0.01**		**104.61**		**0.01**		**104.75**

3.4 Grading - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.75	0.00	0.75	0.41	0.00	0.41						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04	0.00	1,476.12		0.18		1,479.88
Total	**2.00**	**13.91**	**9.51**	**0.02**	**0.75**	**1.04**	**1.79**	**0.41**	**1.04**	**1.45**	**0.00**	**1,476.12**		**0.18**		**1,479.88**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.07	0.68	0.00	0.00	0.00	0.01	0.00	0.00	0.01		104.61		0.01		104.75
Total	**0.06**	**0.07**	**0.68**	**0.00**	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.01**		**104.61**		**0.01**		**104.75**

3.5 Building Construction - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.20	16.33	10.77	0.02		1.04	1.04		1.04	1.04		1,945.40		0.20		1,949.52
Total	**2.20**	**16.33**	**10.77**	**0.02**		**1.04**	**1.04**		**1.04**	**1.04**		**1,945.40**		**0.20**		**1,949.52**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.76	8.87	5.08	0.01	0.48	0.29	0.77	0.04	0.29	0.33		1,417.52		0.04		1,418.30
Worker	0.80	0.90	9.12	0.01	1.75	0.06	1.81	0.07	0.06	0.13		1,401.77		0.09		1,403.64
Total	**1.56**	**9.77**	**14.20**	**0.02**	**2.23**	**0.35**	**2.58**	**0.11**	**0.35**	**0.46**		**2,819.29**		**0.13**		**2,821.94**

3.5 Building Construction - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.20	16.33	10.77	0.02		1.04	1.04		1.04	1.04	0.00	1,945.40		0.20		1,949.52
Total	**2.20**	**16.33**	**10.77**	**0.02**		**1.04**	**1.04**		**1.04**	**1.04**	**0.00**	**1,945.40**		**0.20**		**1,949.52**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.76	8.87	5.08	0.01	0.04	0.29	0.33	0.04	0.29	0.33		1,417.52		0.04		1,418.30
Worker	0.80	0.90	9.12	0.01	0.07	0.06	0.13	0.07	0.06	0.13		1,401.77		0.09		1,403.64
Total	**1.56**	**9.77**	**14.20**	**0.02**	**0.11**	**0.35**	**0.46**	**0.11**	**0.35**	**0.46**		**2,819.29**		**0.13**		**2,821.94**

3.5 Building Construction - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.02	15.03	10.68	0.02		0.92	0.92		0.92	0.92		1,945.40		0.18		1,949.18
Total	**2.02**	**15.03**	**10.68**	**0.02**		**0.92**	**0.92**		**0.92**	**0.92**		**1,945.40**		**0.18**		**1,949.18**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.70	8.22	4.68	0.01	0.48	0.27	0.75	0.04	0.27	0.31		1,419.84		0.03		1,420.56
Worker	0.74	0.83	8.37	0.01	1.75	0.06	1.81	0.07	0.06	0.13		1,372.44		0.08		1,374.17
Total	**1.44**	**9.05**	**13.05**	**0.02**	**2.23**	**0.33**	**2.56**	**0.11**	**0.33**	**0.44**		**2,792.28**		**0.11**		**2,794.73**

3.5 Building Construction - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.02	15.03	10.68	0.02		0.92	0.92		0.92	0.92	0.00	1,945.40		0.18		1,949.18
Total	**2.02**	**15.03**	**10.68**	**0.02**		**0.92**	**0.92**		**0.92**	**0.92**	**0.00**	**1,945.40**		**0.18**		**1,949.18**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.70	8.22	4.68	0.01	0.04	0.27	0.31	0.04	0.27	0.31		1,419.84		0.03		1,420.56
Worker	0.74	0.83	8.37	0.01	0.07	0.06	0.13	0.07	0.06	0.13		1,372.44		0.08		1,374.17
Total	**1.44**	**9.05**	**13.05**	**0.02**	**0.11**	**0.33**	**0.44**	**0.11**	**0.33**	**0.44**		**2,792.28**		**0.11**		**2,794.73**

3.6 Paving - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.18	13.77	9.69	0.02		1.10	1.10		1.10	1.10		1,408.52		0.20		1,412.63
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**2.18**	**13.77**	**9.69**	**0.02**		**1.10**	**1.10**		**1.10**	**1.10**		**1,408.52**		**0.20**		**1,412.63**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.10	0.11	1.12	0.00	0.23	0.01	0.24	0.01	0.01	0.02		184.36		0.01		184.59
Total	**0.10**	**0.11**	**1.12**	**0.00**	**0.23**	**0.01**	**0.24**	**0.01**	**0.01**	**0.02**		**184.36**		**0.01**		**184.59**

3.6 Paving - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.18	13.77	9.69	0.02		1.10	1.10		1.10	1.10	0.00	1,408.52		0.20		1,412.63
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**2.18**	**13.77**	**9.69**	**0.02**		**1.10**	**1.10**		**1.10**	**1.10**	**0.00**	**1,408.52**		**0.20**		**1,412.63**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.10	0.11	1.12	0.00	0.01	0.01	0.02	0.01	0.01	0.02		184.36		0.01		184.59
Total	**0.10**	**0.11**	**1.12**	**0.00**	**0.01**	**0.01**	**0.02**	**0.01**	**0.01**	**0.02**		**184.36**		**0.01**		**184.59**

3.7 Architectural Coating - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1,481.92					0.00	0.00		0.00	0.00						0.00
Off-Road	0.45	2.77	1.92	0.00		0.24	0.24		0.24	0.24		281.19		0.04		282.03
Total	**1,482.37**	**2.77**	**1.92**	**0.00**		**0.24**	**0.24**		**0.24**	**0.24**		**281.19**		**0.04**		**282.03**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.15	0.17	1.69	0.00	0.35	0.01	0.36	0.01	0.01	0.03		276.54		0.02		276.89
Total	**0.15**	**0.17**	**1.69**	**0.00**	**0.35**	**0.01**	**0.36**	**0.01**	**0.01**	**0.03**		**276.54**		**0.02**		**276.89**

3.7 Architectural Coating - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1,481.92					0.00	0.00		0.00	0.00						0.00
Off-Road	0.45	2.77	1.92	0.00		0.24	0.24		0.24	0.24	0.00	281.19		0.04		282.03
Total	**1,482.37**	**2.77**	**1.92**	**0.00**		**0.24**	**0.24**		**0.24**	**0.24**	**0.00**	**281.19**		**0.04**		**282.03**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.15	0.17	1.69	0.00	0.01	0.01	0.03	0.01	0.01	0.03		276.54		0.02		276.89
Total	**0.15**	**0.17**	**1.69**	**0.00**	**0.01**	**0.01**	**0.03**	**0.01**	**0.01**	**0.03**		**276.54**		**0.02**		**276.89**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Unmitigated	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Structure	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Parking Structure	9.50	7.30	7.30	0.00	0.00	0.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
NaturalGas Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Parking Structure	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**	**0.00**	**0.00**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Parking Structure	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**	**0.00**	**0.00**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	8.88	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	8.88	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.03					0.00	0.00		0.00	0.00						0.00
Consumer Products	6.85					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**8.88**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.03					0.00	0.00		0.00	0.00						0.00
Consumer Products	6.85					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**8.88**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Cedar and Kettner Property Development Project

San Diego County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Parking Structure	640	Space

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Utility Company**	San Diego Gas & Electric
Climate Zone	13	**Precipitation Freq (Days)**	40		

1.3 User Entered Comments

Project Characteristics - Phase I operational in first quarter 2014.

Land Use - Acreages for parking structure based on project site plans.

Default assumptions used for residential and parking structure square feet.

Construction Phase - Construction period moved up to first quarter 2014 based on feedback from BRG, Inc.

Demolition - Gross square footage provided by BRG, Inc. Includes two existing structures: Star Builders: 7,044 GSF, Warehouse: 4,700 GSF

Grading - Soil export information (37,037 cubic yards in Phase I and 37,037 cubic yards in Phase II) provided by BRG, Inc.

Vehicle Trips -

Woodstoves -

Energy Use -

Mobile Land Use Mitigation -

Mobile Commute Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2013	227.51	2,680.70	1,330.77	3.66	126.50	98.28	224.78	13.76	98.28	112.05	0.00	381,823.06	0.00	11.13	0.00	382,056.76
2014	1,482.53	24.30	23.93	0.05	2.23	1.25	3.48	0.10	1.25	1.35	0.00	4,620.70	0.00	0.30	0.00	4,626.91
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2013	227.51	2,680.70	1,330.77	3.66	18.71	98.28	116.99	13.76	98.28	112.05	0.00	381,823.06	0.00	11.13	0.00	382,056.76
2014	1,482.53	24.30	23.93	0.05	0.10	1.25	1.35	0.10	1.25	1.35	0.00	4,620.70	0.00	0.30	0.00	4,626.91
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	8.88	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**8.88**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**		**0.00**	**0.00**	**0.00**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	8.88	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**8.88**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**		**0.00**	**0.00**	**0.00**

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Demolition - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.17	0.00	1.17	0.00	0.00	0.00						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04		1,476.12		0.18		1,479.88
Total	**2.00**	**13.91**	**9.51**	**0.02**	**1.17**	**1.04**	**2.21**	**0.00**	**1.04**	**1.04**		**1,476.12**		**0.18**		**1,479.88**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.26	3.05	1.51	0.00	1.25	0.11	1.36	0.01	0.11	0.13		435.42		0.01		435.68
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.07	0.65	0.00	0.13	0.00	0.14	0.00	0.00	0.01		96.59		0.01		96.72
Total	**0.32**	**3.12**	**2.16**	**0.00**	**1.38**	**0.11**	**1.50**	**0.01**	**0.11**	**0.14**		**532.01**		**0.02**		**532.40**

3.2 Demolition - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.17	0.00	1.17	0.00	0.00	0.00						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04	0.00	1,476.12		0.18		1,479.88
Total	**2.00**	**13.91**	**9.51**	**0.02**	**1.17**	**1.04**	**2.21**	**0.00**	**1.04**	**1.04**	**0.00**	**1,476.12**		**0.18**		**1,479.88**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.26	3.05	1.51	0.00	0.01	0.11	0.13	0.01	0.11	0.13		435.42		0.01		435.68
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.07	0.65	0.00	0.00	0.00	0.01	0.00	0.00	0.01		96.59		0.01		96.72
Total	**0.32**	**3.12**	**2.16**	**0.00**	**0.01**	**0.11**	**0.14**	**0.01**	**0.11**	**0.14**		**532.01**		**0.02**		**532.40**

3.3 Site Preparation - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.73	0.00	5.73	0.79	0.00	0.79						0.00
Off-Road	1.72	12.58	8.68	0.01		0.81	0.81		0.81	0.81		1,402.64		0.15		1,405.88
Total	**1.72**	**12.58**	**8.68**	**0.01**	**5.73**	**0.81**	**6.54**	**0.79**	**0.81**	**1.60**		**1,402.64**		**0.15**		**1,405.88**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	225.75	2,668.08	1,321.77	3.64	120.70	97.47	218.17	12.97	97.47	110.44		380,372.13		10.97		380,602.52
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.03	0.04	0.32	0.00	0.07	0.00	0.07	0.00	0.00	0.00		48.29		0.00		48.36
Total	**225.78**	**2,668.12**	**1,322.09**	**3.64**	**120.77**	**97.47**	**218.24**	**12.97**	**97.47**	**110.44**		**380,420.42**		**10.97**		**380,650.88**

3.3 Site Preparation - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.73	0.00	5.73	0.79	0.00	0.79						0.00
Off-Road	1.72	12.58	8.68	0.01		0.81	0.81		0.81	0.81	0.00	1,402.64		0.15		1,405.88
Total	**1.72**	**12.58**	**8.68**	**0.01**	**5.73**	**0.81**	**6.54**	**0.79**	**0.81**	**1.60**	**0.00**	**1,402.64**		**0.15**		**1,405.88**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	225.75	2,668.08	1,321.77	3.64	12.97	97.47	110.44	12.97	97.47	110.44		380,372.13		10.97		380,602.52
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.03	0.04	0.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00		48.29		0.00		48.36
Total	**225.78**	**2,668.12**	**1,322.09**	**3.64**	**12.97**	**97.47**	**110.44**	**12.97**	**97.47**	**110.44**		**380,420.42**		**10.97**		**380,650.88**

3.4 Grading - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.75	0.00	0.75	0.41	0.00	0.41						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04		1,476.12		0.18		1,479.88
Total	**2.00**	**13.91**	**9.51**	**0.02**	**0.75**	**1.04**	**1.79**	**0.41**	**1.04**	**1.45**		**1,476.12**		**0.18**		**1,479.88**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.07	0.65	0.00	0.13	0.00	0.14	0.00	0.00	0.01		96.59		0.01		96.72
Total	**0.06**	**0.07**	**0.65**	**0.00**	**0.13**	**0.00**	**0.14**	**0.00**	**0.00**	**0.01**		**96.59**		**0.01**		**96.72**

3.4 Grading - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.75	0.00	0.75	0.41	0.00	0.41						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04	0.00	1,476.12		0.18		1,479.88
Total	**2.00**	**13.91**	**9.51**	**0.02**	**0.75**	**1.04**	**1.79**	**0.41**	**1.04**	**1.45**	**0.00**	**1,476.12**		**0.18**		**1,479.88**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.07	0.65	0.00	0.00	0.00	0.01	0.00	0.00	0.01		96.59		0.01		96.72
Total	**0.06**	**0.07**	**0.65**	**0.00**	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.01**		**96.59**		**0.01**		**96.72**

3.5 Building Construction - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.20	16.33	10.77	0.02		1.04	1.04		1.04	1.04		1,945.40		0.20		1,949.52
Total	**2.20**	**16.33**	**10.77**	**0.02**		**1.04**	**1.04**		**1.04**	**1.04**		**1,945.40**		**0.20**		**1,949.52**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.80	9.04	5.73	0.01	0.48	0.30	0.78	0.04	0.30	0.34		1,406.31		0.04		1,407.13
Worker	0.87	0.99	8.65	0.01	1.75	0.06	1.81	0.07	0.06	0.13		1,294.28		0.09		1,296.07
Total	**1.67**	**10.03**	**14.38**	**0.02**	**2.23**	**0.36**	**2.59**	**0.11**	**0.36**	**0.47**		**2,700.59**		**0.13**		**2,703.20**

3.5 Building Construction - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.20	16.33	10.77	0.02		1.04	1.04		1.04	1.04	0.00	1,945.40		0.20		1,949.52
Total	**2.20**	**16.33**	**10.77**	**0.02**		**1.04**	**1.04**		**1.04**	**1.04**	**0.00**	**1,945.40**		**0.20**		**1,949.52**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.80	9.04	5.73	0.01	0.04	0.30	0.34	0.04	0.30	0.34		1,406.31		0.04		1,407.13
Worker	0.87	0.99	8.65	0.01	0.07	0.06	0.13	0.07	0.06	0.13		1,294.28		0.09		1,296.07
Total	**1.67**	**10.03**	**14.38**	**0.02**	**0.11**	**0.36**	**0.47**	**0.11**	**0.36**	**0.47**		**2,700.59**		**0.13**		**2,703.20**

3.5 Building Construction - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.02	15.03	10.68	0.02		0.92	0.92		0.92	0.92		1,945.40		0.18		1,949.18
Total	**2.02**	**15.03**	**10.68**	**0.02**		**0.92**	**0.92**		**0.92**	**0.92**		**1,945.40**		**0.18**		**1,949.18**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.74	8.36	5.32	0.01	0.48	0.28	0.75	0.04	0.28	0.31		1,408.38		0.04		1,409.14
Worker	0.81	0.91	7.93	0.01	1.75	0.06	1.81	0.07	0.06	0.13		1,266.93		0.08		1,268.59
Total	**1.55**	**9.27**	**13.25**	**0.02**	**2.23**	**0.34**	**2.56**	**0.11**	**0.34**	**0.44**		**2,675.31**		**0.12**		**2,677.73**

3.5 Building Construction - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.02	15.03	10.68	0.02		0.92	0.92		0.92	0.92	0.00	1,945.40		0.18		1,949.18
Total	**2.02**	**15.03**	**10.68**	**0.02**		**0.92**	**0.92**		**0.92**	**0.92**	**0.00**	**1,945.40**		**0.18**		**1,949.18**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.74	8.36	5.32	0.01	0.04	0.28	0.31	0.04	0.28	0.31		1,408.38		0.04		1,409.14
Worker	0.81	0.91	7.93	0.01	0.07	0.06	0.13	0.07	0.06	0.13		1,266.93		0.08		1,268.59
Total	**1.55**	**9.27**	**13.25**	**0.02**	**0.11**	**0.34**	**0.44**	**0.11**	**0.34**	**0.44**		**2,675.31**		**0.12**		**2,677.73**

3.6 Paving - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.18	13.77	9.69	0.02		1.10	1.10		1.10	1.10		1,408.52		0.20		1,412.63
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**2.18**	**13.77**	**9.69**	**0.02**		**1.10**	**1.10**		**1.10**	**1.10**		**1,408.52**		**0.20**		**1,412.63**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.11	0.12	1.07	0.00	0.23	0.01	0.24	0.01	0.01	0.02		170.18		0.01		170.41
Total	**0.11**	**0.12**	**1.07**	**0.00**	**0.23**	**0.01**	**0.24**	**0.01**	**0.01**	**0.02**		**170.18**		**0.01**		**170.41**

3.6 Paving - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.18	13.77	9.69	0.02		1.10	1.10		1.10	1.10	0.00	1,408.52		0.20		1,412.63
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**2.18**	**13.77**	**9.69**	**0.02**		**1.10**	**1.10**		**1.10**	**1.10**	**0.00**	**1,408.52**		**0.20**		**1,412.63**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.11	0.12	1.07	0.00	0.01	0.01	0.02	0.01	0.01	0.02		170.18		0.01		170.41
Total	**0.11**	**0.12**	**1.07**	**0.00**	**0.01**	**0.01**	**0.02**	**0.01**	**0.01**	**0.02**		**170.18**		**0.01**		**170.41**

3.7 Architectural Coating - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1,481.92					0.00	0.00		0.00	0.00						0.00
Off-Road	0.45	2.77	1.92	0.00		0.24	0.24		0.24	0.24		281.19		0.04		282.03
Total	**1,482.37**	**2.77**	**1.92**	**0.00**		**0.24**	**0.24**		**0.24**	**0.24**		**281.19**		**0.04**		**282.03**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.16	0.18	1.60	0.00	0.35	0.01	0.36	0.01	0.01	0.03		255.28		0.02		255.61
Total	**0.16**	**0.18**	**1.60**	**0.00**	**0.35**	**0.01**	**0.36**	**0.01**	**0.01**	**0.03**		**255.28**		**0.02**		**255.61**

3.7 Architectural Coating - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1,481.92					0.00	0.00		0.00	0.00						0.00
Off-Road	0.45	2.77	1.92	0.00		0.24	0.24		0.24	0.24	0.00	281.19		0.04		282.03
Total	**1,482.37**	**2.77**	**1.92**	**0.00**		**0.24**	**0.24**		**0.24**	**0.24**	**0.00**	**281.19**		**0.04**		**282.03**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.16	0.18	1.60	0.00	0.01	0.01	0.03	0.01	0.01	0.03		255.28		0.02		255.61
Total	**0.16**	**0.18**	**1.60**	**0.00**	**0.01**	**0.01**	**0.03**	**0.01**	**0.01**	**0.03**		**255.28**		**0.02**		**255.61**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Unmitigated	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Structure	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Parking Structure	9.50	7.30	7.30	0.00	0.00	0.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
NaturalGas Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Parking Structure	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**	**0.00**	**0.00**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Parking Structure	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**	**0.00**	**0.00**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	8.88	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	8.88	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.03					0.00	0.00		0.00	0.00						0.00
Consumer Products	6.85					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**8.88**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.03					0.00	0.00		0.00	0.00						0.00
Consumer Products	6.85					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**8.88**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Cedar and Kettner Property Development Project

San Diego County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	25.52	1000sqft
Parking Structure	160	Space
Apartments High Rise	163	Dwelling Unit
Regional Shopping Center	6.4	1000sqft
Regional Shopping Center	4.7	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Utility Company**	San Diego Gas & Electric
Climate Zone	13	**Precipitation Freq (Days)**	40		

1.3 User Entered Comments

Project Characteristics - Phase II operational in approximately 2016.

Land Use - Acreages for residential and parking structure based on project site plans.

Default assumptions used for residential and parking structure square feet.

Construction Phase -

Demolition -

Grading - Soil export information provided by BRG, Inc.

Vehicle Trips - Trip generation estimates are from the Fehr & Peers Trip Generation Assessment Memorandum, and were originally derived using the City of San Diego Trip Generation Manual (2003), Centre City cumulative trip generation rates.

Woodstoves - The proposed apartments would not include fireplaces or woodstoves.

Energy Use -

Mobile Land Use Mitigation - Mitigation includes credit for increased density, destination accessibility (project site is located downtown), and transit accessibility (project site is adjacent to County Center/Little Italy light rail station).

Mobile Commute Mitigation - Mitigation includes credit for voluntary trip reduction program, based on proposed transportation demand measures associated with Phase I parking structure.

Area Mitigation - Mitigation includes credit for natural gas hearth (assumes no wood stoves/fireplaces).

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2015	258.25	2,212.76	1,030.90	3.68	126.52	81.21	207.74	13.78	81.21	95.00	0.00	385,646.04	0.00	9.13	0.00	385,837.86
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2015	258.25	2,212.76	1,030.90	3.68	18.73	81.21	99.94	13.78	81.21	95.00	0.00	385,646.04	0.00	9.13	0.00	385,837.86
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.94	0.17	14.15	0.00		0.00	0.07		0.00	0.07	0.00	24.51		0.03	0.00	25.09
Energy	0.06	0.48	0.23	0.00		0.00	0.04		0.00	0.04		612.84		0.01	0.01	616.57
Mobile	9.13	18.56	86.20	0.15	16.14	0.83	16.97	0.55	0.83	1.38		13,971.59		0.57		13,983.47
Total	**11.13**	**19.21**	**100.58**	**0.15**	**16.14**	**0.83**	**17.08**	**0.55**	**0.83**	**1.49**	**0.00**	**14,608.94**		**0.61**	**0.01**	**14,625.13**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.94	0.17	14.15	0.00		0.00	0.07		0.00	0.07	0.00	24.51		0.03	0.00	25.09
Energy	0.05	0.42	0.20	0.00		0.00	0.03		0.00	0.03		538.71		0.01	0.01	541.99
Mobile	7.25	13.74	63.20	0.10	10.80	0.58	11.38	0.37	0.58	0.94		9,496.55		0.40		9,504.95
Total	**9.24**	**14.33**	**77.55**	**0.10**	**10.80**	**0.58**	**11.48**	**0.37**	**0.58**	**1.04**	**0.00**	**10,059.77**		**0.44**	**0.01**	**10,072.03**

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.73	0.00	5.73	0.79	0.00	0.79						0.00
Off-Road	1.50	10.70	8.62	0.01		0.65	0.65		0.65	0.65		1,402.64		0.13		1,405.45
Total	**1.50**	**10.70**	**8.62**	**0.01**	**5.73**	**0.65**	**6.38**	**0.79**	**0.65**	**1.44**		**1,402.64**		**0.13**		**1,405.45**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	185.57	2,202.02	1,021.99	3.67	120.72	80.56	201.28	12.99	80.56	93.55		384,193.34		9.00		384,382.30
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.03	0.03	0.29	0.00	0.07	0.00	0.07	0.00	0.00	0.00		50.05		0.00		50.11
Total	**185.60**	**2,202.05**	**1,022.28**	**3.67**	**120.79**	**80.56**	**201.35**	**12.99**	**80.56**	**93.55**		**384,243.39**		**9.00**		**384,432.41**

3.2 Site Preparation - 2015

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.73	0.00	5.73	0.79	0.00	0.79						0.00
Off-Road	1.50	10.70	8.62	0.01		0.65	0.65		0.65	0.65	0.00	1,402.64		0.13		1,405.45
Total	**1.50**	**10.70**	**8.62**	**0.01**	**5.73**	**0.65**	**6.38**	**0.79**	**0.65**	**1.44**	**0.00**	**1,402.64**		**0.13**		**1,405.45**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	185.57	2,202.02	1,021.99	3.67	12.99	80.56	93.55	12.99	80.56	93.55		384,193.34		9.00		384,382.30
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.03	0.03	0.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00		50.05		0.00		50.11
Total	**185.60**	**2,202.05**	**1,022.28**	**3.67**	**12.99**	**80.56**	**93.55**	**12.99**	**80.56**	**93.55**		**384,243.39**		**9.00**		**384,432.41**

3.3 Grading - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.75	0.00	0.75	0.41	0.00	0.41						0.00
Off-Road	1.69	12.02	9.21	0.02		0.84	0.84		0.84	0.84		1,476.12		0.15		1,479.31
Total	**1.69**	**12.02**	**9.21**	**0.02**	**0.75**	**0.84**	**1.59**	**0.41**	**0.84**	**1.25**		**1,476.12**		**0.15**		**1,479.31**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.05	0.06	0.58	0.00	0.13	0.00	0.14	0.00	0.00	0.01		100.10		0.01		100.22
Total	**0.05**	**0.06**	**0.58**	**0.00**	**0.13**	**0.00**	**0.14**	**0.00**	**0.00**	**0.01**		**100.10**		**0.01**		**100.22**

3.3 Grading - 2015

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.75	0.00	0.75	0.41	0.00	0.41						0.00
Off-Road	1.69	12.02	9.21	0.02		0.84	0.84		0.84	0.84	0.00	1,476.12		0.15		1,479.31
Total	**1.69**	**12.02**	**9.21**	**0.02**	**0.75**	**0.84**	**1.59**	**0.41**	**0.84**	**1.25**	**0.00**	**1,476.12**		**0.15**		**1,479.31**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.05	0.06	0.58	0.00	0.00	0.00	0.01	0.00	0.00	0.01		100.10		0.01		100.22
Total	**0.05**	**0.06**	**0.58**	**0.00**	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.01**		**100.10**		**0.01**		**100.22**

3.4 Building Construction - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.86	13.57	10.61	0.02		0.80	0.80		0.80	0.80		1,945.40		0.17		1,948.92
Total	**1.86**	**13.57**	**10.61**	**0.02**		**0.80**	**0.80**		**0.80**	**0.80**		**1,945.40**		**0.17**		**1,948.92**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.24	2.79	1.58	0.00	0.17	0.09	0.27	0.01	0.09	0.10		519.54		0.01		519.78
Worker	0.63	0.69	6.97	0.01	1.58	0.06	1.63	0.06	0.06	0.11		1,211.21		0.07		1,212.67
Total	**0.87**	**3.48**	**8.55**	**0.01**	**1.75**	**0.15**	**1.90**	**0.07**	**0.15**	**0.21**		**1,730.75**		**0.08**		**1,732.45**

3.4 Building Construction - 2015

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.86	13.57	10.61	0.02		0.80	0.80		0.80	0.80	0.00	1,945.40		0.17		1,948.92
Total	**1.86**	**13.57**	**10.61**	**0.02**		**0.80**	**0.80**		**0.80**	**0.80**	**0.00**	**1,945.40**		**0.17**		**1,948.92**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.24	2.79	1.58	0.00	0.01	0.09	0.10	0.01	0.09	0.10		519.54		0.01		519.78
Worker	0.63	0.69	6.97	0.01	0.06	0.06	0.11	0.06	0.06	0.11		1,211.21		0.07		1,212.67
Total	**0.87**	**3.48**	**8.55**	**0.01**	**0.07**	**0.15**	**0.21**	**0.07**	**0.15**	**0.21**		**1,730.75**		**0.08**		**1,732.45**

3.5 Paving - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.04	12.88	9.62	0.02		1.01	1.01		1.01	1.01		1,408.52		0.18		1,412.36
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**2.04**	**12.88**	**9.62**	**0.02**		**1.01**	**1.01**		**1.01**	**1.01**		**1,408.52**		**0.18**		**1,412.36**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.09	0.10	1.04	0.00	0.23	0.01	0.24	0.01	0.01	0.02		180.18		0.01		180.40
Total	**0.09**	**0.10**	**1.04**	**0.00**	**0.23**	**0.01**	**0.24**	**0.01**	**0.01**	**0.02**		**180.18**		**0.01**		**180.40**

3.5 Paving - 2015

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.04	12.88	9.62	0.02		1.01	1.01		1.01	1.01	0.00	1,408.52		0.18		1,412.36
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**2.04**	**12.88**	**9.62**	**0.02**		**1.01**	**1.01**		**1.01**	**1.01**	**0.00**	**1,408.52**		**0.18**		**1,412.36**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.09	0.10	1.04	0.00	0.01	0.01	0.02	0.01	0.01	0.02		180.18		0.01		180.40
Total	**0.09**	**0.10**	**1.04**	**0.00**	**0.01**	**0.01**	**0.02**	**0.01**	**0.01**	**0.02**		**180.18**		**0.01**		**180.40**

3.6 Architectural Coating - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	257.72					0.00	0.00		0.00	0.00						0.00
Off-Road	0.41	2.57	1.90	0.00		0.22	0.22		0.22	0.22		281.19		0.04		281.96
Total	**258.13**	**2.57**	**1.90**	**0.00**		**0.22**	**0.22**		**0.22**	**0.22**		**281.19**		**0.04**		**281.96**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.12	0.14	1.38	0.00	0.31	0.01	0.32	0.01	0.01	0.02		240.24		0.01		240.53
Total	**0.12**	**0.14**	**1.38**	**0.00**	**0.31**	**0.01**	**0.32**	**0.01**	**0.01**	**0.02**		**240.24**		**0.01**		**240.53**

3.6 Architectural Coating - 2015

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	257.72					0.00	0.00		0.00	0.00						0.00
Off-Road	0.41	2.57	1.90	0.00		0.22	0.22		0.22	0.22	0.00	281.19		0.04		281.96
Total	**258.13**	**2.57**	**1.90**	**0.00**		**0.22**	**0.22**		**0.22**	**0.22**	**0.00**	**281.19**		**0.04**		**281.96**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.12	0.14	1.38	0.00	0.01	0.01	0.02	0.01	0.01	0.02		240.24		0.01		240.53
Total	**0.12**	**0.14**	**1.38**	**0.00**	**0.01**	**0.01**	**0.02**	**0.01**	**0.01**	**0.02**		**240.24**		**0.01**		**240.53**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

Increase Density

Improve Destination Accessibility

Increase Transit Accessibility

Implement Trip Reduction Program

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	7.25	13.74	63.20	0.10	10.80	0.58	11.38	0.37	0.58	0.94		9,496.55		0.40		9,504.95
Unmitigated	9.13	18.56	86.20	0.15	16.14	0.83	16.97	0.55	0.83	1.38		13,971.59		0.57		13,983.47
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	652.00	652.00	652.00	1,861,658	1,262,078
General Office Building	1,114.97	1,114.97	1114.97	2,664,500	1,769,496
Parking Structure	0.00	0.00	0.00		
Regional Shopping Center	115.20	115.20	115.20	201,981	134,208
Regional Shopping Center	84.60	84.60	84.60	148,330	98,559
Total	1,966.77	1,966.77	1,966.77	4,876,468	3,264,341

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Apartments High Rise	10.80	7.30	7.50	41.60	18.80	39.60
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00
Parking Structure	9.50	7.30	7.30	0.00	0.00	0.00
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

Exceed Title 24

Kilowatt Hours of Renewable Electricity Generated

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.05	0.42	0.20	0.00		0.00	0.03		0.00	0.03		538.71		0.01	0.01	541.99
NaturalGas Unmitigated	0.06	0.48	0.23	0.00		0.00	0.04		0.00	0.04		612.84		0.01	0.01	616.57
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Apartments High Rise	4706.86	0.05	0.43	0.18	0.00		0.00	0.04		0.00	0.04		553.75		0.01	0.01	557.12
General Office Building	426.362	0.00	0.04	0.04	0.00		0.00	0.00		0.00	0.00		50.16		0.00	0.00	50.47
Parking Structure	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Regional Shopping Center	29.4877	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		3.47		0.00	0.00	3.49
Regional Shopping Center	46.4274	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		5.46		0.00	0.00	5.50
Total		**0.05**	**0.47**	**0.22**	**0.00**		**0.00**	**0.04**		**0.00**	**0.04**		**612.84**		**0.01**	**0.01**	**616.58**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Apartments High Rise	4.13395	0.04	0.38	0.16	0.00		0.00	0.03		0.00	0.03		486.35		0.01	0.01	489.31
General Office Building	0.37518	0.00	0.04	0.03	0.00		0.00	0.00		0.00	0.00		44.14		0.00	0.00	44.41
Parking Structure	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Regional Shopping Center	0.0271699	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		3.20		0.00	0.00	3.22
Regional Shopping Center	0.0427781	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		5.03		0.00	0.00	5.06
Total		**0.04**	**0.42**	**0.19**	**0.00**		**0.00**	**0.03**		**0.00**	**0.03**		**538.72**		**0.01**	**0.01**	**542.00**

6.0 Area Detail

6.1 Mitigation Measures Area

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.94	0.17	14.15	0.00		0.00	0.07		0.00	0.07	0.00	24.51		0.03	0.00	25.09
Unmitigated	1.94	0.17	14.15	0.00		0.00	0.07		0.00	0.07	0.00	24.51		0.03	0.00	25.09
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.35					0.00	0.00		0.00	0.00						0.00
Consumer Products	1.11					0.00	0.00		0.00	0.00						0.00
Hearth	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00		0.00	0.00	0.00
Landscaping	0.48	0.17	14.15	0.00		0.00	0.07		0.00	0.07		24.51		0.03		25.09
Total	**1.94**	**0.17**	**14.15**	**0.00**		**0.00**	**0.07**		**0.00**	**0.07**	**0.00**	**24.51**		**0.03**	**0.00**	**25.09**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.35					0.00	0.00		0.00	0.00						0.00
Consumer Products	1.11					0.00	0.00		0.00	0.00						0.00
Hearth	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00		0.00	0.00	0.00
Landscaping	0.48	0.17	14.15	0.00		0.00	0.07		0.00	0.07		24.51		0.03		25.09
Total	**1.94**	**0.17**	**14.15**	**0.00**		**0.00**	**0.07**		**0.00**	**0.07**	**0.00**	**24.51**		**0.03**	**0.00**	**25.09**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Toilet

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Cedar and Kettner Property Development Project

San Diego County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	25.52	1000sqft
Parking Structure	160	Space
Apartments High Rise	163	Dwelling Unit
Regional Shopping Center	6.4	1000sqft
Regional Shopping Center	4.7	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Utility Company**	San Diego Gas & Electric
Climate Zone	13	**Precipitation Freq (Days)**	40		

1.3 User Entered Comments

Project Characteristics - Phase II operational in approximately 2016.

Land Use - Acreages for residential and parking structure based on project site plans.

Default assumptions used for residential and parking structure square feet.

Construction Phase -

Demolition -

Grading - Soil export information provided by BRG, Inc.

Vehicle Trips - Trip generation estimates are from the Fehr & Peers Trip Generation Assessment Memorandum, and were originally derived using the City of San Diego Trip Generation Manual (2003), Centre City cumulative trip generation rates.

Woodstoves - The proposed apartments would not include fireplaces or woodstoves.

Energy Use -

Mobile Land Use Mitigation - Mitigation includes credit for increased density, destination accessibility (project site is located downtown), and transit accessibility (project site is adjacent to County Center/Little Italy light rail station).

Mobile Commute Mitigation - Mitigation includes credit for voluntary trip reduction program, based on proposed transportation demand measures associated with Phase I parking structure.

Area Mitigation - Mitigation includes credit for natural gas hearth (assumes no wood stoves/fireplaces).

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2015	258.26	2,261.29	1,131.68	3.66	126.52	82.18	208.70	13.78	82.18	95.96	0.00	383,558.68	0.00	9.40	0.00	383,756.01
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2015	258.26	2,261.29	1,131.68	3.66	18.73	82.18	100.91	13.78	82.18	95.96	0.00	383,558.68	0.00	9.40	0.00	383,756.01
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.94	0.17	14.15	0.00		0.00	0.07		0.00	0.07	0.00	24.51		0.03	0.00	25.09
Energy	0.06	0.48	0.23	0.00		0.00	0.04		0.00	0.04		612.84		0.01	0.01	616.57
Mobile	9.61	19.38	85.70	0.14	16.14	0.84	16.98	0.55	0.84	1.39		13,080.09		0.58		13,092.27
Total	**11.61**	**20.03**	**100.08**	**0.14**	**16.14**	**0.84**	**17.09**	**0.55**	**0.84**	**1.50**	**0.00**	**13,717.44**		**0.62**	**0.01**	**13,733.93**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.94	0.17	14.15	0.00		0.00	0.07		0.00	0.07	0.00	24.51		0.03	0.00	25.09
Energy	0.05	0.42	0.20	0.00		0.00	0.03		0.00	0.03		538.71		0.01	0.01	541.99
Mobile	7.55	14.27	64.70	0.09	10.80	0.58	11.38	0.37	0.58	0.95		8,894.30		0.41		8,903.00
Total	**9.54**	**14.86**	**79.05**	**0.09**	**10.80**	**0.58**	**11.48**	**0.37**	**0.58**	**1.05**	**0.00**	**9,457.52**		**0.45**	**0.01**	**9,470.08**

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.73	0.00	5.73	0.79	0.00	0.79						0.00
Off-Road	1.50	10.70	8.62	0.01		0.65	0.65		0.65	0.65		1,402.64		0.13		1,405.45
Total	**1.50**	**10.70**	**8.62**	**0.01**	**5.73**	**0.65**	**6.38**	**0.79**	**0.65**	**1.44**		**1,402.64**		**0.13**		**1,405.45**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	190.61	2,250.55	1,122.79	3.65	120.72	81.52	202.24	12.99	81.52	94.52		382,109.85		9.26		382,304.31
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.03	0.03	0.27	0.00	0.07	0.00	0.07	0.00	0.00	0.00		46.19		0.00		46.25
Total	**190.64**	**2,250.58**	**1,123.06**	**3.65**	**120.79**	**81.52**	**202.31**	**12.99**	**81.52**	**94.52**		**382,156.04**		**9.26**		**382,350.56**

3.2 Site Preparation - 2015

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.73	0.00	5.73	0.79	0.00	0.79						0.00
Off-Road	1.50	10.70	8.62	0.01		0.65	0.65		0.65	0.65	0.00	1,402.64		0.13		1,405.45
Total	**1.50**	**10.70**	**8.62**	**0.01**	**5.73**	**0.65**	**6.38**	**0.79**	**0.65**	**1.44**	**0.00**	**1,402.64**		**0.13**		**1,405.45**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	190.61	2,250.55	1,122.79	3.65	12.99	81.52	94.52	12.99	81.52	94.52		382,109.85		9.26		382,304.31
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.03	0.03	0.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00		46.19		0.00		46.25
Total	**190.64**	**2,250.58**	**1,123.06**	**3.65**	**12.99**	**81.52**	**94.52**	**12.99**	**81.52**	**94.52**		**382,156.04**		**9.26**		**382,350.56**

3.3 Grading - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.75	0.00	0.75	0.41	0.00	0.41						0.00
Off-Road	1.69	12.02	9.21	0.02		0.84	0.84		0.84	0.84		1,476.12		0.15		1,479.31
Total	**1.69**	**12.02**	**9.21**	**0.02**	**0.75**	**0.84**	**1.59**	**0.41**	**0.84**	**1.25**		**1,476.12**		**0.15**		**1,479.31**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.06	0.54	0.00	0.13	0.00	0.14	0.00	0.00	0.01		92.39		0.01		92.50
Total	**0.06**	**0.06**	**0.54**	**0.00**	**0.13**	**0.00**	**0.14**	**0.00**	**0.00**	**0.01**		**92.39**		**0.01**		**92.50**

3.3 Grading - 2015

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.75	0.00	0.75	0.41	0.00	0.41						0.00
Off-Road	1.69	12.02	9.21	0.02		0.84	0.84		0.84	0.84	0.00	1,476.12		0.15		1,479.31
Total	**1.69**	**12.02**	**9.21**	**0.02**	**0.75**	**0.84**	**1.59**	**0.41**	**0.84**	**1.25**	**0.00**	**1,476.12**		**0.15**		**1,479.31**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.06	0.54	0.00	0.00	0.00	0.01	0.00	0.00	0.01		92.39		0.01		92.50
Total	**0.06**	**0.06**	**0.54**	**0.00**	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.01**		**92.39**		**0.01**		**92.50**

3.4 Building Construction - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.86	13.57	10.61	0.02		0.80	0.80		0.80	0.80		1,945.40		0.17		1,948.92
Total	**1.86**	**13.57**	**10.61**	**0.02**		**0.80**	**0.80**		**0.80**	**0.80**		**1,945.40**		**0.17**		**1,948.92**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.25	2.83	1.81	0.00	0.17	0.09	0.27	0.01	0.09	0.11		515.26		0.01		515.52
Worker	0.68	0.75	6.59	0.01	1.58	0.06	1.63	0.06	0.06	0.11		1,117.89		0.07		1,119.28
Total	**0.93**	**3.58**	**8.40**	**0.01**	**1.75**	**0.15**	**1.90**	**0.07**	**0.15**	**0.22**		**1,633.15**		**0.08**		**1,634.80**

3.4 Building Construction - 2015

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.86	13.57	10.61	0.02		0.80	0.80		0.80	0.80	0.00	1,945.40		0.17		1,948.92
Total	**1.86**	**13.57**	**10.61**	**0.02**		**0.80**	**0.80**		**0.80**	**0.80**	**0.00**	**1,945.40**		**0.17**		**1,948.92**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.25	2.83	1.81	0.00	0.01	0.09	0.11	0.01	0.09	0.11		515.26		0.01		515.52
Worker	0.68	0.75	6.59	0.01	0.06	0.06	0.11	0.06	0.06	0.11		1,117.89		0.07		1,119.28
Total	**0.93**	**3.58**	**8.40**	**0.01**	**0.07**	**0.15**	**0.22**	**0.07**	**0.15**	**0.22**		**1,633.15**		**0.08**		**1,634.80**

3.5 Paving - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.04	12.88	9.62	0.02		1.01	1.01		1.01	1.01		1,408.52		0.18		1,412.36
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**2.04**	**12.88**	**9.62**	**0.02**		**1.01**	**1.01**		**1.01**	**1.01**		**1,408.52**		**0.18**		**1,412.36**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.10	0.11	0.98	0.00	0.23	0.01	0.24	0.01	0.01	0.02		166.30		0.01		166.50
Total	**0.10**	**0.11**	**0.98**	**0.00**	**0.23**	**0.01**	**0.24**	**0.01**	**0.01**	**0.02**		**166.30**		**0.01**		**166.50**

3.5 Paving - 2015

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.04	12.88	9.62	0.02		1.01	1.01		1.01	1.01	0.00	1,408.52		0.18		1,412.36
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**2.04**	**12.88**	**9.62**	**0.02**		**1.01**	**1.01**		**1.01**	**1.01**	**0.00**	**1,408.52**		**0.18**		**1,412.36**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.10	0.11	0.98	0.00	0.01	0.01	0.02	0.01	0.01	0.02		166.30		0.01		166.50
Total	**0.10**	**0.11**	**0.98**	**0.00**	**0.01**	**0.01**	**0.02**	**0.01**	**0.01**	**0.02**		**166.30**		**0.01**		**166.50**

3.6 Architectural Coating - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	257.72					0.00	0.00		0.00	0.00						0.00
Off-Road	0.41	2.57	1.90	0.00		0.22	0.22		0.22	0.22		281.19		0.04		281.96
Total	**258.13**	**2.57**	**1.90**	**0.00**		**0.22**	**0.22**		**0.22**	**0.22**		**281.19**		**0.04**		**281.96**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.14	0.15	1.31	0.00	0.31	0.01	0.32	0.01	0.01	0.02		221.73		0.01		222.01
Total	**0.14**	**0.15**	**1.31**	**0.00**	**0.31**	**0.01**	**0.32**	**0.01**	**0.01**	**0.02**		**221.73**		**0.01**		**222.01**

3.6 Architectural Coating - 2015

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	257.72					0.00	0.00		0.00	0.00						0.00
Off-Road	0.41	2.57	1.90	0.00		0.22	0.22		0.22	0.22	0.00	281.19		0.04		281.96
Total	**258.13**	**2.57**	**1.90**	**0.00**		**0.22**	**0.22**		**0.22**	**0.22**	**0.00**	**281.19**		**0.04**		**281.96**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.14	0.15	1.31	0.00	0.01	0.01	0.02	0.01	0.01	0.02		221.73		0.01		222.01
Total	**0.14**	**0.15**	**1.31**	**0.00**	**0.01**	**0.01**	**0.02**	**0.01**	**0.01**	**0.02**		**221.73**		**0.01**		**222.01**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

Increase Density

Improve Destination Accessibility

Increase Transit Accessibility

Implement Trip Reduction Program

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	7.55	14.27	64.70	0.09	10.80	0.58	11.38	0.37	0.58	0.95		8,894.30		0.41		8,903.00
Unmitigated	9.61	19.38	85.70	0.14	16.14	0.84	16.98	0.55	0.84	1.39		13,080.09		0.58		13,092.27
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	652.00	652.00	652.00	1,861,658	1,262,078
General Office Building	1,114.97	1,114.97	1114.97	2,664,500	1,769,496
Parking Structure	0.00	0.00	0.00		
Regional Shopping Center	115.20	115.20	115.20	201,981	134,208
Regional Shopping Center	84.60	84.60	84.60	148,330	98,559
Total	1,966.77	1,966.77	1,966.77	4,876,468	3,264,341

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Apartments High Rise	10.80	7.30	7.50	41.60	18.80	39.60
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00
Parking Structure	9.50	7.30	7.30	0.00	0.00	0.00
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

Exceed Title 24

Kilowatt Hours of Renewable Electricity Generated

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.05	0.42	0.20	0.00		0.00	0.03		0.00	0.03		538.71		0.01	0.01	541.99
NaturalGas Unmitigated	0.06	0.48	0.23	0.00		0.00	0.04		0.00	0.04		612.84		0.01	0.01	616.57
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Apartments High Rise	4706.86	0.05	0.43	0.18	0.00		0.00	0.04		0.00	0.04		553.75		0.01	0.01	557.12
General Office Building	426.362	0.00	0.04	0.04	0.00		0.00	0.00		0.00	0.00		50.16		0.00	0.00	50.47
Parking Structure	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Regional Shopping Center	29.4877	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		3.47		0.00	0.00	3.49
Regional Shopping Center	46.4274	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		5.46		0.00	0.00	5.50
Total		**0.05**	**0.47**	**0.22**	**0.00**		**0.00**	**0.04**		**0.00**	**0.04**		**612.84**		**0.01**	**0.01**	**616.58**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Apartments High Rise	4.13395	0.04	0.38	0.16	0.00		0.00	0.03		0.00	0.03		486.35		0.01	0.01	489.31
General Office Building	0.37518	0.00	0.04	0.03	0.00		0.00	0.00		0.00	0.00		44.14		0.00	0.00	44.41
Parking Structure	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Regional Shopping Center	0.0271699	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		3.20		0.00	0.00	3.22
Regional Shopping Center	0.0427781	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		5.03		0.00	0.00	5.06
Total		**0.04**	**0.42**	**0.19**	**0.00**		**0.00**	**0.03**		**0.00**	**0.03**		**538.72**		**0.01**	**0.01**	**542.00**

6.0 Area Detail

6.1 Mitigation Measures Area

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.94	0.17	14.15	0.00		0.00	0.07		0.00	0.07	0.00	24.51		0.03	0.00	25.09
Unmitigated	1.94	0.17	14.15	0.00		0.00	0.07		0.00	0.07	0.00	24.51		0.03	0.00	25.09
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.35					0.00	0.00		0.00	0.00						0.00
Consumer Products	1.11					0.00	0.00		0.00	0.00						0.00
Hearth	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00		0.00	0.00	0.00
Landscaping	0.48	0.17	14.15	0.00		0.00	0.07		0.00	0.07		24.51		0.03		25.09
Total	**1.94**	**0.17**	**14.15**	**0.00**		**0.00**	**0.07**		**0.00**	**0.07**	**0.00**	**24.51**		**0.03**	**0.00**	**25.09**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.35					0.00	0.00		0.00	0.00						0.00
Consumer Products	1.11					0.00	0.00		0.00	0.00						0.00
Hearth	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00		0.00	0.00	0.00
Landscaping	0.48	0.17	14.15	0.00		0.00	0.07		0.00	0.07		24.51		0.03		25.09
Total	**1.94**	**0.17**	**14.15**	**0.00**		**0.00**	**0.07**		**0.00**	**0.07**	**0.00**	**24.51**		**0.03**	**0.00**	**25.09**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Toilet

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

County Cedar and Kettner Development Project

Appendix D

Greenhouse Gas Study

Prepared by Rincon Consultants, Inc.

August 26, 2011

Rincon Consultants, Inc.
180 North Ashwood Avenue
Ventura, California 93003

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August 26, 2011
Project No. 11-67940

Alyssa Muto
BRG Consulting, Inc.
304 Ivy Street
San Diego, CA 92101

GREENHOUSE GAS STUDY
Cedar and Kettner Property Development Project
San Diego, California

Dear Ms. Muto:

Rincon Consultants, Inc. is pleased to submit the attached Greenhouse Gas Study for the proposed Cedar and Kettner Property Development project in the City of San Diego. The proposed project would result in approximately 38.17% lower GHG emissions per year compared to the business-as-usual scenario. As such, the proposed project would be consistent with the goals of AB 32, which requires achievement by 2020 of a statewide GHG emissions limit equivalent to 1990 emissions (essentially a 25% reduction below 2005 emission levels). Therefore, the proposed project's contribution to cumulative GHG emissions and climate change would not be significant. If you have any questions regarding this study or if we can provide you with other environmental consulting services, please feel free to contact us.

Sincerely,
RINCON CONSULTANTS, INC.

Chris Bersbach
Associate Environmental Planner

Joe Power, AICP
Principal

City of San Diego

Cedar and Kettner Property Development Project

Greenhouse Gas Study

August 2011

rincon

Environmental Scientists Planners Engineers

Cedar and Kettner
Property Development Project

Greenhouse Gas Study

Prepared for:

BRG Consulting, Inc.
304 Ivy Street
San Diego, CA 92101
Contact: Alyssa Muto, Project Manager

Prepared with the assistance of:

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August 2011

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Cedar and Kettner Property Development Project Greenhouse Gas Study

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CEDAR AND KETTNER PROPERTY DEVELOPMENT PROJECT GREENHOUSE GAS STUDY

This study is an analysis of the potential greenhouse gas (GHG) impacts of the proposed Cedar and Kettner Property Development project located in the City of San Diego, San Diego County. The report has been prepared by Rincon Consultants, Inc. under contract to BRG Consulting, Inc. for use by the County of San Diego, in support of the environmental documentation being prepared pursuant to the California Environmental Quality Act (CEQA). The purpose of this study is to analyze the proposed project's GHG emissions and the associated impact to global climate change. This study describes global climate change, GHGs, and the current regulatory framework, quantifies GHG emissions for the proposed project, compares forecast emissions to a range of qualitative thresholds, and discusses the project's consistency with applicable mitigation strategies.

PROJECT DESCRIPTION

The proposed project, initiated by the County of San Diego, involves the redevelopment of the Cedar and Kettner Property within the Centre City community of the City of San Diego. The project site is currently developed with a surface parking lot over the northern two-thirds of the project site; on the southern third is the Star Builders office building and warehouse fronting westerly toward the railroad right of way. The three-phased project would begin with site preparation of the entire property and the construction of the parking structure located on the northwest end of the property surrounded by Kettner Boulevard on the east, Cedar Street on the north, West Beech Street on the south, and the Blue Line of the San Diego Trolley on the west. The latter two phases of the project would involve development of a mixed-use mid- to high-rise tower adjoining the new parking structure.

As mentioned above, the proposed Cedar-Kettner Development project is separated into three phases. To allow for distinct conditioning and mitigation, Phase 2 has been separated into two subcomponents of Phase 2a and Phase 2b (described below).

Phase 1
The first phase would begin with the removal of the existing surface parking and all structures onsite, including the three-story Star Builders Supply Company building, a City-designated historic structure and adjacent warehouse to allow for development proposed under Phase 1, as well as the future phases of development. The parking structure would have three levels of below-grade parking (B1-B3) and six floors of above-grade parking (P1-P6), and would provide approximately 640 parking spaces. Access would be provided at two separate points, two lanes for entrance on Beech Street and two lanes for exit on Cedar Street.

Phase 2a
Phase 2a involves the construction and development of a five-story building with retail/commercial on the first floor and offices on the upper four floors. The building would be constructed along the eastern side of the parking structure. This phase is intended to be an

opportunity for development through a public/private partnership that would be a revenue source for the County.

The approximately 6,400 square feet of retail/commercial would be oriented toward the street for access by pedestrians along Kettner Boulevard. Above the retail/commercial would be four floors of approximately 7,390 gross square feet per floor of office space, totaling 29,560 gross square feet. The office space may be for either County services or leased out to non-profit or private entities. This phase is intended to be an opportunity for public/private partnership, allowing for development to occur with a revenue source for the County.

Permanent street landscaping along Kettner Boulevard would be completed with this Phase in a manner consistent with City design standards for the Little Italy Community Plan area. The temporary improvements in the Phase 2b area along Beech Street would not be affected with the implementation of Phase 2a. Access to the onsite parking would remain the same as described for Phase 1, with two entry lanes on Beech Street and two exist lanes on Cedar Street.

Phase 2b
Phase 2b is located in the southern third of the project site and would involve the construction of a high-rise residential structure, with retail along Kettner Boulevard and live-work lofts along the western project boundary. Similar to Phase 2a, this phase is intended to be an opportunity for development through a public/private partnership that would be a revenue source for the County.

Three levels of parking (approximately 160 standard and Americans with Disabilities Act [ADA] spaces) for the Phase 2b residential and retail development would be constructed beneath Phase 2b and would connect underground to the Phase 1 parking structure. However, ingress and egress to this parking would be limited to a driveway on Kettner Boulevard to allow for a private access for residents, separate from the CAC and office/commercial access, which would be from Beech Street (inbound) and Cedar Street (outbound). A total of 163 residential units are proposed in Phase 2b.

The proposed project includes a number of energy saving measures that would reduce GHG emissions. These are listed below.

Parking Structure
- LEED Silver
- 365.1 kW Roof-top Photovoltaic System
- Natural Ventilation (Along Cedar and railroad right of way)
- Lighting Control
- Transportation Demand Measures (TDM)
    - A bulletin board, displaying transportation information for employees, which will include maps, routes and schedules for public transit routes serving the site, telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operators; ridesharing promotional material supplied by commuter-oriented organizations; bicycle route and facility information, including regional/local bicycle maps and bicycle safety information.

- A listing of facilities available for carpoolers, vanpoolers, bicyclists, transit riders and pedestrians at the site.
- Shuttle bus to other County offices.
- Bicycle racks.
- A safe and convenient zone in which vanpool and carpool vehicles may deliver or board passengers.
- Sidewalks/pathways follow direct and safe routes to/from the external pedestrian circulation system to each building in the development.
- Advocate for designated public bus stop
- Established start and end shift times for employees outside the peak commute hours
- On site amenities (e.g, food service, postal services, recreation, etc.)

Retail/Office Space

- LEED Silver
- Low-flow toilets
- Recycled content for flooring
- On site buildings will be developed with an energy efficiency that goes beyond Title 24 requirements by approximately 15%.

Residential/Retail Space

- LEED Silver
- Low-flow toilets
- EnergyStar Appliances (Residential)
- On site buildings will be developed with an energy efficiency that goes beyond Title 24 requirements by approximately 15%.
- Irrigation control devices for landscaped areas.
- Drought tolerant landscaping.

SETTING

Overview of Global Climate Change

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 (IPCC, 2007), the understanding of anthropogenic 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 anthropogenic GHG concentrations (IPCC, 2007).

Greenhouse Gases (GHGs)

Gases that absorb and re-emit infrared radiation in 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). Water vapor is excluded from the list of GHGs because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

GHGs are emitted by both natural processes and human activities. Of these gases, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Emissions of CO_2 are largely by-products of fossil fuel combustion, whereas CH_4 results from off-gassing associated with agricultural practices and landfills. Man-made GHGs, many of which have greater heat-absorption potential than CO_2, include fluorinated gases and sulfur hexafluoride (SF_6) (California Environmental Protection Agency [CalEPA], 2006). Different types of GHGs have varying global warming potential (GWP). 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). Because GHGs absorb different amounts of heat, a common reference gas (CO_2) is used to relate the amount of heat absorbed to the amount of the gas emissions, referred to as "carbon dioxide equivalent" (CO_2E), and is the amount of a GHG emitted multiplied by its GWP. CO_2 has a GWP of one. By contrast, CH_4 has a GWP of 21, meaning its global warming effect is 21 times greater than CO_2 on a molecule per molecule basis (IPCC, 1997).

The accumulation of GHGs in the atmosphere regulates the earth's temperature. Without the natural heat trapping effect of GHGs, Earth's surface would be about 34° C cooler (CalEPA, 2006). 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 following discusses the primary GHGs of concern.

Carbon Dioxide. The global carbon cycle is made up of large carbon flows and reservoirs. Billions of tons of carbon in the form of CO_2 are absorbed by oceans and living biomass (i.e., sinks) and are emitted to the atmosphere annually through natural processes (i.e., sources). When in equilibrium, carbon fluxes among these various reservoirs are roughly balanced (U.S. Environmental Protection Agency [USEPA], April 2008). CO_2 was the first GHG demonstrated to be increasing in atmospheric concentration, with the first conclusive measurements being made in the last half of the 20th Century. Concentrations of CO_2 in the atmosphere have risen approximately 40% since the industrial revolution. The global atmospheric concentration of CO_2 has increased from a pre-industrial value of about 280 parts per million (ppm) to 391 ppm in 2011 (IPCC, 2007; Oceanic and Atmospheric Association [NOAA], 2010). The average annual CO_2 concentration growth rate was larger during the last 10 years (1995–2005 average: 1.9 ppm per

year) than it has been since the beginning of continuous direct atmospheric measurements (1960–2005 average: 1.4 ppm per year), although there is year-to-year variability in growth rates (NOAA, 2010). Currently, CO_2 represents an estimated 82.7% of total GHG emissions (Department of Energy [DOE] Energy Information Administration [EIA], December 2008). The largest source of CO_2, and of overall GHG emissions, is fossil fuel combustion.

Methane. CH_4 is an effective absorber of radiation, though its atmospheric concentration is less than that of CO_2 and its lifetime in the atmosphere is limited to 10 to 12 years. It has a GWP approximately 21 times that of CO_2. Over the last 250 years, the concentration of CH_4 in the atmosphere has increased by 148% (IPCC, 2007), although emissions have declined from 1990 levels. Anthropogenic sources of CH_4 include enteric fermentation associated with domestic livestock, landfills, natural gas and petroleum systems, agricultural activities, coal mining, wastewater treatment, stationary and mobile combustion, and certain industrial processes (USEPA, April 2008).

Nitrous Oxide. Concentrations of N_2O began to rise at the beginning of the industrial revolution and continue to increase at a relatively uniform growth rate (NOAA, 2010). N_2O is produced by microbial processes in soil and water, including those reactions that occur in fertilizers that contain nitrogen, fossil fuel combustion, and other chemical processes. Use of these fertilizers has increased over the last century. Agricultural soil management and mobile source fossil fuel combustion are the major sources of N_2O emissions. N_2O's GWP is approximately 310 times that of CO_2.

Fluorinated Gases (HFCs, PFCs, and SF_6). Fluorinated gases, such as HFCs, PFCs, and SF_6, are powerful GHGs that are emitted from a variety of industrial processes. Fluorinated gases are used as substitutes for ozone-depleting substances such as chlorofluorocarbons (CFCs), hydrochlorofluorocarbons (HCFCs), and halons, which have been regulated since the mid-1980s because of their ozone-destroying potential and are phased out under the Montreal Protocol (1987) and Clean Air Act Amendments of 1990. Electrical transmission and distribution systems account for most SF_6 emissions, while PFC emissions result from semiconductor manufacturing and as a by-product of primary aluminum production. Fluorinated gases are typically emitted in smaller quantities than CO_2, CH_4, and N_2O, but these compounds have much higher GWPs. SF_6 is the most potent GHG that the IPCC has evaluated.

State Greenhouse Gas Inventory

Worldwide anthropogenic emissions of GHGs were approximately 40,000 million metric tons (MMT) CO_2E in 2004, including ongoing emissions from industrial and agricultural sources, but excluding emissions from land use changes (i.e., deforestation, biomass decay) (IPCC, 2007). CO_2 emissions from fossil fuel use accounts for 56.6% of the total emissions of 49,000 million metric tons CO_2E (includes land use changes) and all CO_2 emissions are 76.7% of the total. Methane emissions account for 14.3% of GHG and N_2O emissions account for 7.9% (IPCC, 2007).

Total U.S. GHG emissions were 6,633.2 million metric tons CO_2E in 2009 (USEPA, April 2011). While total U.S. emissions have increased by 7.3% from 1990 to 2009, emissions decreased from 2008 to 2009 by 427.9 million metric tons CO_2E, or 6.1% (DOE EIA, Table 12.1, August 2010). This decrease was primarily due to (1) a decrease in economic output resulting in a decrease in energy

consumption across all sectors; and (2) a decrease in the carbon intensity of fuels used to generate electricity due to fuel switching as the price of coal increased, and the price of natural gas decreased substantially. Since 1990, U.S. emissions have increased at an average annual rate of 0.4%. The transportation and industrial end-use sectors accounted for 33% and 26%, respectively, of CO_2 emissions from fossil fuel combustion in 2009. Meanwhile, the residential and commercial end-use sectors accounted for 22% and 19%, respectively, of CO_2 emissions from fossil fuel combustion in 2009 (USEPA, 2011).

Based upon the California Air Resources Board (ARB) *California Greenhouse Gas Inventory for 2000-2008*, California produced 478 MMT CO_2E in 2008. The major source of GHGs in California is transportation, contributing 36% of the state's total GHG emissions. Electricity generation is the second largest source, contributing 24% of the state's GHG emissions (California Energy Commission [CEC], June 2010). California emissions are due in part to its large size and large population compared to other states. Another factor that reduces California's per capita fuel use and GHG emissions, as compared to other states, is its relatively mild climate. ARB has projected statewide unregulated GHG emissions for the year 2020, which represent the emissions that would be expected to occur in the absence of any GHG reduction actions, will be 596 MMT CO_2E (ARB, 2007).

Effects of Climate Change

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 would induce more extreme climate changes during the 21st century than were observed during the 20th century. Scientists have projected that the average global surface temperature could rise by1.0-4.5°F (0.6-2.5°C) in the next 50 years, and the increase may be as high as 2.2-10°F (1.4-5.8°C) in the next century. In addition to these projections, there are identifiable signs that global warming is currently taking place, including substantial ice loss in the Arctic (IPCC, 2007).

According to CalEPA's 2009 Climate Action Team Biennial Report, potential impacts of climate change in California may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (CalEPA, May 2009). Below is a summary of some of the potential effects that could be experienced in California as a result of climate change.

Sea Level Rise. According to *The Impacts of Sea-Level Rise on the California Coast*, prepared by the California Climate Change Center (CCCC) (May 2009), climate change has the potential to induce substantial sea level rise in the coming century. The rising sea level increases the likelihood and risk of flooding. The study identifies a sea level rise on the California coast over the past century of approximately eight inches. Based on the results of various global climate change models, sea level rise is expected to continue. The California Climate Adaptation Strategy (December 2009) estimates a sea level rise of up to 55 inches by the end of this century.

Air Quality. Higher temperatures, which are conducive to air pollution formation, could worsen air quality in California. Climate change may increase the concentration of

ground-level ozone, but the magnitude of the effect, and therefore its indirect effects, are uncertain. If higher temperatures are accompanied by drier conditions, the potential for large wildfires could increase, which, in turn, would further worsen air quality. However, if higher temperatures are accompanied by wetter, rather than drier conditions, the rains would tend to temporarily clear the air of particulate pollution and reduce the incidence of large wildfires, thereby ameliorating the pollution associated with wildfires. Additionally, severe heat accompanied by drier conditions and poor air quality could increase the number of heat-related deaths, illnesses, and asthma attacks throughout the state (CEC March 2009).

Water Supply. Analysis of paleoclimatic data (such as tree-ring reconstructions of stream flow and precipitation) indicates a history of naturally and widely varying hydrologic conditions in California and the west, including a pattern of recurring and extended droughts. Uncertainty remains with respect to the overall impact of climate change on future water supplies in California. However, the average early spring snowpack in the Sierra Nevada decreased by about 10% during the last century, a loss of 1.5 million acre-feet of snowpack storage. During the same period, sea level rose eight inches along California's coast. California's temperature has risen 1°F, mostly at night and during the winter, with higher elevations experiencing the highest increase. Many Southern California cities have experienced their lowest recorded annual precipitation twice within the past decade. In a span of only two years, Los Angeles experienced both its driest and wettest years on record (California Department of Water Resources [DWR], 2008; CCCC, May 2009).

This uncertainty complicates the analysis of future water demand, especially where the relationship between climate change and its potential effect on water demand is not well understood. The Sierra snowpack provides the majority of California's water supply by accumulating snow during our wet winters and releasing it slowly when we need it during our dry springs and summers. Based upon historical data and modeling DWR projects that the Sierra snowpack will experience a 25% to 40% reduction from its historic average by 2050. Climate change is also anticipated to bring warmer storms that result in less snowfall at lower elevations, reducing the total snowpack (DWR, 2008).

Hydrology. As discussed above, climate change could potentially affect: the amount of snowfall, rainfall, and snow pack; the intensity and frequency of storms; flood hydrographs (flash floods, rain or snow events, coincidental high tide and high runoff events); sea level rise and coastal flooding; coastal erosion; and the potential for salt water intrusion. Sea level rise may be a product of climate change through two main processes: expansion of sea water 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.

Agriculture. California has a $30 billion agricultural industry that produces half of the country's fruits and vegetables. Higher CO_2 levels can stimulate plant production and increase plant water-use efficiency. However, if temperatures rise and drier conditions prevail, water demand could increase; crop-yield could be threatened by a less reliable water supply; and greater air pollution could render plants more susceptible to pest and disease outbreaks. In

addition, temperature increases could change the time of year certain crops, such as wine grapes, bloom or ripen, and thereby affect their quality (CCCC, 2006).

Ecosystems and Wildlife. 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. Scientists project that the average global surface temperature could rise by 1.0-4.5°F (0.6-2.5°C) in the next 50 years, and 2.2-10°F (1.4-5.8°C) in the next century, with substantial regional variation. 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 (Parmesan, 2004; Parmesan, C. and H. Galbraith, 2004)

While the above-mentioned potential impacts identify the possible effects of climate change at a global and potentially statewide level, in general scientific modeling tools are currently unable to predict what impacts would occur locally.

Regulatory Setting

International and Federal Regulations. The United States is, and has been, a participant in the United Nations Framework Convention on Climate Change (UNFCCC) since it was produced by the United Nations in 1992. The objective of the treaty is "stabilization of GHG concentrations in the atmosphere at a level that would prevent dangerous anthropogenic interference with the climate system." This is generally understood to be achieved by stabilizing global GHG concentrations between 350 and 400 ppm, in order to limit the global average temperature increases between 2 and 2.4°C above pre-industrial levels (IPCC 2007). The UNFCC itself does not set limits on GHG emissions for individual countries or enforcement mechanisms. Instead, the treaty provides for updates, called "protocols," that would identify mandatory emissions limits.

Five years later, the UNFCC brought nations together again to draft the *Kyoto Protocol* (1997). The Protocol established commitments for industrialized nations to reduce their collective emissions of six GHGs (CO_2, CH_4, N_2O, SF_6, HFCs, and PFCs) to 5.2% below 1990 levels by 2012. The United States is a signatory of the Protocol, but Congress has not ratified it and the United States has not bound itself to the Protocol's commitments (UNFCCC, 2007).

The United States is currently using a voluntary and incentive-based approach toward emissions reductions in lieu of the Kyoto Protocol's mandatory framework. The Climate Change Technology Program (CCTP) is a multi-agency research and development coordination effort (led by the Secretaries of Energy and Commerce) that is charged with carrying out the President's National Climate Change Technology Initiative (USEPA, December 2007).

However, the voluntary approach to address climate change and GHG emissions may be changing. The U.S. Supreme Court in *Massachusetts et al. v. Environmental Protection Agency et al.* ([2007] 549 U.S. 05-1120) held that the United States Environmental Protection Agency (EPA) has the authority to regulate motor-vehicle GHG emissions under the federal Clean Air Act.

California Regulations. Assembly Bill (AB) 1493 (2002), referred to as "Pavley," requires ARB to develop and adopt regulations to achieve "the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles." On June 30, 2009, EPA granted the waiver of Clean Air Act preemption to California for its GHG emission standards for motor vehicles beginning with the 2009 model year. Pavley I took effect for model years starting in 2009 to 2016 and Pavley II, which is now referred to as "LEV (Low Emission Vehicle) III GHG" will cover 2017 to 2025. Fleet average emission standards would reach 22 per cent reduction by 2012 and 30 per cent by 2016.

In 2005, Governor Schwarzenegger issued Executive Order S-3-05, establishing statewide GHG emissions reduction targets. Executive Order (EO) S-3-05 provides that by 2010, emissions shall be reduced to 2000 levels; by 2020, emissions shall be reduced to 1990 levels; and by 2050, emissions shall be reduced to 80% of 1990 levels (CalEPA, 2006). In response to EO S-3-05, CalEPA created the Climate Action Team (CAT), which in March 2006 published the Climate Action Team Report (the "2006 CAT Report") (CalEPA, 2006). The 2006 CAT Report identified a recommended list of strategies that the state could pursue to reduce GHG emissions. These are strategies that could be implemented by various state agencies to ensure that the emission reduction targets in EO S-3-05 are met and can be met with existing authority of the state agencies. The strategies include the reduction of passenger and light duty truck emissions, the reduction of idling times for diesel trucks, an overhaul of shipping technology/infrastructure, increased use of alternative fuels, increased recycling, and landfill methane capture, etc.

California's major initiative for reducing GHG emissions is outlined in Assembly Bill 32 (AB 32), the "California Global Warming Solutions Act of 2006," signed into law in 2006. AB 32 codifies the Statewide goal of reducing GHG emissions to 1990 levels by 2020 (essentially a 15% reduction below 2005 emission levels; the same requirement as under S-3-05), and requires ARB to prepare a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 requires ARB to adopt regulations to require reporting and verification of statewide GHG emissions.

After completing a comprehensive review and update process, the ARB approved a 1990 statewide GHG level and 2020 limit of 427 MMT CO_2E. The Scoping Plan was approved by ARB on December 11, 2008, and includes measures to address GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among other measures. The Scoping Plan includes a range of GHG reduction actions that may include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms.

Executive Order S-01-07 was enacted on January 18, 2007. The order mandates establishment of a Low Carbon Fuel Standard ("LCFS") for transportation fuels for California to reduce the carbon intensity of California's transportation fuels by at least 10% by 2020.

Senate Bill (SB) 97, signed in August 2007, acknowledges that climate change is an environmental issue that requires analysis in CEQA documents. In March 2010, the California Resources Agency (Resources Agency) adopted amendments to the State CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted guidelines give lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts.

Senate Bill (SB) 375, signed in August 2008, enhances the State's ability to reach AB 32 goals by directing ARB to develop regional GHG emission reduction targets to be achieved from vehicles for 2020 and 2035. SB 375 directs each of the state's 18 major Metropolitan Planning Organizations (MPO) to prepare a "sustainable communities strategy" (SCS) that contains a growth strategy to meet these emission targets for inclusion in the Regional Transportation Plan (RTP). On September 23, 2010 ARB adopted final regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035. San Diego Association of Governments' (SANDAG) targets include a 7% reduction from 2005 levels by 2020 and a 13% reduction from 2005 levels by 2035.

ARB Resolution 07-54 establishes 25,000 metric tons of GHG emissions as the threshold for identifying the largest stationary emission sources in California for purposes of requiring the annual reporting of emissions. This threshold is just over 0.005% of California's total inventory of GHG emissions for 2004.

In April 2011, Governor Brown signed SB 2X, requiring California to generate 33% of its electricity from renewable energy by 2020.

For more information on the Senate and Assembly bills, Executive Orders, and reports discussed above, and to view reports and research referenced above, please refer to the following websites: www.climatechange.ca.gov and http://www.arb.ca.gov/cc/cc.htm.

Local Regulations and CEQA Requirements. Pursuant to the requirements of SB 97, the Resources Agency has adopted amendments to the State CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of 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. To date, the Bay Area Air Quality Management District (BAAQMD), the South Coast Air Quality Management District (SCAQMD), and the San Joaquin Air Pollution Control District (SJVAPCD) have adopted quantitative significance thresholds for GHGs. In August 2010, the City of San Diego released the *Memorandum Addressing Greenhouse Gas Emissions from Projects Subject to CEQA*, which provides guidance for selecting GHG emissions thresholds based on the CAPCOA *CEQA and Climate Change* white paper (January 2008) and AB 32.

CLIMATE CHANGE IMPACT ANALYSIS

The information provided in this section is based on recently established California goals for reducing GHG emissions, as well as a project-specific emissions inventory developed for on site development. According to the State CEQA Guidelines (Appendix G), impacts associated with GHG emissions could be significant if the project would:

1) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*
2) *Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?*

The vast majority of individual projects do not generate sufficient GHG emissions to create a project-specific impact through a direct influence to climate change; therefore, the issue of climate change typically involves an analysis of whether a project's contribution towards an impact is cumulatively considerable. " Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (State CEQA Guidelines, Section 15355).

Based on the City of San Diego's *Memorandum Addressing Greenhouse Gas Emissions from Projects Subject to CEQA* (August 2010), a 900 metric ton screening threshold for determining when a GHG analysis is required was chosen. The 900 metric ton screening threshold is based on available guidance from the CAPCOA white paper. If GHG emissions associated with a proposed project exceed the 900 metric ton screening threshold, the project would have a significant impact related to climate change unless the project reduces emissions by at least 28.3% from the CARB 2020 "business-as-usual" forecast model, which represents the GHG emissions that would be expected to occur without any GHG project reducing features or mitigation, consistent with AB 32.

Methodology

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 (IPCC, 2007) and are the GHG emissions that the project would emit in the largest quantities. Fluorinated gases, such as HFCs, PFCs, and SF_6, were also considered for the analysis. However, because the project includes residential, office, retail, and parking development, the quantity of fluorinated gases would not be significant since fluorinated gases are primarily associated with industrial processes. Emissions of all GHGs are converted into their equivalent weight in CO_2 (CO_2E). Minimal amounts of other main GHGs (such as chlorofluorocarbons [CFCs]) would be emitted, and these other GHG emissions would not substantially add to the calculated CO_2E amounts. Calculations are based on the methodologies discussed in the CAPCOA *CEQA and Climate Change* white paper (January 2008) and include the use of the California Climate Action Registry (CCAR) General Reporting Protocol (January 2009).

In order to compare the proposed project with a "business-as-usual" approach to development, two different scenarios were modeled. The first scenario – the business-as-usual approach – analyzes the GHG emissions that would be associated with development at the project site if the proposed project did not contain any of the design features, or comply with existing state mandates (see below) that are intended to reduce GHG emissions. As required by state law, the business-as-usual scenario would be built according to current Title 24 Energy Standards, but would not exceed those standards like the proposed project. In addition, the business-as-usual scenario takes into account the state's current Pavley (Clean Car Standards) and Low Carbon Fuel Standards, which are built into the emissions model calculation.

The second scenario calculates the reduction of GHG emissions compared to the business-as-usual scenario by quantifying the proposed project's amenities and design features, along with state measures that are intended to reduce GHG emissions (i.e., Renewable Portfolio Standard requirements, increasing electricity energy efficiency standards, and aerodynamic efficiency and vehicle hybridization for medium/heavy duty vehicles). As described above in the Project Description, specific amenities and design features that would be required as part of the project's permit conditions would include being designed and developed to achieve a LEED Silver Certification, being located in downtown San Diego adjacent to existing transit service, implementing a variety of voluntary transportation demand measures (TDM), including a 365.1 kW roof-top photovoltaic system on the proposed parking structure, exceeding Title 24 requirements by approximately 15%, providing Energy Star appliances in the proposed residential units, providing low-flow toilets, and providing irrigation control devices for landscaped areas. These features would be required as part of the project's permit conditions.

Construction Emissions. Although construction activity is addressed in this analysis, CAPCOA does not discuss whether any of the suggested threshold approaches (as discussed below in *GHG Cumulative Significance*) adequately address impacts from temporary construction activity. As stated in the *CEQA and Climate Change* white paper, "more study is needed to make this assessment or to develop separate thresholds for construction activity" (CAPCOA, 2008). Nevertheless, the City of San Diego has recommended amortizing construction-related emissions over a 30-year period in conjunction with the operational emissions associated with project.

Construction of the proposed project would generate temporary GHG emissions primarily due to the operation of construction equipment and truck trips. Excavation at the project site would require approximately 37,037 cubic yards of soil to be exported from the site during Phase 1 and another 37,037 cubic yards of soil to be exported from the site during Phases 2a and 2b. For this analysis, it was assumed that construction of Phase 1 would commence in 2013 and would be completed in January of 2014 (approximately 123 work days), and construction of Phases 2a and 2b would be completed during 2016 (approximately 113 work days). Emissions associated with the construction period were estimated using the California Emissions Estimator Model (CalEEMod) computer model, based on the projected maximum amount of equipment that would be used on site at one time. Complete CalEEMod results and assumptions can be viewed in the Appendix.

Indirect Emissions from Project Operation. Operational emissions associated with electricity and natural gas use at the proposed project were estimated using the CalEEMod model (see Appendix for calculations). The default values on which the CalEEMod model are based include the California Energy Commission (CEC) sponsored California Commercial End Use Survey (CEUS) and Residential Appliance Saturation Survey (RASS) studies. The CalEEMod model provides operational emissions of CO_2, N_2O and CH_4. This methodology is considered reasonable and reliable for use, as it has been subjected to peer review by public and private stakeholders, and in particular by the California Energy Commission.

Emissions from waste generation were also calculated in the CalEEMod model and are based on the IPCC's methods for quantifying GHG emissions from solid waste using the degradable organic content of waste (CalEEMod User Guide, 2011). Waste disposal rates by land use and overall

composition of municipal solid waste in California was primarily based on data provided by the California Department of Resources Recycling and Recovery (CalRecycle).

Emissions from water and wastewater usage calculated in the CalEEMod model were based on the default electricity intensity is from the CEC's 2006 Refining Estimates of Water-Related Energy Use in California using the average values for Northern and Southern California.

Direct Emissions from Mobile Combustion. Emissions of CO_2 and CH_4 from transportation sources were quantified using the CalEEMod computer model. Because the CalEEMod model does not calculate N_2O emissions from mobile sources, N_2O emissions were quantified using the California Climate Action Registry (CCAR) General Reporting Protocol (January 2009) direct emissions factors for mobile combustion (see Appendix for calculations). Total daily trips for the project were based on the Fehr & Peers Trip Generation Assessment Memorandum, and were originally derived using the City of San Diego Trip Generation Manual (2003), Centre City cumulative trip generation rates. Emission rates for N_2O were based on the vehicle mix output generated by CalEEMod and the emission factors found in the California Climate Action Registry General Reporting Protocol.

One of the limitations to a quantitative analysis is that emission models, such as CalEEMod, evaluate aggregate emissions and do not demonstrate, with respect to a global impact, what proportion of these emissions are "new" emissions, specifically attributable to the proposed project. For most projects, the main contribution of GHG emissions is from motor vehicles and the total vehicle miles traveled (VMT), but the quantity of these emissions appropriately characterized as "new" is uncertain. Traffic associated with a project may be relocated trips from other locales, and consequently, may result in either higher or lower net VMT. For the proposed project analyzed in this report, it is likely that some of the GHG emissions associated with traffic and energy demand would be truly "new" emissions. However, it is also likely that some of the emissions represent diversion of emissions from other locations. Thus, although GHG emissions are associated with the project, it is not possible to discern how much diversion is occurring or what fraction of those emissions represents global increases. In the absence of information regarding the different types of trips, the VMT estimate generated by CalEEMod is used as a reasonable worst-case estimate.

Estimate of GHG Emissions

Construction Emissions. Construction activity is assumed to occur over a period of approximately 123 work days for Phase 1 of the project. Construction activity is assumed to occur over a period of approximately 113 work days for Phases 2a and 2b of the project. Based on the CalEEMod model results, construction activity for the project would generate an estimated 401.51 metric tons of CO_2E during Phase 1 and 344.32 metric tons of CO_2E during Phases 2a and 2b (as shown in Table 1). Amortized over a 30-year period (the assumed life of the project), construction of the proposed project would generate an estimated 25 metric tons of CO_2E per year.

Table 1
Estimated Construction Emissions of Greenhouse Gases

Emissions Source	Carbon Dioxide Equivalent (CO2E)
Phase 1 construction emissions	401.51 metric tons
Phases 2a and 2b construction emissions	344.32 metric tons
Total construction emissions	**746 metric tons**
Amortized over 30 Years	**25 metric tons**

See Appendix for calculations and for GHG emission factor assumptions.

Operational Indirect and Stationary Direct Emissions.

Energy Use. For the business-as-usual scenario, operation of on site development would consume both electricity and natural gas (see Appendix for calculations). The generation of electricity through combustion of fossil fuels typically yields CO_2, and to a smaller extent, N_2O and CH_4. As discussed above, annual electricity and natural gas emissions can be calculated using default values from the CEC sponsored CEUS and RASS studies which are built into the CalEEMod model. Additional project design features, such as the proposed 365.1 kW roof-top photovoltaic system, exceeding Title 24 requirements by approximately 15%, and providing Energy Star appliances in the proposed residential units, were included in the CalEEMod model in order to quantify the project's energy saving features. These design features would reduce the project's GHG emissions below the business-as-usual scenario, and are analyzed further in the *GHG Cumulative Significance* discussion.

As shown in Table 2, electricity consumption associated with the business-as-usual scenario would generate approximately 302 metric tons of CO_2E per year. Natural gas use would generate approximately 102 metric tons CO_2E per year. Other stationary direct sources (area sources, which include hearths, consumer products, area architectural coatings, and landscaping equipment) would generate approximately 2 metric tons of CO_2E per year. Thus, overall energy use at the project site under the business-as-usual scenario would generate approximately 406 metric tons of CO_2E per year.

Table 2
Estimated Annual Energy-Related Greenhouse Gas Emissions:
Business-as-Usual Scenario

Emission Source	Annual Emissions (CO_2E)
Electricity Use	302.31 metric tons
Natural Gas	102.08 metric tons
Area Source Emissions	2.05 metric tons
Total	**406 metric tons**

See Appendix for calculations and for GHG emission factor assumptions.

Solid Waste. For the business-as-usual scenario, it is anticipated that the project would generate approximately 95.35 metric tons of solid waste per year according to the CalEEMod output, which uses current waste disposal rates provided by CalRecycle. As shown in Table 3, based on this estimate, the business-as-usual scenario would generate approximately 40 metric tons of CO_2E per year.

Table 3
Estimated Annual Solid Waste Greenhouse Gas Emissions: Business-as-Usual Scenario

Emission Source	Annual Emissions (CO_2E)
Solid Waste	**40 metric tons**

Source: See Appendix for calculations and for GHG emission factor assumptions.

Water Use. Based on the CalEEMod model estimate, on site development under business-as-usual conditions would use approximately 18.9 million gallons of water per year. Additional project design features, such as low-flow toilets and irrigation control devices for landscaped areas were included in the CalEEMod model in order to quantify the project's energy saving features. These design features would reduce the project's GHG emissions below the business-as-usual scenario, and are analyzed further in the *GHG Cumulative Significance* discussion. Inclusion of these design features would reduce the project's water use to approximately 17.7 million gallons of water per year. Based on the amount of electricity generated in order to supply this amount of water, as shown in Table 4, the business-as-usual scenario would generate approximately 93 metric tons of CO_2E per year.

Table 4
Estimated Greenhouse Gas Emissions from Water Use: Business-as-Usual Scenario

Emission Source	Annual Emissions (CO_2E)
Water Use	**93 metric tons**

Source: See Appendix for calculations and for GHG emission factor assumptions.

Transportation. For the business-as-usual scenario, mobile source GHG emissions were estimated using total daily trips based on the Fehr & Peers Trip Generation Assessment Memorandum, which were derived using the City of San Diego Trip Generation Manual (2003), Centre City cumulative trip generation rates, and by the total vehicle miles traveled (VMT) estimated in CalEEMod. Based on the CalEEMod model estimate, on site development under business-as-usual conditions would generate an estimated 4,876,468 annual VMT.

Additional project design features, such as the project's location in downtown San Diego and the site's proximity to existing transit (both light rail and bus service), increasing the density on site (urban infill), and implementing a variety of voluntary transportation demand measures (TDM), were included in the CalEEMod model in order to quantify the project's vehicle trip reducing (and therefore VMT reducing) features. These project-specific features would reduce the project's GHG emissions below the business-as-usual scenario, and are analyzed further in the *GHG Cumulative Significance* discussion. Inclusion of these features would reduce the annual VMT generated by the project to an estimated 3,264,341 VMT.

Table 5 shows the estimated mobile emissions of GHGs for the business-as-usual scenario based on the estimated annual VMT. As noted above, the CalEEMod model does not calculate N_2O emissions related to mobile sources. As such, N_2O emissions were calculated based on the estimated VMT for the business-as-usual scenario using calculation methods provided by the California Climate Action Registry General Reporting Protocol (January 2009). As shown in Table 5 below, mobile sources would generate an estimated 2,292 metric tons CO_2E per year under the business as usual scenario.

Table 5
Estimated Annual Mobile Emissions of Greenhouse Gases: Business-as-Usual Scenario

Emission Source	Annual Emissions (CO_2E)
Mobile Emissions (CO_2 & CH_4) [1]	2,193.16 metric tons
Mobile Emissions (N_2O) [2]	98.65 metric tons
Total	**2,292 metric tons**

Source:
[1] See Appendix for calculations in CalEEMod Model output.
[2] See Appendix for calculations according to California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.1, January 2009, page 30-35.

Combined Construction, Stationary and Mobile Source Emissions. Table 6 combines the construction, operational (energy use, solid waste, and water use emissions), and mobile GHG emissions associated with on site development for the business-as-usual scenario. Emissions associated with construction activity (approximately 746 metric tons CO_2E) are amortized over 30 years (the anticipated life of the project).

For the business-as-usual scenario, the combined annual emissions would total 2,856 metric tons CO_2E per year. This emissions estimate indicates that the majority of the project's GHG emissions are associated with vehicular travel (80%). However, as noted above, mobile emissions are in part a redirection of existing travel to other locations, and so are already a part of the total California GHG emissions.

Table 6
Combined Annual Emissions of Greenhouse Gases:
Business-as-Usual Scenario

Emission Source	Annual Emissions (CO_2E)
Construction	25 metric tons
Operational	
Energy	406 metric tons
Solid Waste	40 metric tons
Water	93 metric tons
Mobile	
CO_2 & CH_4	2,193 metric tons
N_2O	99 metric tons
Total	**2,856 metric tons**

Sources: See Appendix for calculations and for GHG emission factor assumptions.

GHG Cumulative Significance. As discussed above, based on the City of San Diego's *Memorandum Addressing Greenhouse Gas Emissions from Projects Subject to CEQA* (August 2010), if a proposed project's GHG emissions exceed the 900 metric ton screening threshold, the project would have a significant impact unless it could show a 28.3% reduction to the CARB 2020 "business-as-usual" forecast model, which represents the GHG emissions that would be expected to occur without any GHG project reducing features or mitigation, consistent with AB 32. In the absence of specific federal, state or local thresholds, if a project reduces emissions by more than approximately 28.3% (the statewide average that is commonly acceptable), impacts are not considered cumulatively considerable. As shown in Table 6, the business-as-usual scenario's contribution of GHG emissions would be approximately 2,856 metric tons CO_2E per year, which exceeds the 900 metric ton screening threshold. Therefore, the proposed project would be required to show a minimum 28.3% reduction in GHG emissions, which is equivalent to 808 metric tons CO_2E per year.

For the proposed project, GHG emissions would be reduced in comparison to the business-as-usual scenario as a result of project-specific design features which would be required as part of the project's permit conditions along with state GHG reduction measures. Table 7 lists existing State measures for GHG emissions reductions and quantifies the total reduction in metric tons of CO_2E per year that the proposed project would have in comparison to the business-as-usual scenario. As shown in Table 7, implementation of State measures would reduce GHG emissions by approximately 92 tons CO_2E per year.

Table 7
Greenhouse Gas Emissions Reductions from Existing State Measures

Measure	Sector	% Reduction from Business-As-Usual Scenario (Sector Specific)[1]	Total CO_2E from Business-As-Usual Scenario Sector[2]	Total CO_2E Reduced
Renewable Portfolio Standard	Energy Use (Electricity)	14.06%	302.31	42.50
Electricity Energy Efficiency (AB 32)	Energy Use (Electricity)	11.67%	302.31	35.28
Medium/Heavy Duty Vehicles (Aerodynamic Efficiency and Vehicle Hybridization)	Transportation	0.62%	2,291.81	14.21
			Total Reduction	**91.99**

[1] Percent reduction from business as usual calculated based on the ARB Scoping Plan reductions for sector-specific activity. ARB Scoping Plan, December 2008.

[2] Emissions from individual sectors as listed in Table 6: Combined Annual Emissions of Greenhouse Gases: Business As Usual Scenario.

In addition to the State GHG reduction measures, the project would include a number of design features that would further reduce GHG emissions. These features would be included as a part of the project's permit conditions in order to ensure that GHG reductions occur during the operational phase of the project. These features include being designed and developed to achieve a LEED Silver Certification, being located in downtown San Diego adjacent to existing transit service, implementing a variety of voluntary transportation demand measures (TDM), including a 365.1 kW roof-top photovoltaic system on the proposed parking structure, exceeding Title 24 requirements by approximately 15%, providing Energy Star appliances in the proposed residential units, providing low-flow toilets, and providing irrigation control devices for landscaped areas. The GHG reductions from these features were calculated using CalEEMod and are shown in Table 8.

Table 8
Reduction in Greenhouse Gases from Project Features

Emission Source	Annual Emissions Reduced (CO_2E)
Operational Energy Water	 257.73 metric tons 6.00 metric tons
Mobile CO_2 & CH_4 N_2O	 701.58 metric tons 32.62 metric tons
Total Reduction	**998 metric tons**

Sources: See Appendix for calculations and for GHG emission factor assumptions.

As shown in Table 9, the proposed project's design features (Table 8) combined with the State's reduction measures (Table 7) would have a total reduction of approximately 1,090 CO_2E per year or approximately 38.17%. As such, GHG emissions would be reduced by more than 28.3% from the business-as-usual scenario and impacts related to GHGs would not be significant.

Table 9
Total Reduction of Greenhouse Gases

Emission Source	Annual Emissions (CO_2E)
Business-As-Usual Total GHG	2,856 metric tons
Reductions from State Measures	92 metric tons
Reductions from Project Design Features	998 metric tons
Total Reductions	**1,090 metric tons**
Project Total with Emission Reductions	**1,766 metric tons**
% Reduction from Business-As-Usual	**38.17%**

Sources: See Appendix for calculations.

This analysis also includes a qualitative assessment of the proposed project using the City San Diego General Plan's *Climate Change and Sustainable Policies* (2008). The proposed project would incorporate a number of design features intended to reduce GHGs and that would be included as project permit conditions to ensure that they are implemented during the operational phase of the project. The project's consistency with Climate Change and Sustainable Policies are discussed in Table 10. Table 10 illustrates that the proposed project would be consistent with the Climate Change and Sustainable Policies contained in the General Plan.

Table 10
Project Consistency with Relevant
San Diego General Plan Climate Change and Sustainable Policies

Policy	***Project Consistency***
Conservation Element	
CE-A.2. Reduce the City's carbon footprint. Develop and adopt new or amended regulations, programs, and incentives as appropriate to implement the goals and policies set forth in the General Plan to: • Create sustainable and efficient land use patterns to reduce vehicular trips and preserve open space; • Reduce fuel emission levels by encouraging alternative modes of transportation and increasing fuel efficiency; • Improve energy efficiency, especially in the transportation sector and buildings and appliances; • Reduce the Urban Heat Island effect through sustainable design and building practices, as well as planting trees (consistent with habitat and water conservation policies) for their many environmental benefits, including natural	**Consistent** The proposed project would introduce a mixed-use (retail, office, and residential) development in downtown San Diego on a site that is surrounded by urban development. The project would be an urban infill development project and would provide employment opportunities at the project site. The project site is located along existing transit corridors. Residents and employees at the project site would have adequate access to and from the site via public transportation as the Kettner Street and Cedar Street Metropolitan Transit System (MTS) stop and the County Center/Little Italy light rail station are adjacent to the project site.

Table 10
Project Consistency with Relevant
San Diego General Plan Climate Change and Sustainable Policies

Policy	*Project Consistency*
carbon sequestration; • Reduce waste by improving management and recycling programs.	In addition, the project site is adjacent to existing retail serving development and the project site is served by adequate pedestrian sidewalks and bike routes reducing overall vehicle travel. The project would also include transportation demand measures (TDM), including information, facilities, and on-site amenities for carpools, vanpools, bicyclists, transit riders, and pedestrians. The project would be required to adhere to current Title 24 standards, and would reduce energy use by at least 15% beyond these standards. The project would further reduce energy use with the implementation of energy efficient appliances. At a minimum, the project would be designed and developed to achieve a LEED Silver Certification. This would ensure that the project incorporates sustainable or "green" building techniques for the construction and operation of the project, as well as include landscaping (consistent with water use reduction policies) that would reduce the Urban Heat Island effect. In addition, as required by the City's Municipal Code (Section 147.0301) the proposed project would be equipped with low-water use plumbing fixtures, further reducing water use at the project site.
CE-A.5. Employ sustainable or "green" building techniques for the construction and operation of buildings. a. Develop and implement sustainable building standards for new and significant remodels of residential and commercial buildings to maximize energy efficiency, and to achieve overall net zero energy consumption by 2020 for new residential buildings and 2030 for new commercial buildings. This can be accomplished through factors including, but not limited to: o Designing mechanical and electrical systems that achieve greater energy efficiency with currently available technology; o Minimizing energy use through innovative site design and building orientation that addresses factors such as sun-shade patterns, prevailing winds, landscape, and sun-screens; o Employing self-generation of energy using renewable technologies; o Combining energy efficient measures that have longer payback periods with measures that have shorter payback periods; o Reducing levels of non-essential lighting, heating and cooling; and o Using energy efficient appliances and lighting. b. Provide technical services for "green" buildings in partnership with other agencies and organizations.	**Consistent** The project would be required to adhere to current Title 24 standards, and would reduce energy use by at least 15% beyond these standards. The project would further reduce energy use with the implementation of energy efficient appliances. At a minimum, the project would be designed and developed to achieve a LEED Silver Certification. This would ensure that the project incorporates sustainable or "green" building techniques for construction and operation. The proposed parking structure also includes a 365.1 kW roof-top photovoltaic system that would offset energy use of on site development.
CE-A.9. Reuse building materials, use materials that have recycled content, or use materials that are derived from sustainable or rapidly renewable sources to the extent possible, through factors including: • Scheduling time for deconstruction and recycling activities to take place during project demolition and construction	**Consistent** At a minimum, the project would be designed and developed to achieve a LEED Silver Certification. This would ensure that sustainable or "green" building techniques for the construction and operation of the project are employed.

Table 10
Project Consistency with Relevant
San Diego General Plan Climate Change and Sustainable Policies

Policy	***Project Consistency***
phases; • Using life cycle costing in decision-making for materials and construction techniques. Life cycle costing analyzes the costs and benefits over the life of a particular product, technology, or system; • Removing code obstacles to using recycled materials in buildings and for construction; and • Implementing effective economic incentives to recycle construction and demolition debris.	San Diego's solid waste diversion rate was 55% in 2006. The applicant would implement a construction waste management plan, as required under CalGreen, which would be designed to divert at least 50% of solid waste thereby reducing waste by improving management and recycling programs. The project would also be in compliance with AB 939, diverting at least 50% of its solid waste after the recyclable content is diverted, and would be subject to all applicable State and City requirements for solid waste reduction as they change in the future.
CE-A.11. Implement sustainable landscape design and maintenance. a. Use integrated pest management techniques, where feasible, to delay, reduce, or eliminate dependence on the use of pesticides, herbicides, and synthetic fertilizers. b. Encourage composting efforts through education, incentives, and other activities. c. Decrease the amount of impervious surfaces in developments, especially where public places, plazas and amenities are proposed to serve as recreation opportunities. d. Strategically plant deciduous shade trees, evergreen trees, and drought tolerant native vegetation, as appropriate, to contribute to sustainable development goals. e. Reduce use of lawn types that require high levels of irrigation. f. Strive to incorporate existing mature trees and native vegetation into site designs. g. Minimize the use of landscape equipment powered by fossil fuels. h. Implement water conservation measures in site/building design and landscaping. i. Encourage the use of high efficiency irrigation technology, and recycled site water to reduce the use of potable water for irrigation. Use recycled water to meet the needs of development projects to the maximum extent feasible.	**Consistent** The project would incorporate drought tolerant landscaping that would be designed to require minimal irrigation and would include irrigation control devices for landscaped areas. In addition, as required by the City's Municipal Code (Section 147.0301) the proposed project would be equipped with low-water use plumbing fixtures, further reducing water use at the project site.
CE-A.12. Reduce the San Diego Urban Heat Island, through actions such as: • Using cool roofing materials, such as reflective, low heat retention tiles, membranes and coatings, or vegetated eco-roofs to reduce heat build-up; • Planting trees and other vegetation, to provide shade and cool air temperatures. In particular, properly position trees to shade buildings, air conditioning units, and parking lots; and • Reducing heat buildup in parking lots through increased shading or use of cool paving materials as feasible.	**Consistent** At a minimum, the project would be designed and developed to achieve a LEED Silver Certification. This would ensure that the project incorporates sustainable or "green" building techniques for the construction and operation of the project, as well as include landscaping (consistent with water use reduction policies) that would reduce the Urban Heat Island effect.
CE-F.2. Continue to upgrade energy conservation in City buildings and support community outreach efforts to achieve similar goals in the community.	**Consistent** As described above, the project would be required to adhere to current Title 24 standards, and would reduce energy use by at least 15% beyond these standards. At a minimum, the project would be designed and developed to achieve a LEED Silver Certification. The project would further reduce energy use with the implementation of energy efficient appliances.

Table 10
Project Consistency with Relevant
San Diego General Plan Climate Change and Sustainable Policies

Policy	*Project Consistency*
CE-F.4. Preserve and plant trees, and vegetation that are consistent with habitat and water conservation policies and that absorb carbon dioxide and pollutants.	**Consistent** As described above, the project would incorporate drought tolerant landscaping that would be designed to require minimal irrigation, include irrigation control devices for landscaped areas, and enhance natural carbon sequestration. In addition, as required by the City's Municipal Code (Section 147.0301) the proposed project would be equipped with low-water use plumbing fixtures, further reducing water use at the project site.
CE-F.6. Encourage and provide incentives for the use of alternatives to single-occupancy vehicle use, including using public transit, carpooling, vanpooling, teleworking, bicycling, and walking. Continue to implement programs to provide City employees with incentives for the use of alternatives to single-occupancy vehicles.	**Consistent** The proposed project would introduce a mixed-use (retail, office, and residential) development in downtown San Diego on a site that is surrounded by urban development. The project would be an urban infill development project and would provide employment opportunities at the project site. The project site is located along existing transit corridors. Residents and employees at the project site would have adequate access to and from the site via public transportation as the Kettner Street and Cedar Street Metropolitan Transit System (MTS) stop and the County Center/Little Italy light rail station are adjacent to the project site. In addition, the project site is adjacent to existing retail serving development and the project site is served by adequate pedestrian sidewalks and bike routes reducing overall vehicle travel. The project would also include transportation demand measures (TDM), including information, facilities, and on-site amenities for carpools, vanpools, bicyclists, transit riders, and pedestrians.
CE-I.7. Pursue investments in energy efficiency and direct sustained efforts towards eliminating inefficient energy use.	**Consistent** As described above, the project would be required to adhere to current Title 24 standards, and would reduce energy use by at least 15% beyond these standards. At a minimum, the project would be designed and developed to achieve a LEED Silver Certification. The project would further reduce energy use with the implementation of energy efficient appliances.
CE-J.1. Develop, nurture, and protect a sustainable urban/community forest. a. Seek resources and take actions needed to plant, care for, and protect trees in the public right-of-way and parks and those of significant importance in our communities. b. Plant large canopy shade trees, where appropriate and with consideration of habitat and water conservation goals, in order to maximize environmental benefits. c. Seek to retain significant and mature trees. d. Provide forest linkages to connect and enhance public parks, plazas, recreation and open space areas.	**Consistent** As described above, the project would incorporate drought tolerant landscaping that would enhance natural carbon sequestration and provide shade on the street level.
CE-J.4. Continue to require the planting of trees through the development permit process. a. Consider tree planting as mitigation for air pollution emissions, storm water runoff, and other environmental	**Consistent** As described above, the project would incorporate drought tolerant landscaping that would enhance natural carbon

Table 10
Project Consistency with Relevant
San Diego General Plan Climate Change and Sustainable Policies

Policy	***Project Consistency***
impacts as appropriate.	sequestration and provide shade on the street level.
Mobility Element	
ME-F.5. Increase the number of bicycle-transit trips by coordinating with transit agencies to provide safe routes to transit stops and stations, to provide secure bicycle parking facilities, and to accommodate bicycles on transit vehicles.	**Consistent** The proposed project would introduce a mixed-use (retail, office, and residential) development in downtown San Diego on a site that is surrounded by urban development. The project would be an urban infill development project and would provide employment opportunities at the project site. The project site is located along existing transit corridors. Residents and employees at the project site would have adequate access to and from the site via public transportation as the Kettner Street and Cedar Street Metropolitan Transit System (MTS) stop and the County Center/Little Italy light rail station are adjacent to the project site. In addition, the project site is adjacent to existing retail serving development and the project site is served by adequate pedestrian sidewalks and bike routes reducing overall vehicle travel. The project would also implement transportation demand measures (TDM), including information, facilities, and on-site amenities for carpools, vanpools, bicyclists, transit riders, and pedestrians.
ME-E.6. Require new development to have site designs and on-site amenities that support alternative modes of transportation. Emphasize pedestrian and bicycle-friendly design, accessibility to transit, and provision of amenities that are supportive and conducive to implementing TDM strategies such as car sharing vehicles and parking spaces, bike lockers, preferred rideshare parking, showers and lockers, on-site food service, and child care, where appropriate.	**Consistent** The proposed project would introduce a mixed-use (retail, office, and residential) development in downtown San Diego on a site that is surrounded by urban development. The project would be an urban infill development project and would provide employment opportunities at the project site. The project site is located along existing transit corridors. Residents and employees at the project site would have adequate access to and from the site via public transportation as the Kettner Street and Cedar Street Metropolitan Transit System (MTS) stop and the County Center/Little Italy light rail station are adjacent to the project site. In addition, the project site is adjacent to existing retail serving development and the project site is served by adequate pedestrian sidewalks and bike routes reducing overall vehicle travel. The project would also include transportation demand measures (TDM), including information, facilities, and on-site amenities for carpools, vanpools, bicyclists, transit riders, and pedestrians.

In addition to the above policies from the General Plan, the Office of Planning Research's (OPR) CEQA Guidelines (Appendix F) include recommended mitigation strategies to reduce energy use. According to this document, mitigation measures may include:

1. *Potential measures to reduce wasteful, inefficient and unnecessary consumption of energy during construction, operation, maintenance and/or removal.*

2. *The potential of siting, orientation, and design to minimize energy consumption, including transportation energy, water conservation and solid-waste reduction.*
3. *The potential for reducing peak energy demand.*
4. *Alternative fuels (particularly renewable ones) or energy systems.*
5. *Energy conservation which could result from recycling efforts.*

As discussed above, the proposed project would not require mitigation measures as it already incorporates a number of design features that reduce GHGs by 38.17%. Although the proposed project would result in new retail, office, and residential space, it incorporates a number of measures (that would be required through permit conditions) that would reduce overall energy consumption, water use, and vehicle trip generation. The proposed project would be sited in close proximity to existing jobs, retail, public transportation, and bicycle routes. The proposed project would minimize energy consumption, including transportation energy and water use through the siting, orientation, and design of the project in downtown San Diego. As such, the proposed project would promote land use alterations that limit air emissions and reduce wasteful, inefficient and unnecessary energy consumption. In addition, the project would be required to be designed to the requirements of Part 6, Title 24 of the California Building Standards Code – California Energy Code, and would reduce energy use by at least 15% beyond these standards. San Diego's solid waste diversion rate was 55% in 2006. It is anticipated the proposed project would implement a recycling service during construction and operation of the project and would be in compliance with AB 939, diverting at least 50% of its solid waste after the recyclable content is diverted.

The proposed Cedar and Kettner Property Development Project would result in a net increase of approximately 1,766 metric tons CO_2E per year. However, in comparison to the business-as-usual scenario, which does not include any design features that reduce GHG emissions, the proposed project would reduce emissions by approximately 38.17% (a reduction of approximately 1,090 metric tons CO_2E per year from the business-as-usual scenario). The project also incorporates a number of design features intended to reduce overall GHG emissions. These features would be required through permit conditions or other regulatory tools in order to ensure they are implemented following construction. In addition, the project would be consistent with the Climate Change and Sustainable Policies in the City's General Plan as discussed in Table 10, as well as with OPR strategies. Therefore, the project would be consistent with applicable GHG reduction plans, policies and regulations including the objectives of AB 32, SB 97, and SB 375. Impacts related to climate change would not be significant.

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Appendix A

CalEEMod.2011.1.1 Phase I Annual Emissions Report and Phase II Annual Emissions Report / N_2O Mobile Emissions Greenhouse Gas Emission Worksheet

Cedar and Kettner Property Development Project

San Diego County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Parking Structure	640	Space

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Utility Company**	San Diego Gas & Electric
Climate Zone	13	**Precipitation Freq (Days)**	40		

1.3 User Entered Comments

Project Characteristics - Phase I operational in first quarter 2014.

Land Use - Acreages for parking structure based on project site plans.

Default assumptions used for residential and parking structure square feet.

Construction Phase - Construction period moved up to first quarter 2014 based on feedback from BRG, Inc.

Demolition - Gross square footage provided by BRG, Inc. Includes two existing structures: Star Builders: 7,044 GSF, Warehouse: 4,700 GSF

Grading - Soil export information (37,037 cubic yards in Phase I and 37,037 cubic yards in Phase II) provided by BRG, Inc.

Vehicle Trips -

Woodstoves -

Energy Use -

Mobile Land Use Mitigation -

Mobile Commute Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation -

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2013	0.31	2.59	1.91	0.00	0.16	0.12	0.28	0.01	0.12	0.14	0.00	385.71	385.71	0.02	0.00	386.13
2014	3.72	0.10	0.10	0.00	0.01	0.01	0.01	0.00	0.01	0.01	0.00	15.36	15.36	0.00	0.00	15.38
Total	**4.03**	**2.69**	**2.01**	**0.00**	**0.17**	**0.13**	**0.29**	**0.01**	**0.13**	**0.15**	**0.00**	**401.07**	**401.07**	**0.02**	**0.00**	**401.51**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2013	0.31	2.59	1.91	0.00	0.02	0.12	0.14	0.01	0.12	0.14	0.00	385.71	385.71	0.02	0.00	386.13
2014	3.72	0.10	0.10	0.00	0.00	0.01	0.01	0.00	0.01	0.01	0.00	15.36	15.36	0.00	0.00	15.38
Total	**4.03**	**2.69**	**2.01**	**0.00**	**0.02**	**0.13**	**0.15**	**0.01**	**0.13**	**0.15**	**0.00**	**401.07**	**401.07**	**0.02**	**0.00**	**401.51**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.62	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Waste						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**1.62**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.62	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Waste						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**1.62**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Demolition - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.01	0.07	0.05	0.00		0.01	0.01		0.01	0.01	0.00	6.69	6.69	0.00	0.00	6.71
Total	**0.01**	**0.07**	**0.05**	**0.00**	**0.01**	**0.01**	**0.02**	**0.00**	**0.01**	**0.01**	**0.00**	**6.69**	**6.69**	**0.00**	**0.00**	**6.71**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.01	0.01	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	1.98	1.98	0.00	0.00	1.98
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.45	0.00	0.00	0.45
Total	**0.00**	**0.01**	**0.01**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**2.43**	**2.43**	**0.00**	**0.00**	**2.43**

3.2 Demolition - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.01	0.07	0.05	0.00		0.01	0.01		0.01	0.01	0.00	6.69	6.69	0.00	0.00	6.71
Total	**0.01**	**0.07**	**0.05**	**0.00**	**0.01**	**0.01**	**0.02**	**0.00**	**0.01**	**0.01**	**0.00**	**6.69**	**6.69**	**0.00**	**0.00**	**6.71**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.98	1.98	0.00	0.00	1.98
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.45	0.00	0.00	0.45
Total	**0.00**	**0.01**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.43**	**2.43**	**0.00**	**0.00**	**2.43**

3.3 Site Preparation - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.01	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.64	0.64	0.00	0.00	0.64
Total	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.64**	**0.64**	**0.00**	**0.00**	**0.64**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.11	1.26	0.64	0.00	0.05	0.05	0.10	0.01	0.05	0.05	0.00	173.06	173.06	0.00	0.00	173.17
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.02	0.00	0.00	0.02
Total	**0.11**	**1.26**	**0.64**	**0.00**	**0.05**	**0.05**	**0.10**	**0.01**	**0.05**	**0.05**	**0.00**	**173.08**	**173.08**	**0.00**	**0.00**	**173.19**

3.3 Site Preparation - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.01	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.64	0.64	0.00	0.00	0.64
Total	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.64**	**0.64**	**0.00**	**0.00**	**0.64**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.11	1.26	0.64	0.00	0.01	0.05	0.05	0.01	0.05	0.05	0.00	173.06	173.06	0.00	0.00	173.17
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.02	0.00	0.00	0.02
Total	**0.11**	**1.26**	**0.64**	**0.00**	**0.01**	**0.05**	**0.05**	**0.01**	**0.05**	**0.05**	**0.00**	**173.08**	**173.08**	**0.00**	**0.00**	**173.19**

3.4 Grading - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	1.34	1.34	0.00	0.00	1.34
Total	**0.00**	**0.01**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.34**	**1.34**	**0.00**	**0.00**	**1.34**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.09	0.00	0.00	0.09
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.09**	**0.09**	**0.00**	**0.00**	**0.09**

3.4 Grading - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	1.34	1.34	0.00	0.00	1.34
Total	**0.00**	**0.01**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.34**	**1.34**	**0.00**	**0.00**	**1.34**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.09	0.00	0.00	0.09
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.09**	**0.09**	**0.00**	**0.00**	**0.09**

3.5 Building Construction - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.10	0.78	0.51	0.00		0.05	0.05		0.05	0.05	0.00	83.81	83.81	0.01	0.00	83.98
Total	**0.10**	**0.78**	**0.51**	**0.00**		**0.05**	**0.05**		**0.05**	**0.05**	**0.00**	**83.81**	**83.81**	**0.01**	**0.00**	**83.98**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.04	0.41	0.26	0.00	0.02	0.01	0.03	0.00	0.01	0.02	0.00	60.88	60.88	0.00	0.00	60.92
Worker	0.04	0.04	0.42	0.00	0.07	0.00	0.08	0.00	0.00	0.01	0.00	56.75	56.75	0.00	0.00	56.83
Total	**0.08**	**0.45**	**0.68**	**0.00**	**0.09**	**0.01**	**0.11**	**0.00**	**0.01**	**0.03**	**0.00**	**117.63**	**117.63**	**0.00**	**0.00**	**117.75**

3.5 Building Construction - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.10	0.78	0.51	0.00		0.05	0.05		0.05	0.05	0.00	83.81	83.81	0.01	0.00	83.98
Total	**0.10**	**0.78**	**0.51**	**0.00**		**0.05**	**0.05**		**0.05**	**0.05**	**0.00**	**83.81**	**83.81**	**0.01**	**0.00**	**83.98**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.04	0.41	0.26	0.00	0.00	0.01	0.02	0.00	0.01	0.02	0.00	60.88	60.88	0.00	0.00	60.92
Worker	0.04	0.04	0.42	0.00	0.00	0.00	0.01	0.00	0.00	0.01	0.00	56.75	56.75	0.00	0.00	56.83
Total	**0.08**	**0.45**	**0.68**	**0.00**	**0.00**	**0.01**	**0.03**	**0.00**	**0.01**	**0.03**	**0.00**	**117.63**	**117.63**	**0.00**	**0.00**	**117.75**

3.5 Building Construction - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.01	0.04	0.03	0.00		0.00	0.00		0.00	0.00	0.00	4.41	4.41	0.00	0.00	4.42
Total	**0.01**	**0.04**	**0.03**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**4.41**	**4.41**	**0.00**	**0.00**	**4.42**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.02	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.21	3.21	0.00	0.00	3.21
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.92	2.92	0.00	0.00	2.93
Total	**0.00**	**0.02**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**6.13**	**6.13**	**0.00**	**0.00**	**6.14**

3.5 Building Construction - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.01	0.04	0.03	0.00		0.00	0.00		0.00	0.00	0.00	4.41	4.41	0.00	0.00	4.42
Total	**0.01**	**0.04**	**0.03**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**4.41**	**4.41**	**0.00**	**0.00**	**4.42**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.02	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.21	3.21	0.00	0.00	3.21
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.92	2.92	0.00	0.00	2.93
Total	**0.00**	**0.02**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**6.13**	**6.13**	**0.00**	**0.00**	**6.14**

3.6 Paving - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.01	0.03	0.02	0.00		0.00	0.00		0.00	0.00	0.00	3.19	3.19	0.00	0.00	3.20
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.01**	**0.03**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**3.19**	**3.19**	**0.00**	**0.00**	**3.20**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.39	0.39	0.00	0.00	0.39
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.39**	**0.39**	**0.00**	**0.00**	**0.39**

3.6 Paving - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.01	0.03	0.02	0.00		0.00	0.00		0.00	0.00	0.00	3.19	3.19	0.00	0.00	3.20
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.01**	**0.03**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**3.19**	**3.19**	**0.00**	**0.00**	**3.20**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.39	0.39	0.00	0.00	0.39
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.39**	**0.39**	**0.00**	**0.00**	**0.39**

3.7 Architectural Coating - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.70					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.01	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.64	0.64	0.00	0.00	0.64
Total	**3.70**	**0.01**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.64**	**0.64**	**0.00**	**0.00**	**0.64**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.59	0.59	0.00	0.00	0.59
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.59**	**0.59**	**0.00**	**0.00**	**0.59**

3.7 Architectural Coating - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.70					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.01	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.64	0.64	0.00	0.00	0.64
Total	**3.70**	**0.01**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.64**	**0.64**	**0.00**	**0.00**	**0.64**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.59	0.59	0.00	0.00	0.59
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.59**	**0.59**	**0.00**	**0.00**	**0.59**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Structure	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Parking Structure	9.50	7.30	7.30	0.00	0.00	0.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NaturalGas Mitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NaturalGas Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Parking Structure	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Parking Structure	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Parking Structure	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Parking Structure	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.62	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	1.62	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.37					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	1.25					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**1.62**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.37					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	1.25					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**1.62**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					0.00	0.00	0.00	0.00
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Parking Structure	0 / 0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Parking Structure	0 / 0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					0.00	0.00	0.00	0.00
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Parking Structure	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Parking Structure	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

9.0 Vegetation

Cedar and Kettner Property Development Project

San Diego County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	25.52	1000sqft
Parking Structure	160	Space
Apartments High Rise	163	Dwelling Unit
Regional Shopping Center	6.4	1000sqft
Regional Shopping Center	4.7	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Utility Company**	San Diego Gas & Electric
Climate Zone	13	**Precipitation Freq (Days)**	40		

1.3 User Entered Comments

Project Characteristics - Phase II operational in approximately 2016.

Land Use - Acreages for residential and parking structure based on project site plans.

Default assumptions used for residential and parking structure square feet.

Construction Phase -

Demolition -

Grading - Soil export information provided by BRG, Inc.

Vehicle Trips - Trip generation estimates are from the Fehr & Peers Trip Generation Assessment Memorandum, and were originally derived using the City of San Diego Trip Generation Manual (2003), Centre City cumulative trip generation rates.

Woodstoves - The proposed apartments would not include fireplaces or woodstoves.

Energy Use -

Mobile Land Use Mitigation - Mitigation includes credit for increased density, destination accessibility (project site is located downtown), and transit accessibility (project site is adjacent to County Center/Little Italy light rail station).

Mobile Commute Mitigation - Mitigation includes credit for voluntary trip reduction program, based on proposed transportation demand measures associated with Phase I parking structure.

Area Mitigation - Mitigation includes credit for natural gas hearth (assumes no wood stoves/fireplaces).

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2015	0.88	1.97	1.54	0.00	0.13	0.09	0.23	0.01	0.09	0.10	0.00	343.99	343.99	0.02	0.00	344.32
Total	**0.88**	**1.97**	**1.54**	**0.00**	**0.13**	**0.09**	**0.23**	**0.01**	**0.09**	**0.10**	**0.00**	**343.99**	**343.99**	**0.02**	**0.00**	**344.32**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2015	0.88	1.97	1.54	0.00	0.01	0.09	0.11	0.01	0.09	0.10	0.00	343.99	343.99	0.02	0.00	344.32
Total	**0.88**	**1.97**	**1.54**	**0.00**	**0.01**	**0.09**	**0.11**	**0.01**	**0.09**	**0.10**	**0.00**	**343.99**	**343.99**	**0.02**	**0.00**	**344.32**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.31	0.02	1.27	0.00		0.00	0.01		0.00	0.01	0.00	2.00	2.00	0.00	0.00	2.05
Energy	0.01	0.09	0.04	0.00		0.00	0.01		0.00	0.01	0.00	402.22	402.22	0.01	0.01	404.39
Mobile	1.62	3.29	15.67	0.03	2.56	0.15	2.72	0.10	0.15	0.25	0.00	2,191.15	2,191.15	0.10	0.00	2,193.16
Waste						0.00	0.00		0.00	0.00	17.78	0.00	17.78	1.05	0.00	39.85
Water						0.00	0.00		0.00	0.00	0.00	82.51	82.51	0.36	0.01	93.11
Total	**1.94**	**3.40**	**16.98**	**0.03**	**2.56**	**0.15**	**2.74**	**0.10**	**0.15**	**0.27**	**17.78**	**2,677.88**	**2,695.66**	**1.52**	**0.02**	**2,732.56**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.31	0.02	1.27	0.00		0.00	0.01		0.00	0.01	0.00	2.00	2.00	0.00	0.00	2.05
Energy	0.01	0.08	0.04	0.00		0.00	0.01		0.00	0.01	0.00	145.82	145.82	0.00	0.00	146.66
Mobile	1.27	2.44	11.79	0.02	1.72	0.11	1.82	0.07	0.11	0.17	0.00	1,490.14	1,490.14	0.07	0.00	1,491.58
Waste						0.00	0.00		0.00	0.00	17.78	0.00	17.78	1.05	0.00	39.85
Water						0.00	0.00		0.00	0.00	0.00	77.21	77.21	0.33	0.01	87.11
Total	**1.59**	**2.54**	**13.10**	**0.02**	**1.72**	**0.11**	**1.84**	**0.07**	**0.11**	**0.19**	**17.78**	**1,715.17**	**1,732.95**	**1.45**	**0.01**	**1,767.25**

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.01	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.64	0.64	0.00	0.00	0.64
Total	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.64**	**0.64**	**0.00**	**0.00**	**0.64**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.09	1.07	0.54	0.00	0.05	0.04	0.09	0.01	0.04	0.05	0.00	173.87	173.87	0.00	0.00	173.96
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.02	0.00	0.00	0.02
Total	**0.09**	**1.07**	**0.54**	**0.00**	**0.05**	**0.04**	**0.09**	**0.01**	**0.04**	**0.05**	**0.00**	**173.89**	**173.89**	**0.00**	**0.00**	**173.98**

3.2 Site Preparation - 2015

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.01	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.64	0.64	0.00	0.00	0.64
Total	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.64**	**0.64**	**0.00**	**0.00**	**0.64**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.09	1.07	0.54	0.00	0.01	0.04	0.05	0.01	0.04	0.05	0.00	173.87	173.87	0.00	0.00	173.96
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.02	0.00	0.00	0.02
Total	**0.09**	**1.07**	**0.54**	**0.00**	**0.01**	**0.04**	**0.05**	**0.01**	**0.04**	**0.05**	**0.00**	**173.89**	**173.89**	**0.00**	**0.00**	**173.98**

3.3 Grading - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	1.34	1.34	0.00	0.00	1.34
Total	**0.00**	**0.01**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.34**	**1.34**	**0.00**	**0.00**	**1.34**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.09	0.00	0.00	0.09
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.09**	**0.09**	**0.00**	**0.00**	**0.09**

3.3 Grading - 2015

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	1.34	1.34	0.00	0.00	1.34
Total	**0.00**	**0.01**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.34**	**1.34**	**0.00**	**0.00**	**1.34**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.09	0.00	0.00	0.09
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.09**	**0.09**	**0.00**	**0.00**	**0.09**

3.4 Building Construction - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.09	0.68	0.53	0.00		0.04	0.04		0.04	0.04	0.00	88.22	88.22	0.01	0.00	88.38
Total	**0.09**	**0.68**	**0.53**	**0.00**		**0.04**	**0.04**		**0.04**	**0.04**	**0.00**	**88.22**	**88.22**	**0.01**	**0.00**	**88.38**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.01	0.14	0.09	0.00	0.01	0.00	0.01	0.00	0.00	0.01	0.00	23.49	23.49	0.00	0.00	23.50
Worker	0.03	0.03	0.33	0.00	0.07	0.00	0.07	0.00	0.00	0.01	0.00	51.60	51.60	0.00	0.00	51.66
Total	**0.04**	**0.17**	**0.42**	**0.00**	**0.08**	**0.00**	**0.08**	**0.00**	**0.00**	**0.02**	**0.00**	**75.09**	**75.09**	**0.00**	**0.00**	**75.16**

3.4 Building Construction - 2015

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.09	0.68	0.53	0.00		0.04	0.04		0.04	0.04	0.00	88.22	88.22	0.01	0.00	88.38
Total	**0.09**	**0.68**	**0.53**	**0.00**		**0.04**	**0.04**		**0.04**	**0.04**	**0.00**	**88.22**	**88.22**	**0.01**	**0.00**	**88.38**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.01	0.14	0.09	0.00	0.00	0.00	0.01	0.00	0.00	0.01	0.00	23.49	23.49	0.00	0.00	23.50
Worker	0.03	0.03	0.33	0.00	0.00	0.00	0.01	0.00	0.00	0.01	0.00	51.60	51.60	0.00	0.00	51.66
Total	**0.04**	**0.17**	**0.42**	**0.00**	**0.00**	**0.00**	**0.02**	**0.00**	**0.00**	**0.02**	**0.00**	**75.09**	**75.09**	**0.00**	**0.00**	**75.16**

3.5 Paving - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.01	0.03	0.02	0.00		0.00	0.00		0.00	0.00	0.00	3.19	3.19	0.00	0.00	3.20
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.01**	**0.03**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**3.19**	**3.19**	**0.00**	**0.00**	**3.20**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.38	0.00	0.00	0.38
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.38**	**0.38**	**0.00**	**0.00**	**0.38**

3.5 Paving - 2015

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.01	0.03	0.02	0.00		0.00	0.00		0.00	0.00	0.00	3.19	3.19	0.00	0.00	3.20
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.01**	**0.03**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**3.19**	**3.19**	**0.00**	**0.00**	**3.20**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.38	0.00	0.00	0.38
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.38**	**0.38**	**0.00**	**0.00**	**0.38**

3.6 Architectural Coating - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.64					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.01	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.64	0.64	0.00	0.00	0.64
Total	**0.64**	**0.01**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.64**	**0.64**	**0.00**	**0.00**	**0.64**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.51	0.51	0.00	0.00	0.51
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.51**	**0.51**	**0.00**	**0.00**	**0.51**

3.6 Architectural Coating - 2015

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.64					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.01	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.64	0.64	0.00	0.00	0.64
Total	**0.64**	**0.01**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.64**	**0.64**	**0.00**	**0.00**	**0.64**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.51	0.51	0.00	0.00	0.51
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.51**	**0.51**	**0.00**	**0.00**	**0.51**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

Increase Density

Improve Destination Accessibility

Increase Transit Accessibility

Implement Trip Reduction Program

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.27	2.44	11.79	0.02	1.72	0.11	1.82	0.07	0.11	0.17	0.00	1,490.14	1,490.14	0.07	0.00	1,491.58
Unmitigated	1.62	3.29	15.67	0.03	2.56	0.15	2.72	0.10	0.15	0.25	0.00	2,191.15	2,191.15	0.10	0.00	2,193.16
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	652.00	652.00	652.00	1,861,658	1,262,078
General Office Building	1,114.97	1,114.97	1114.97	2,664,500	1,769,496
Parking Structure	0.00	0.00	0.00		
Regional Shopping Center	115.20	115.20	115.20	201,981	134,208
Regional Shopping Center	84.60	84.60	84.60	148,330	98,559
Total	1,966.77	1,966.77	1,966.77	4,876,468	3,264,341

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Apartments High Rise	10.80	7.30	7.50	41.60	18.80	39.60
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00
Parking Structure	9.50	7.30	7.30	0.00	0.00	0.00
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

Exceed Title 24

Kilowatt Hours of Renewable Electricity Generated

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	56.63	56.63	0.00	0.00	56.92
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	300.76	300.76	0.01	0.00	302.31
NaturalGas Mitigated	0.01	0.08	0.04	0.00		0.00	0.01		0.00	0.01	0.00	89.19	89.19	0.00	0.00	89.73
NaturalGas Unmitigated	0.01	0.09	0.04	0.00		0.00	0.01		0.00	0.01	0.00	101.46	101.46	0.00	0.00	102.08
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Apartments High Rise	1.718e+006	0.01	0.08	0.03	0.00		0.00	0.01		0.00	0.01	0.00	91.68	91.68	0.00	0.00	92.24
General Office Building	155622	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	8.30	8.30	0.00	0.00	8.36
Parking Structure	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Regional Shopping Center	10763	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.57	0.57	0.00	0.00	0.58
Regional Shopping Center	16946	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.90	0.90	0.00	0.00	0.91
Total		**0.01**	**0.09**	**0.04**	**0.00**		**0.00**	**0.01**		**0.00**	**0.01**	**0.00**	**101.45**	**101.45**	**0.00**	**0.00**	**102.09**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Apartments High Rise	1.50889e+006	0.01	0.07	0.03	0.00		0.00	0.01		0.00	0.01	0.00	80.52	80.52	0.00	0.00	81.01
General Office Building	136941	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	7.31	7.31	0.00	0.00	7.35
Parking Structure	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Regional Shopping Center	15614	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.83	0.83	0.00	0.00	0.84
Regional Shopping Center	9917	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.53	0.53	0.00	0.00	0.53
Total		**0.01**	**0.08**	**0.04**	**0.00**		**0.00**	**0.01**		**0.00**	**0.01**	**0.00**	**89.19**	**89.19**	**0.00**	**0.00**	**89.73**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Apartments High Rise	568415					201.31	0.01	0.00	202.35
General Office Building	110926					39.29	0.00	0.00	39.49
Parking Structure	0					0.00	0.00	0.00	0.00
Regional Shopping Center	103896					36.80	0.00	0.00	36.99
Regional Shopping Center	65988					23.37	0.00	0.00	23.49
Total						**300.77**	**0.01**	**0.00**	**302.32**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Apartments High Rise	412309					146.02	0.01	0.00	146.78
General Office Building	-25348.7					-8.98	0.00	0.00	-9.02
Parking Structure	-129959					-46.03	0.00	0.00	-46.26
Regional Shopping Center	-30380.7					-10.76	0.00	0.00	-10.82
Regional Shopping Center	-66713.3					-23.63	0.00	0.00	-23.75
Total						**56.62**	**0.01**	**0.00**	**56.93**

6.0 Area Detail

6.1 Mitigation Measures Area

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.31	0.02	1.27	0.00		0.00	0.01		0.00	0.01	0.00	2.00	2.00	0.00	0.00	2.05
Unmitigated	0.31	0.02	1.27	0.00		0.00	0.01		0.00	0.01	0.00	2.00	2.00	0.00	0.00	2.05
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.06					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.20					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.04	0.02	1.27	0.00		0.00	0.01		0.00	0.01	0.00	2.00	2.00	0.00	0.00	2.05
Total	**0.30**	**0.02**	**1.27**	**0.00**		**0.00**	**0.01**		**0.00**	**0.01**	**0.00**	**2.00**	**2.00**	**0.00**	**0.00**	**2.05**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.06					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.20					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.04	0.02	1.27	0.00		0.00	0.01		0.00	0.01	0.00	2.00	2.00	0.00	0.00	2.05
Total	**0.30**	**0.02**	**1.27**	**0.00**		**0.00**	**0.01**		**0.00**	**0.01**	**0.00**	**2.00**	**2.00**	**0.00**	**0.00**	**2.05**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Toilet

Use Water Efficient Irrigation System

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					77.21	0.33	0.01	87.11
Unmitigated					82.51	0.36	0.01	93.11
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Apartments High Rise	10.6201 / 6.69528					75.44	0.33	0.01	85.13
General Office Building	0.183066 / 0.112202					1.29	0.01	0.00	1.45
Parking Structure	0 / 0					0.00	0.00	0.00	0.00
Regional Shopping Center	0.822205 / 0.503932					5.78	0.03	0.00	6.53
Total						**82.51**	**0.37**	**0.01**	**93.11**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Apartments High Rise	9.91918 / 6.28687					70.59	0.31	0.01	79.64
General Office Building	0.170983 / 0.105357					1.20	0.01	0.00	1.36
Parking Structure	0 / 0					0.00	0.00	0.00	0.00
Regional Shopping Center	0.767939 / 0.473192					5.41	0.02	0.00	6.11
Total						**77.20**	**0.34**	**0.01**	**87.11**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					17.78	1.05	0.00	39.85
Unmitigated					17.78	1.05	0.00	39.85
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Apartments High Rise	74.98					15.22	0.90	0.00	34.11
General Office Building	0.96					0.19	0.01	0.00	0.44
Parking Structure	0					0.00	0.00	0.00	0.00
Regional Shopping Center	11.65					2.36	0.14	0.00	5.30
Total						**17.77**	**1.05**	**0.00**	**39.85**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Apartments High Rise	74.98					15.22	0.90	0.00	34.11
General Office Building	0.96					0.19	0.01	0.00	0.44
Parking Structure	0					0.00	0.00	0.00	0.00
Regional Shopping Center	11.65					2.36	0.14	0.00	5.30
Total						**17.77**	**1.05**	**0.00**	**39.85**

9.0 Vegetation

Greenhouse Gas Emission Worksheet

N_2O Mobile Emissions

Cedar-Kettner (Unmitigated)

From URBEMIS 2007 Vehicle Fleet Mix Output:

Annual VMT: 4,876,468

Vehicle Type	Percent Type*	N2O Emission Factor (g/mile)**	N2O Emission (g/mile)***
Light Auto	48.5%	0.04	0.0194
Light Truck < 3750 lbs	10.9%	0.06	0.00654
Light Truck 3751-5750 lbs	21.9%	0.06	0.01314
Med Truck 5751-8500 lbs	9.6%	0.2	0.0192
Lite-Heavy Truck 8501-10,000 lbs	1.7%	0.2	0.0034
Lite-Heavy Truck 10,001-14,000 lbs	0.7%	0.125	0.000875
Med-Heavy Truck 14,001-33,000 lbs	1.0%	0.05	0.0005
Heavy-Heavy Truck 33,001-60,000 lbs	0.9%	0.05	0.00045
Other Bus	0.1%	0.05	0.00005
Urban Bus	0.1%	0.05	0.00005
Motorcycle	3.5%	0.01	0.00035
School Bus	0.1%	0.05	0.00005
Motor Home	1.0%	0.125	0.00125
Total	**100.0%**		**0.065255**

Total Emissions (metric tons) =
Emission Factor by Vehicle Mix (g/mi) x Annual VMT(mi) x 0.000001 metric tons/g

Conversion to Carbon Dioxide Equivalency (CO2e) Units based on Global Warming Potential (GWP)

CH_4	21	GWP
N_2O	310	GWP
1 ton (short, US) =	0.90718474	metric ton

Annual Mobile Emissions:

	Total Emissions		Total CO_2E units	
N_2O Emissions:	0.3182	metric tons N2O	**98.65**	metric tons CO_2E
		Project Total:	***99***	***metric tons CO_2E***

References

* California Statewide vehicle fleet mix from URBEMIS 2007 results for mobile sources
** from Table C.4: Methane and Nitrous Oxide Emission Factors for Mobile Sources by Vehicle and Fuel Type (g/mile).
in California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.1, January 2009.
Assume Model year 2000-present, gasoline fueled.
*** Source: California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.1, January 2009.

Greenhouse Gas Emission Worksheet

N_2O Mobile Emissions

Cedar-Kettner (Mitigated)

From URBEMIS 2007 Vehicle Fleet Mix Output:

Annual VMT: 3,264,341

Vehicle Type	Percent Type*	N2O Emission Factor (g/mile)**	N2O Emission (g/mile)***
Light Auto	48.5%	0.04	0.0194
Light Truck < 3750 lbs	10.9%	0.06	0.00654
Light Truck 3751-5750 lbs	21.9%	0.06	0.01314
Med Truck 5751-8500 lbs	9.6%	0.2	0.0192
Lite-Heavy Truck 8501-10,000 lbs	1.7%	0.2	0.0034
Lite-Heavy Truck 10,001-14,000 lbs	0.7%	0.125	0.000875
Med-Heavy Truck 14,001-33,000 lbs	1.0%	0.05	0.0005
Heavy-Heavy Truck 33,001-60,000 lbs	0.9%	0.05	0.00045
Other Bus	0.1%	0.05	0.00005
Urban Bus	0.1%	0.05	0.00005
Motorcycle	3.5%	0.01	0.00035
School Bus	0.1%	0.05	0.00005
Motor Home	1.0%	0.125	0.00125
Total	**100.0%**		**0.065255**

Total Emissions (metric tons) =
Emission Factor by Vehicle Mix (g/mi) x Annual VMT(mi) x 0.000001 metric tons/g

Conversion to Carbon Dioxide Equivalency (CO2e) Units based on Global Warming Potential (GWP)

CH_4	21	GWP
N_2O	310	GWP
1 ton (short, US) =	0.90718474	metric ton

Annual Mobile Emissions:

	Total Emissions		Total CO_2E units	
N_2O Emissions:	0.2130	metric tons N2O	**66.03**	metric tons CO_2E
		Project Total:	***66***	***metric tons CO_2E***

References

* California Statewide vehicle fleet mix from URBEMIS 2007 results for mobile sources

** from Table C.4: Methane and Nitrous Oxide Emission Factors for Mobile Sources by Vehicle and Fuel Type (g/mile).
in California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.1, January 2009.
Assume Model year 2000-present, gasoline fueled.

*** Source: California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.1, January 2009.

County Cedar and Kettner Development Project

Appendix E1

Cedar-Kettner Mixed-Use Development Trip Generation Assessment

Prepared by Fehr & Peers

August 24, 2011

FEHR PEERS

MEMORANDUM

Date: August 24, 2011

To: Alyssa Muto, BRG Consulting, Inc

From: Stephen Cook PE, Fehr & Peers
Mark Peterson AICP, Fehr & Peers

Subject: ***Cedar-Kettner Mixed-Use Development - Trip Generation Assessment***
SD11-0038

The purpose of this memorandum is to document the trip generation estimates for Phase I and Phase II of the proposed Cedar-Kettner parking garage and mixed-use development.

PROJECT BACKGROUND

The *San Diego County Administration Center Waterfront Park Development and Master Plan EIR, April 2003* (Master Plan) outlined a series of changes and improvements to the current County Administration Center (CAC) located at 1600 Pacific Highway in downtown San Diego. One such improvement is to eliminate the surface parking lots located on both sides (north and south) of the CAC building and replace them with public park space and underground parking for CAC visitors, VIPs/County executives, and park patrons. With elimination of the existing surface parking lots at the CAC building, CAC employee parking will be relocated to a proposed parking structure located on the southwest corner of Kettner Boulevard and Cedar Street.

The County of San Diego is proposing to construct a mixed-use development adjoining the Cedar-Kettner parking structure. The proposed project will be constructed in two phases, with the first phase including the construction of a parking structure (approximately 800 spaces). Access to the parking structure will be via a right-in only driveway from Beech Street and a right-out only driveway on Cedar Street. The second phase of the proposed project includes a proposed mixed use tower, by first constructing 6,400 sf of retail space and 25,520 sf of office uses (Phase 2a), then completing the project by constructing 163 multifamily residential dwelling units and an additional 4,700 sf of retail (Phase 2b). Access to residential parking will be available via a new driveway on Kettner Boulevard, while the other uses, including CAC employees, will access the parking structure via the right-in only driveway from Beech Street and the right-out only driveway on Cedar Street constructed as part of Phase 1 of the project.

PROJECT TRIP GENERATION ESTIMATES

Based on the land uses described above, the following table presents the trip generation estimates for Phase 1 and Phases 2a & 2b of the proposed project. Trip generation estimates were derived using the *City of San Diego Trip Generation Manual* (2003), Centre City cumulative trip generation rates.

FEHR PEERS

CEDAR-KETTNER DEVELOPMENT
TRIP GENERATION ESTIMATES

					AM Peak					PM Peak			
Land Use	Units	Trip Rate	ADT	%	Trips	In:Out	In	Out	%	Trips	In:Out	In	Out
Phase 1													
The parking structure would only reroute existing trips and is not projected to generate any new trips													
Phase 2a													
Retail	6,400 SF	18/1000 SF	115	3	3	6:4	2	1	9	10	5:5	5	5
Office	25,520 SF	(1)	511	13	67	9:1	60	7	14	72	2:8	14	58
Phase 2a Total			626		70		62	8		82		19	63
Phase 2b													
Retail	4,700 SF	18/1000 SF	85	3	3	6:4	2	1	9	8	5:5	4	4
Housing	163 DU	4/DU	652	8	52	2:8	10	42	10	65	7:3	46	19
Phase 2b Total			737		55		12	43		73		50	23
Project Total			1,363		125		74	51		155		69	86

Source: City of San Diego Land Development Code, Trip Generation Manual;
Table 5 Centre City Cumulative Trip Generation Rates (May 2003)

Note:
(1) = Office Trip Generation Rate = .85Ln(T)=.756Ln(x)+3.95

As shown, under Phase 1, the proposed project would only reroute existing traffic from the existing CAC parking lots to the new parking structure and would not generate any new trips. The proposed project would generate a total of 626 and 737 daily trips under Phases 2a and 2b of the project, respectively, for a total of 1,363 daily trips for the project as a whole upon its completion.

The estimated project trip generation for the Cedar Kettner mixed-use development would not exceed the CCDC threshold requirement of 2,400 ADT, and would therefore not require additional more detailed traffic analysis.

County Cedar and Kettner Development Project

Appendix E2

Cedar-Kettner Mixed-Use Development Traffic Analysis

Prepared by Fehr & Peers

November 8, 2011

FEHR PEERS

MEMORANDUM

Date: November 8, 2011

To: Alyssa Muto, BRG Consulting, Inc

From: Stephen Cook, PE, Fehr & Peers

Subject: ***Cedar-Kettner Mixed-Use Development – Traffic Analysis***

SD11-0038

The purpose of this memorandum is to document projected traffic operations for the roadway network surrounding the proposed Cedar-Kettner Mixed-Use Development site, both with and without the proposed development and parking structure.

PROJECT DESCRIPTION

The *San Diego County Administration Center Waterfront Park Development and Master Plan EIR, April 2003* (Master Plan) outlined a series of changes and improvements to the current County Administration Center (CAC) located at 1600 Pacific Highway in downtown San Diego. One such improvement is to eliminate the surface parking lots located on both sides (north and south) of the CAC building and replace them with public park space and underground parking for CAC visitors, VIPs/County executives and park visitors. With elimination of the existing surface parking lots on either side of the CAC building, CAC employee parking spaces will be relocated to a proposed above-ground parking structure located on the southwest quadrant of Kettner Boulevard and Cedar Street.

In addition to the approximate 800 space parking structure the Cedar-Kettner Development project includes an adjoining mixed-use tower with multi-family residential, retail and office uses. The parking structure would serve both CAC employees as well as the mixed-use development. The parking structure would be accessed via three (3) driveways located on Cedar Street, Kettner Boulevard and Beech Street.

Figure 1 displays the location of the CAC building and the proposed Cedar-Kettner Development. **Figures 2 & 3** display the proposed project site plan and elevation.

The proposed Cedar-Kettner Development project will be constructed in the following two (2) phases:

Phase 1

- Parking structure

Access to the parking structure under Phase 1 of the project would be via driveways on Beech Street (right-turn inbound only) and Cedar Street (right-turn outbound only). The proposed Kettner Boulevard driveway would not be constructed under Phase 1 of the project.

Phase 2

Phase 2a

- 6,400 sf of retail space
- 25,520 sf of office space

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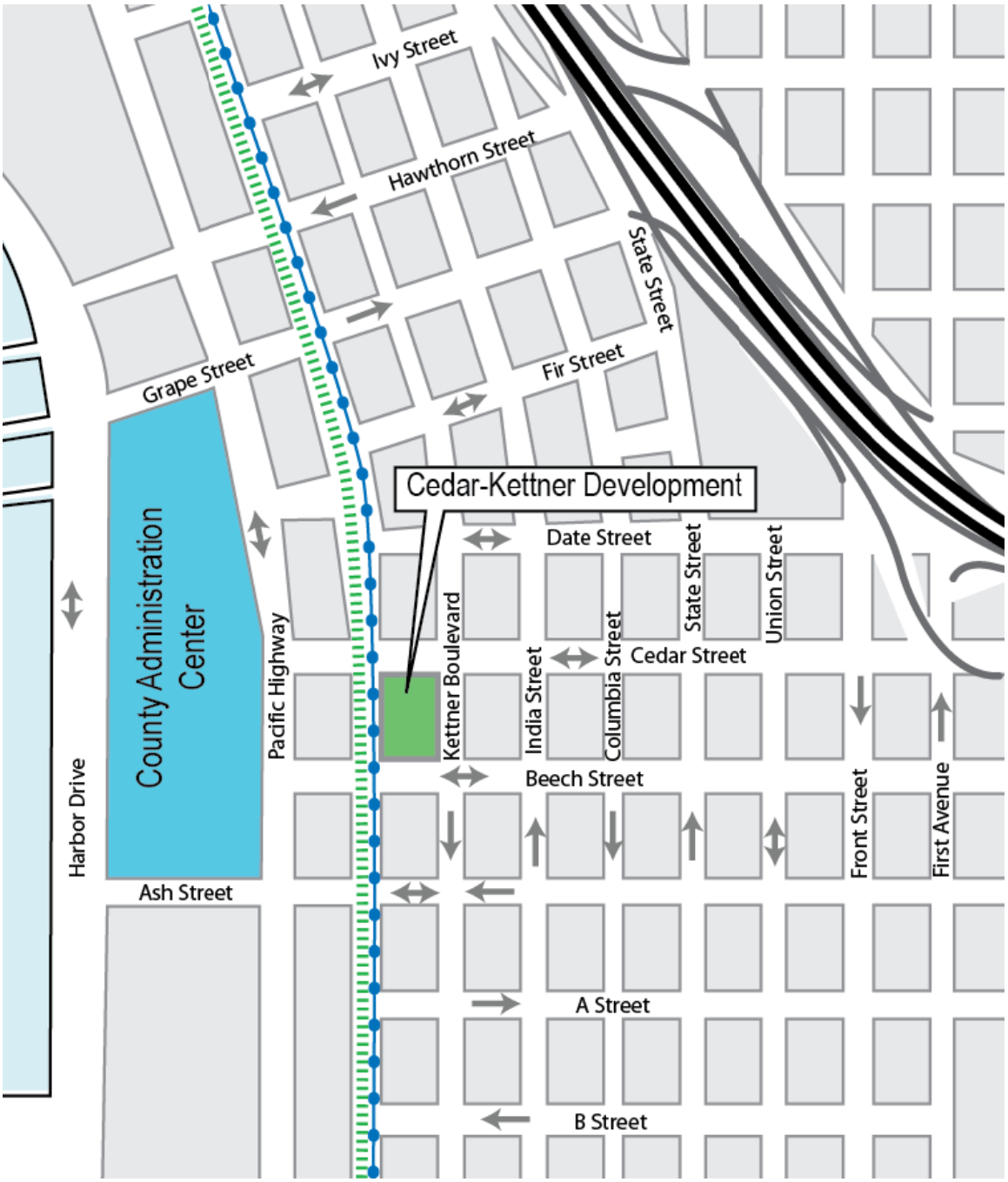


Figure 1
Project Location

FEHR & PEERS

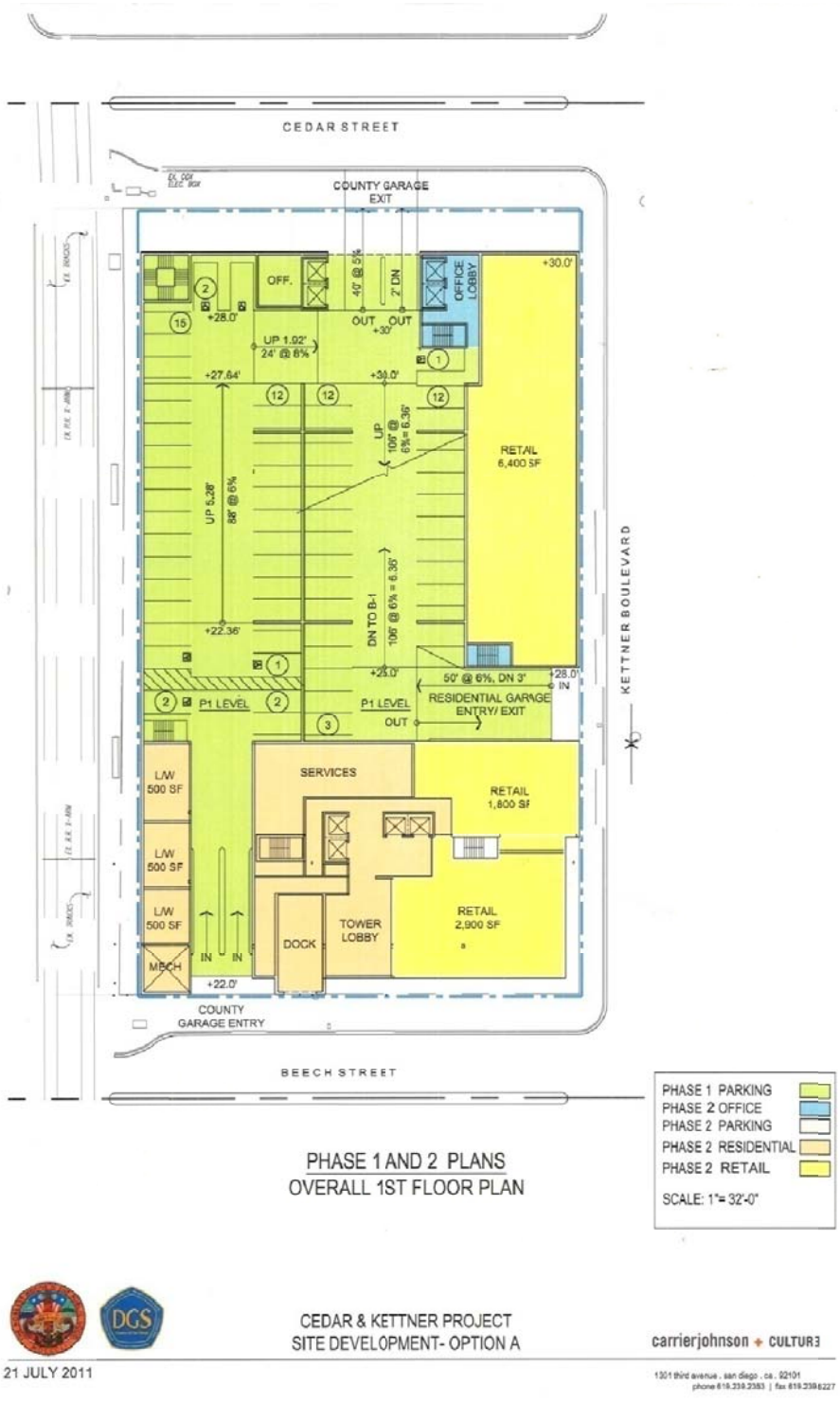


FIGURE 2
PROJECT SITE PLAN

FEHR & PEERS

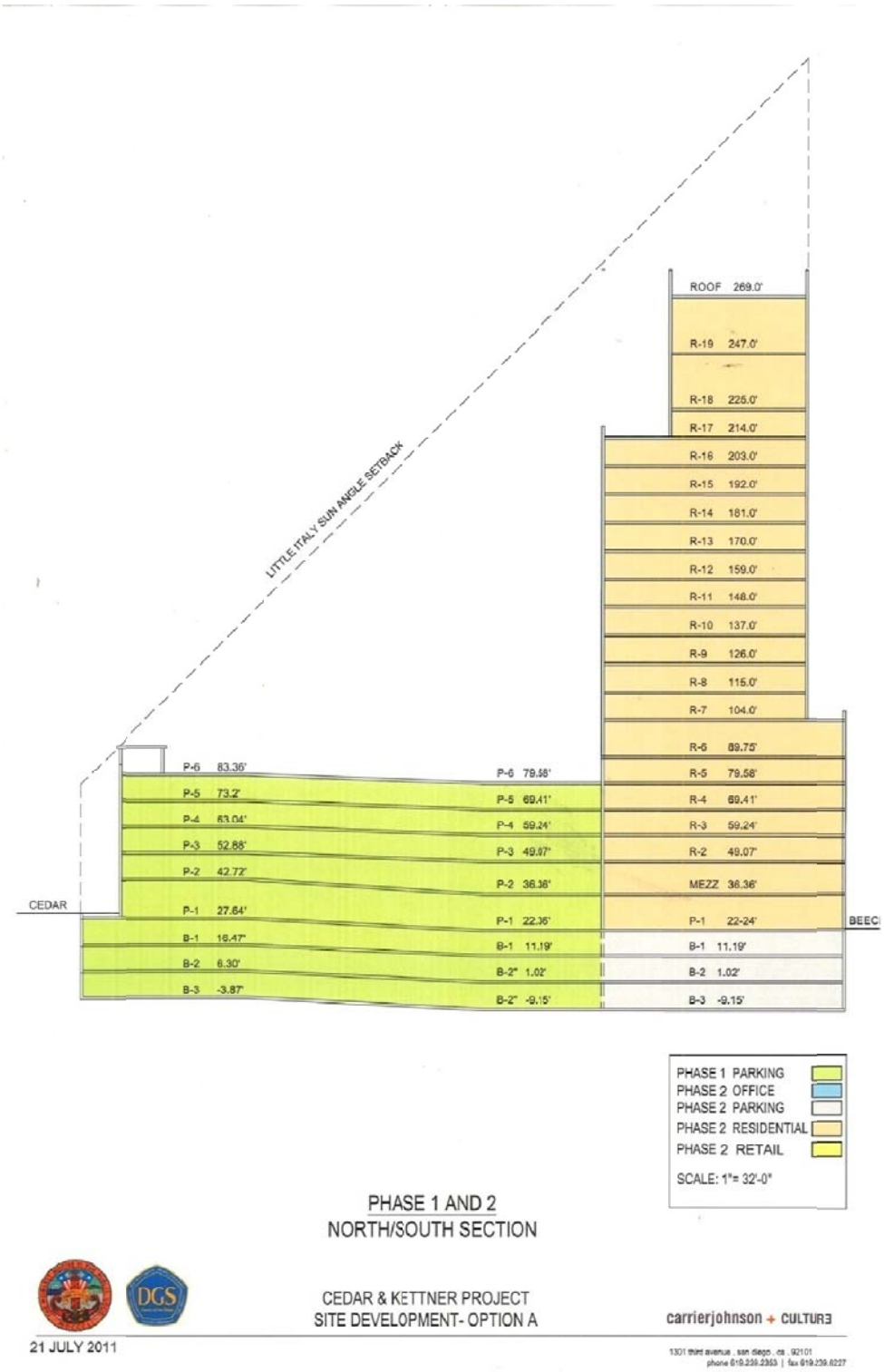


FIGURE 3
PROJECT ELEVATION

Access to the parking structure under Phase 2a of the project would continue to be via the driveways on Beech Street (right-turn inbound only) and Cedar Street (right-turn outbound only).

Phase 2b

- 163 multi-family residential dwelling units
- An additional 4,700 sf of retail space

Under full project buildout, County employees, as well as the office and retail users, would access the parking structure via the driveways on Beech Street (right-turn only inbound) and Cedar Street (right-turn only outbound). Access to residential parking (both inbound and outbound) would be available exclusively via an additional driveway accessing Kettner Boulevard.

CAC EMPLOYEE TRIP REDISTRIBUTION

As noted previously, with the construction of the Cedar-Kettner Development, CAC employee parking will be relocated from the two existing CAC parking lots, to the new above-grade parking structure included as part of the Cedar-Kettner Development project. Peak hour driveway counts were conducted in April 2011 at the six (6) existing driveways to determine the number of peak hour trips accessing the existing CAC lots. The traffic was then redistributed from CAC parking lot driveways to the proposed Cedar-Kettner Development site.

Table 1 displays the total number of CAC employee vehicle trips that would be redistributed to the proposed Cedar-Kettner Development. Existing CAC parking lot driveway count worksheets are provided in **Attachment 1**.

Table 1
Redistributed CAC Employee Parking Peak Hour Trips

	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
Relocated CAC Employee Parking	420	44	51	376

Source: National Data & Surveying Services; June 2011

MIXED-USE DEVELOPMENT TRIP GENERATION

Table 2 presents the trip generation estimates for Phases 1 and 2 of Mixed-Use Development. Trip generation estimates were derived using the *City of San Diego Trip Generation Manual* (2003), Centre City cumulative trip generation rates.

As shown, Phase 1 of the project would result in no new trips, but would reroute all CAC employee parking trips from the existing CAC lots to the new parking structure. Phase 2a of the mixed-use development is projected to generate a total of 70 and 82 trips during the AM and PM peak hours, respectively. Phase 2b of the project is projected to generate 55 and 73 trips during the AM and PM peak hours, respectively. In summary, a total of 125 AM and 155 PM peak hour trips would be generated with full build out of the project.

FEHR & PEERS

Table 2
Mixed-Use Development Trip Generation

					AM Peak					PM Peak			
Land Use	Units	Trip Rate	ADT	%	Trips	In:Out	In	Out	%	Trips	In:Out	In	Out
Phase 1													
The parking structure would only reroute existing trips and is not projected to generate any new trips													
Phase 2a													
Retail	6,400 SF	18/1000 SF	115	3	3	6:4	2	1	9	10	5:5	5	5
Office	25,520 SF	(1)	511	13	67	9:1	60	7	14	72	2:8	14	58
Phase 2a Total			626		70		62	8		82		19	63
Phase 2b													
Retail	4,700 SF	18/1000 SF	85	3	3	6:4	2	1	9	8	5:5	4	4
Housing	163 DU	4/DU	652	8	52	2:8	10	42	10	65	7:3	46	19
Phase 2b Total			737		55		12	43		73		50	23
Project Total			1,363		125		74	51		155		69	86

Source: City of San Diego Land Development Code, Trip Generation Manual;
Table 5 Centre City Cumulative Trip Generation Rates (May 2003)

Note:
(1) = Office Trip Generation Rate = .85Ln(T)=.756Ln(x)+3.95

TRAFFIC OPERATIONS
The traffic operations analysis focused on the intersections surrounding and adjacent to the project site. Traffic operations at the following five (5) intersections were analyzed under both with and without project conditions:

1. Cedar Street & Pacific Highway
2. Cedar Street & Kettner Boulevard
3. Beech Street & Pacific Highway
4. Beech Street & Kettner Boulevard
5. Ash Street & Pacific Highway

The analysis of with project conditions also included review of project driveway locations.

Average intersection delay and LOS were derived using methodologies consistent with those outlined in the 2000 Highway Capacity Manual (HCM). SYNCHRO 6 Traffic Analysis Software was used to analyze intersection traffic operations.

Existing Conditions
Existing traffic operations, both with and without project, were analyzed to establish any direct impacts associated with project traffic on the surrounding roadway network. Traffic counts were conducted in April, 2011 at the five (5) study area intersections. Traffic count work sheets are provided in **Attachment 1**.

Table 3 displays both the Existing and Existing Plus Full Project (all phases) traffic operations at the study intersections. Level of Service calculation worksheets are provided in **Attachment 2.**

Table 3
Traffic Operations – Existing Conditions

#	Intersection	Existing				Existing + Project			
		AM		PM		AM		PM	
		Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS
1	Cedar Street & Pacific Highway	12.9	B	14.4	B	11.7	B	14.5	B
2	Cedar Street & Kettner Boulevard[1]	8.8	A	11.0	B	11.1	B	44.1	E
3	Beech Street & Pacific Highway[2]	9.4	A	9.9	A	9.7	A	10.6	B
4	Beech Street & Kettner Boulevard[1]	8.4	A	9.8	A	14.1	B	11.9	B
5	Ash Street & Pacific Highway	18.0	B	18.8	B	18.6	B	17.0	B
6	Cedar Street & Project Driveway[2]	*N/A*		*N/A*		9.6	A	15.4	C
7	Beech Street & Project Driveway[2]	*N/A*		*N/A*		*No Conflicting Movements*		*No Conflicting Movements*	
8	Kettner Boulevard & Project Driveway[2]	*N/A*		*N/A*		10.7	B	11.1	B

Source: Fehr & Peers, November 2011

Notes:
[1] All-Way Stop Controlled Intersection
[2] Two-Way Stop Controlled Intersection
No Conflicting Movements indicates that the project driveway only allows right-turn inbound movements, without any conflicting movements and additional intersection delay.
N/A = Intersection does not exist under proposed scenario.

As shown, all intersections surrounding the Cedar-Kettner Development are projected to operate at acceptable LOS E[1] or better under both Existing and Existing Plus Full Project (all phases) conditions. Therefore, the proposed Cedar-Kettner Project is not anticipated to have any direct traffic related significant impacts on the surrounding roadway network.

All three (3) project driveways are projected to operate at LOS C or better under Existing Plus Full Project conditions. Vehicles accessing the project driveways are projected to cause none to minimal queuing along the roadways accessing the project site.

Near-Term Conditions
Near-Term conditions, both with and without the project, were analyzed to identify the potential for cumulative significant impacts associated with project traffic on the surrounding roadway network during the proposed project's opening year. Near-Term conditions assumed a 5% cumulative growth rate on the roadways surrounding the project site.

Table 4 displays the traffic operations for the study intersections under Near-Term Base (without project) conditions. Level of Service calculation worksheets are provided in **Attachment 2.**

[1] Consistent with City of San Diego and CCDC guidelines, LOS E was identified as the minimum acceptable LOS for peak hour intersection operations for intersections located within the downtown area.

Table 4
Traffic Operations – Near-Term Base (Without Project) Conditions

#	Intersection	Near-Term Base			
		AM		PM	
		Delay (Sec)	LOS	Delay (Sec)	LOS
1	Cedar Street & Pacific Highway	13.0	B	16.1	B
2	Cedar Street & Kettner Boulevard[1]	9.0	A	11.5	B
3	Beech Street & Pacific Highway[2]	9.5	A	9.9	A
4	Beech Street & Kettner Boulevard[1]	8.5	A	10.2	B
5	Ash Street & Pacific Highway	18.1	B	18.9	B

Source: Fehr & Peers, June 2011

Notes:
[1] All-Way Stop Controlled Intersection
[2] Two-Way Stop Controlled Intersection

As shown in Table 4, all intersections surrounding the proposed Cedar-Kettner Development site are projected to operate at acceptable LOS B or better under Near-Term Base conditions.

Near-Term Base With Project Conditions
With project conditions included review of traffic conditions at the study intersections under the following With Project scenarios:

- ***Phase 1*** - Redistribution of CAC employee trips from the existing CAC lots to the proposed parking structure (noted in Table 1).
- ***Phase 2a*** - Inclusion of traffic generated from Phase 1 and the proposed Phase 2a land uses (noted in Table 2).
- ***Phase 2b (Project Buildout)*** – Full buildout of the project with inclusion of traffic generated from all project phases.

Table 5 displays traffic operations under the With Project scenarios outlined above. Level of Service calculation worksheets are provided in **Attachment 2**.

As shown, all intersections surrounding the Cedar-Kettner Development are projected to operate at acceptable LOS E or better under Phase 1 and Phase 2 conditions of the Cedar-Kettner Development. Therefore, the proposed Cedar-Kettner Project is not anticipated to have any cumulative traffic related significant impacts on the surrounding roadway network.

All three (3) project driveways are projected to operate at good LOS C or better under Phase 1 and Phase 2 conditions. Vehicles accessing the project driveways are projected to cause none to minimal queuing along the roadways accessing the project site.

FEHR & PEERS

Table 5
Traffic Operations - With Project Conditions

#	Intersection	Phase 1				Phase 2a				Phase 2b			
		AM		PM		AM		PM		AM		PM	
		Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS
1	Cedar Street & Pacific Highway	11.8	B	16.1	B	11.8	B	16.1	B	11.8	B	16.2	B
2	Cedar Street & Kettner Boulevard[1]	11.0	B	27.5	D	11.4	B	43.0	E	11.7	B	48.7	E
3	Beech Street & Pacific Highway[2]	9.7	A	10.5	B	9.7	A	10.3	B	9.7	A	10.5	B
4	Beech Street & Kettner Boulevard[1]	12.6	B	11.7	B	14.2	B	12.2	B	14.9	B	12.6	B
5	Ash Street & Pacific Highway	16.2	B	17.0	B	16.2	B	17.8	B	16.2	B	17.0	B
6	Cedar Street & Project Driveway[2]	9.4	A	12.9	B	9.6	A	14.8	B	10.8	B	15.3	C
7	Beech Street & Project Driveway[2]	*No Conflicting Movements*				*No Conflicting Movements*				*No Conflicting Movements*			
8	Kettner Boulevard & Project Driveway[2]	*N/A*				*N/A*				10.7	B	12.2	B

Source: Fehr & Peers, August 2011

Notes:
[1]AWSC = All-Way Stop Controlled Intersection
[2]TWSC = Two-Way Stop Controlled Intersection
No Conflicting Movements indicates that the project driveway only allows right-turn inbound movements, without any conflicting movements and additional intersection delay.
N/A = Intersection does not exist under proposed scenario.

ATTACHMENT 1
TRAFFIC COUNT WORK SHEETS

Intersection Turning Movement

Prepared by:

NDS

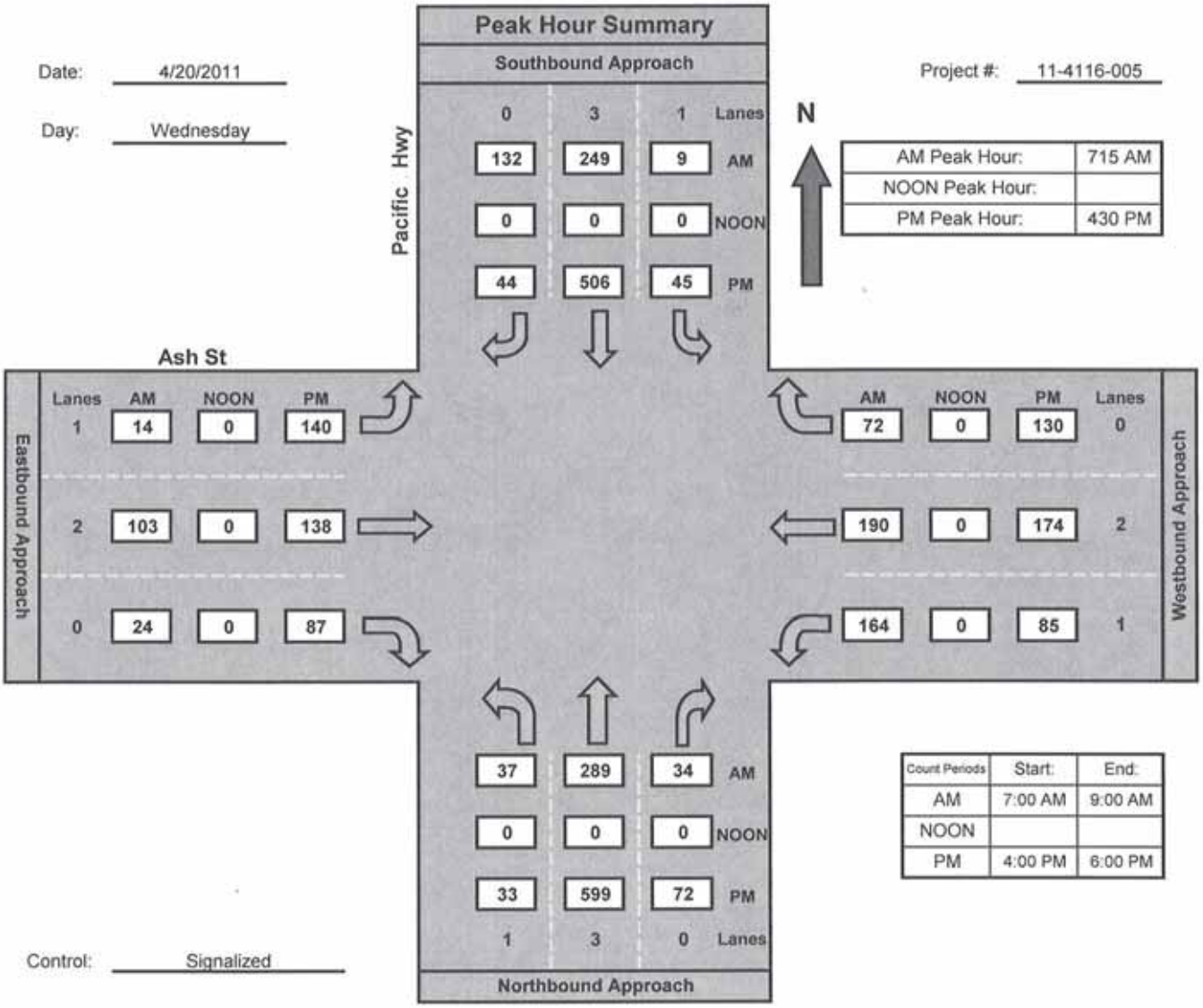
National Data & Surveying Services

Pacific Hwy and Ash St , City of San Diego

Date: 4/20/2011

Day: Wednesday

Project #: 11-4116-005



AM Peak Hour:	715 AM
NOON Peak Hour:	
PM Peak Hour:	430 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Pacific Hwy DATE: 04/20/2011 LOCATION: City of San Diego

E-W STREET: Ash St DAY: WEDNESDAY PROJECT# 11-4116-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	1	2	0	1	2	0	
4:00 PM	5	156	19	11	75	4	33	36	11	11	43	30	434
4:15 PM	4	110	17	5	90	9	15	42	11	15	50	19	387
4:30 PM	5	170	14	12	132	9	42	39	19	18	38	16	514
4:45 PM	5	131	20	16	101	13	34	31	12	20	40	34	457
5:00 PM	7	155	21	8	131	11	37	36	32	24	48	39	549
5:15 PM	16	143	17	9	142	11	27	32	24	23	48	41	533
5:30 PM	3	134	18	14	100	5	24	32	19	26	53	24	452
5:45 PM	5	107	11	7	98	10	11	23	13	17	37	23	362
TOTAL VOLUMES =	NL 50	NT 1106	NR 137	SL 82	ST 869	SR 72	EL 223	ET 271	ER 141	WL 154	WT 357	WR 226	TOTAL 3688

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	33	599	72	45	506	44	140	138	87	85	174	130	2053
PEAK HR. FACTOR:		0.931			0.918			0.869			0.868		0.935

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Pacific Hwy DATE: 04/20/2011 LOCATION: City of San Diego

E-W STREET: Ash St DAY: WEDNESDAY PROJECT# 11-4116-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	0	1	2	0	1	2	0	
7:00 AM	10	58	5	0	51	17	8	17	4	41	29	8	248
7:15 AM	9	74	9	0	74	26	5	24	3	48	40	17	329
7:30 AM	6	70	8	4	57	32	1	21	8	44	60	16	327
7:45 AM	12	88	5	5	67	58	4	36	8	34	54	19	390
8:00 AM	10	57	12	0	51	16	4	22	5	38	36	20	271
8:15 AM	10	57	12	2	51	26	4	29	5	31	29	13	269
8:30 AM	8	85	7	4	47	15	6	27	7	35	38	21	300
8:45 AM	7	65	9	0	50	14	15	38	4	30	34	23	289
TOTAL VOLUMES =	NL 72	NT 554	NR 67	SL 15	ST 448	SR 204	EL 47	ET 214	ER 44	WL 301	WT 320	WR 137	TOTAL 2423

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	37	289	34	9	249	132	14	103	24	164	190	72	1317
PEAK HR. FACTOR:		0.857			0.750			0.734			0.888		0.844

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

NDS

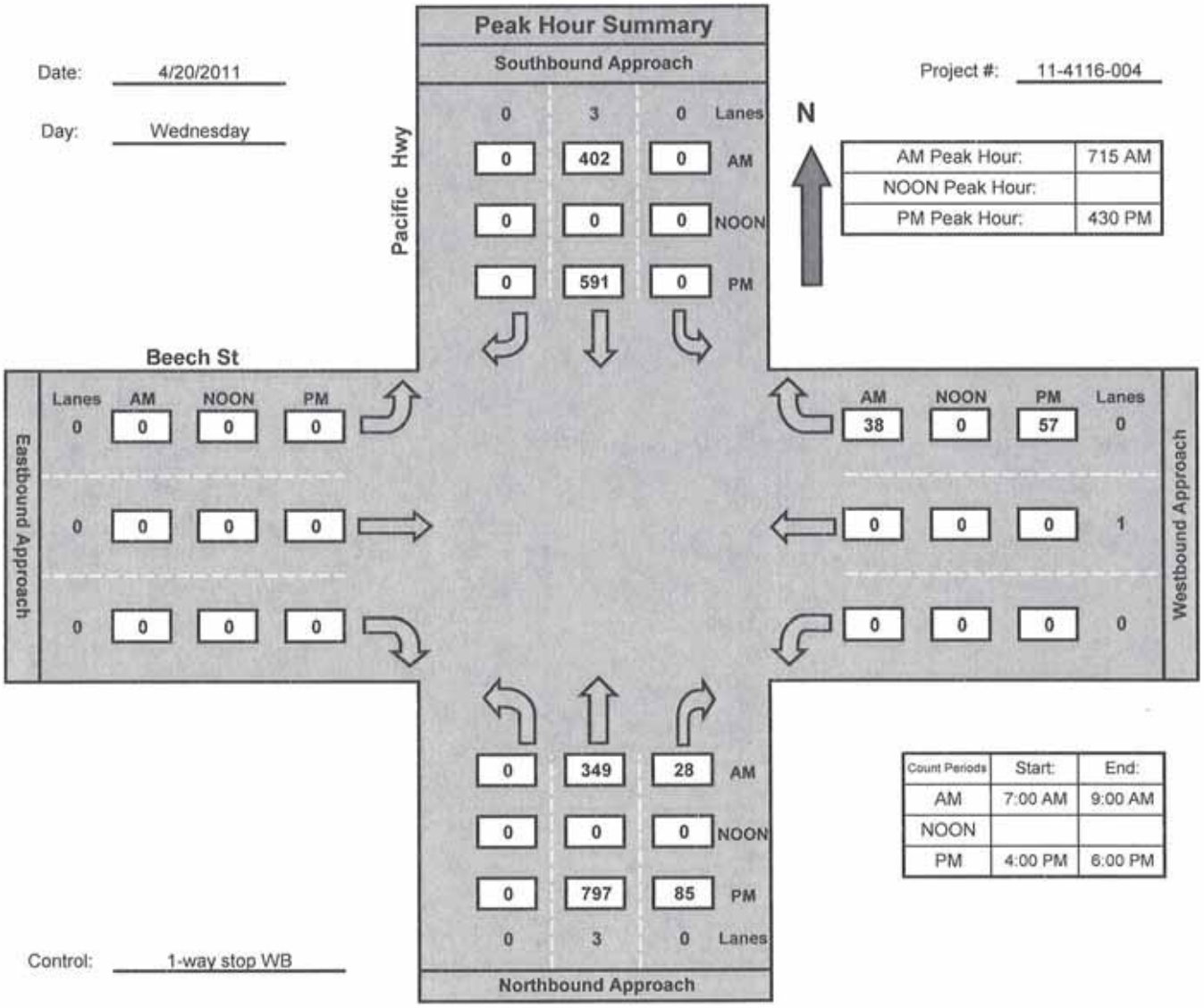
National Data & Surveying Services

Pacific Hwy and Beech St , City of San Diego

Date: 4/20/2011

Day: Wednesday

Project #: 11-4116-004



AM Peak Hour:	715 AM
NOON Peak Hour:	
PM Peak Hour:	430 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: 1-way stop WB

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Pacific Hwy DATE: 04/20/2011 LOCATION: City of San Diego

E-W STREET: Beech St DAY: WEDNESDAY PROJECT# 11-4116-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	0	0	3	0	0	0	0	0	1	0	
4:00 PM		206	17		90							20	333
4:15 PM		123	20		119							14	276
4:30 PM		205	28		144							11	388
4:45 PM		183	14		138							21	356
5:00 PM		226	28		157							9	420
5:15 PM		183	15		152							16	366
5:30 PM		164	14		132							9	319
5:45 PM		126	14		103							8	251
TOTAL VOLUMES =	NL 0	NT 1416	NR 150	SL 0	ST 1035	SR 0	EL 0	ET 0	ER 0	WL 0	WT 0	WR 108	TOTAL 2709

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	0	797	85	0	591	0	0	0	0	0	0	57	1530
PEAK HR. FACTOR:		0.868			0.941			0.000			0.679		0.911

CONTROL: 1-way stop WB

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Pacific Hwy DATE: 04/20/2011 LOCATION: City of San Diego

E-W STREET: Beech St DAY: WEDNESDAY PROJECT# 11-4116-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	0	0	3	0	0	0	0	0	1	0	
7:00 AM		74	8		70							4	156
7:15 AM		90	2		108							9	209
7:30 AM		86	7		97							10	200
7:45 AM		99	8		126							11	244
8:00 AM		74	11		71							8	164
8:15 AM		71	4		74							12	161
8:30 AM		108	6		65							7	186
8:45 AM		99	13		71							7	190
TOTAL VOLUMES =	NL 0	NT 701	NR 59	SL 0	ST 682	SR 0	EL 0	ET 0	ER 0	WL 0	WT 0	WR 68	TOTAL 1510

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	0	349	28	0	402	0	0	0	0	0	0	38	817
PEAK HR. FACTOR:		0.881			0.798			0.000			0.864		0.837

CONTROL: 1-way stop WB

Intersection Turning Movement

Prepared by:

NDS

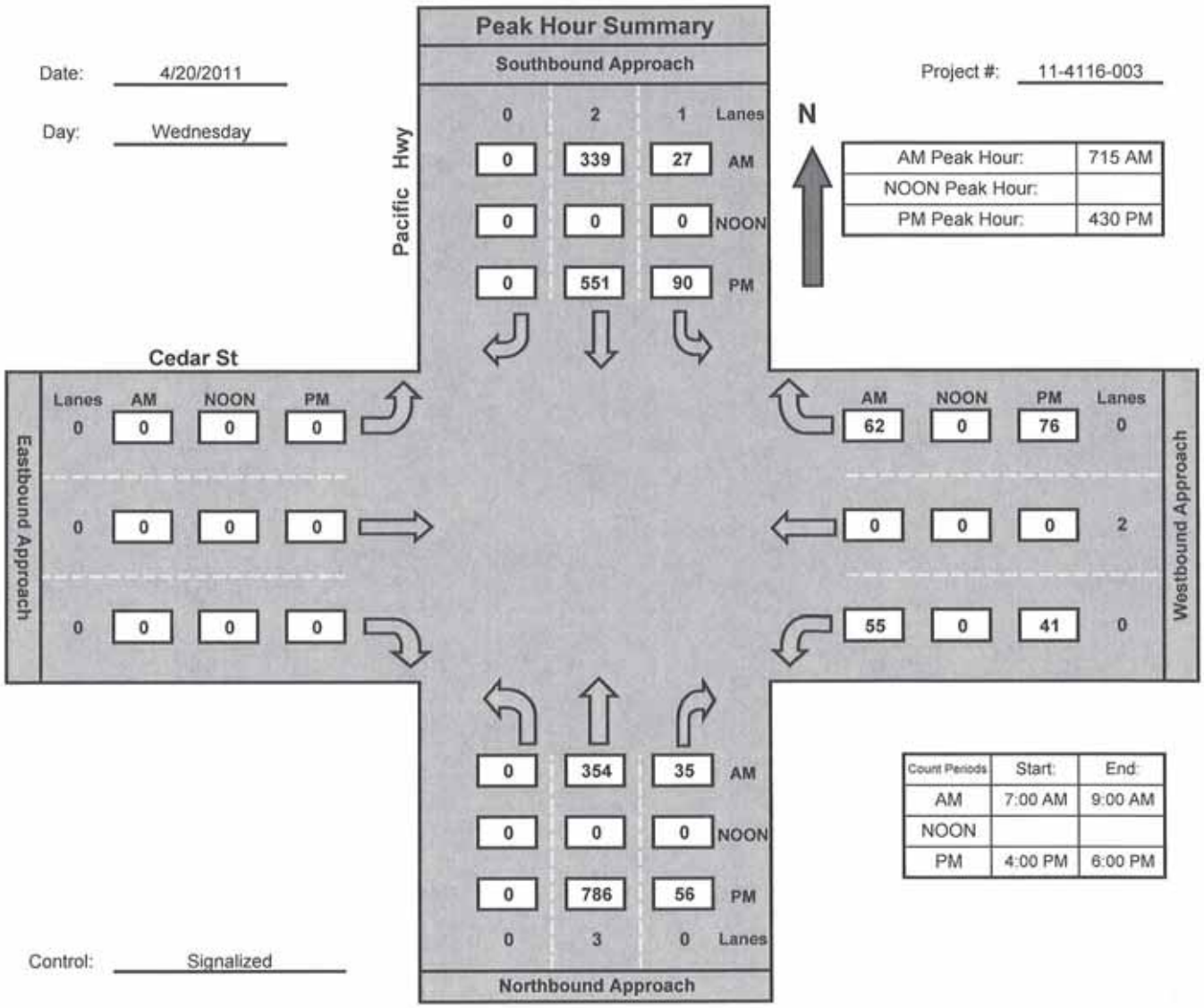
National Data & Surveying Services

Pacific Hwy and Cedar St , City of San Diego

Date: 4/20/2011

Day: Wednesday

Project #: 11-4116-003



AM Peak Hour:	715 AM
NOON Peak Hour:	
PM Peak Hour:	430 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Pacific Hwy DATE: 04/20/2011 LOCATION: City of San Diego

E-W STREET: Cedar St DAY: WEDNESDAY PROJECT# 11-4116-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	0	1	2	0	0	0	0	0	2	0	
4:00 PM		195	16	17	86					4		24	342
4:15 PM		142	13	28	114					3		13	313
4:30 PM		184	12	20	131					11		19	377
4:45 PM		198	14	28	133					5		14	392
5:00 PM		208	16	23	146					13		22	428
5:15 PM		196	14	19	141					12		21	403
5:30 PM		164	22	15	125					6		14	346
5:45 PM		132	7	12	95					8		20	274
TOTAL VOLUMES =	NL 0	NT 1419	NR 114	SL 162	ST 971	SR 0	EL 0	ET 0	ER 0	WL 62	WT 0	WR 147	TOTAL 2875

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	0	786	56	90	551	0	0	0	0	41	0	76	1600
PEAK HR. FACTOR:		0.940			0.948			0.000			0.836		0.935

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Pacific Hwy DATE: 04/20/2011 LOCATION: City of San Diego

E-W STREET: Cedar St DAY: WEDNESDAY PROJECT# 11-4116-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	3	0	1	2	0	0	0	0	0	2	0	
7:00 AM		71	7	8	65					8		16	175
7:15 AM		88	4	3	96					9		14	214
7:30 AM		85	13	8	78					19		17	220
7:45 AM		104	12	7	104					17		16	260
8:00 AM		77	6	9	61					10		15	178
8:15 AM		80	9	6	69					9		15	188
8:30 AM		110	7	11	63					7		15	213
8:45 AM		92	8	10	68					5		16	199
TOTAL VOLUMES =	NL 0	NT 707	NR 66	SL 62	ST 604	SR 0	EL 0	ET 0	ER 0	WL 84	WT 0	WR 124	TOTAL 1647

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	0	354	35	27	339	0	0	0	0	55	0	62	872
PEAK HR. FACTOR:		0.838			0.824			0.000			0.813		0.838

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

NDS

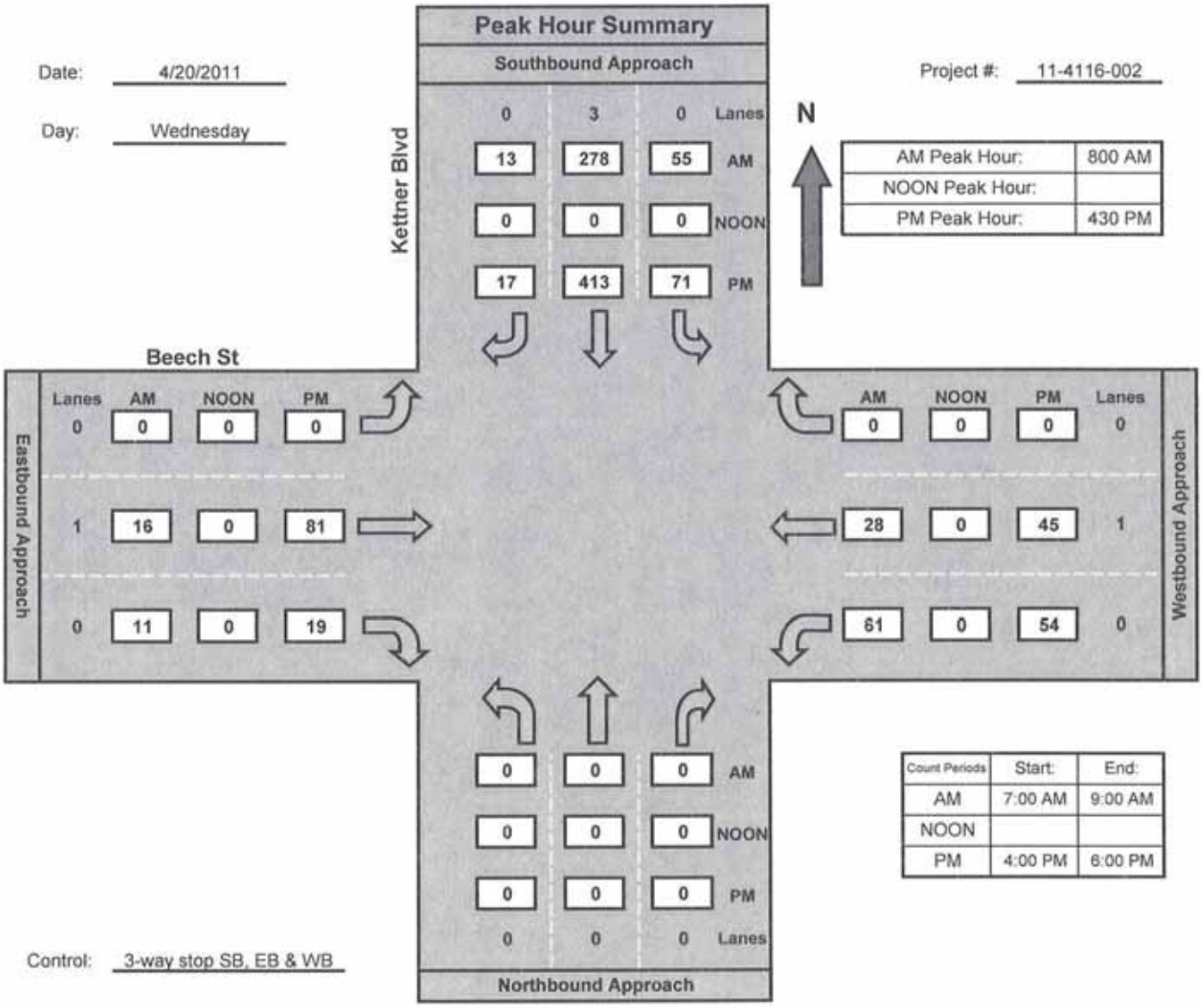
National Data & Surveying Services

Kettner Blvd and Beech St , City of San Diego

Date: 4/20/2011

Day: Wednesday

Project #: 11-4116-002



AM Peak Hour:	800 AM
NOON Peak Hour:	
PM Peak Hour:	430 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: 3-way stop SB, EB & WB

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Kettner Blvd DATE: 04/20/2011 LOCATION: City of San Diego

E-W STREET: Beech St DAY: WEDNESDAY PROJECT# 11-4116-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	3	0	0	1	0	0	1	0	
4:00 PM				11	78	4		10	4	7	15		129
4:15 PM				21	91	6		12	4	10	8		152
4:30 PM				26	95	4		22	5	14	6		172
4:45 PM				13	112	5		17	5	11	20		183
5:00 PM				17	94	2		28	3	16	6		166
5:15 PM				15	112	6		14	6	13	13		179
5:30 PM				22	109	2		12	2	15	6		168
5:45 PM				22	98	4		8	1	14	4		151
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 147	ST 789	SR 33	EL 0	ET 123	ER 30	WL 100	WT 78	WR 0	TOTAL 1300

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	0	0	0	71	413	17	0	81	19	54	45	0	700
PEAK HR. FACTOR:		0.000			0.942			0.806			0.798		0.956

CONTROL: 3-way stop SB, EB & WB

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Kettner Blvd DATE: 04/20/2011 LOCATION: City of San Diego

E-W STREET: Beech St DAY: WEDNESDAY PROJECT# 11-4116-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	3	0	0	1	0	0	1	0	
7:00 AM				7	29	1		3	3	8	8		59
7:15 AM				7	25	3		2	2	17	7		63
7:30 AM				12	42	4		10	1	8	7		84
7:45 AM				8	54	2		2	3	12	14		95
8:00 AM				11	61	3		4	3	18	5		105
8:15 AM				16	74	4		3	0	16	9		122
8:30 AM				13	70	2		6	2	14	9		116
8:45 AM				15	73	4		3	6	13	5		119
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 89	ST 428	SR 23	EL 0	ET 33	ER 20	WL 106	WT 64	WR 0	TOTAL 763

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	0	0	0	55	278	13	0	16	11	61	28	0	462
PEAK HR. FACTOR:		0.000			0.920			0.750			0.890		0.947

CONTROL: 3-way stop SB, EB & WB

Intersection Turning Movement

Prepared by:

NDS

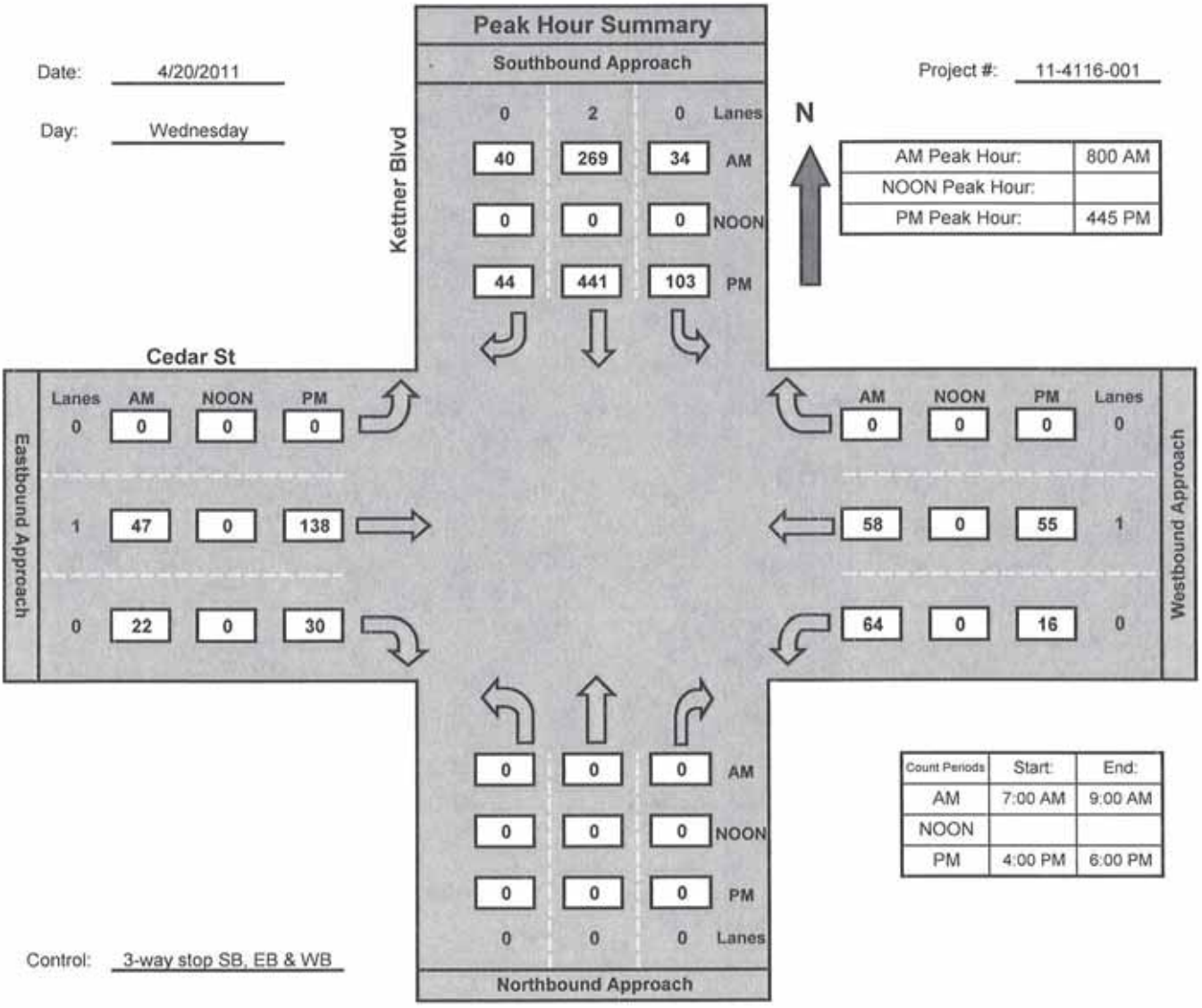
National Data & Surveying Services

Kettner Blvd and Cedar St , City of San Diego

Date: 4/20/2011

Day: Wednesday

Project #: 11-4116-001



AM Peak Hour:	800 AM
NOON Peak Hour:	
PM Peak Hour:	445 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: 3-way stop SB, EB & WB

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Kettner Blvd DATE: 04/20/2011 LOCATION: City of San Diego

E-W STREET: Cedar St DAY: WEDNESDAY PROJECT# 11-4116-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	2	0	0	1	0	0	1	0	
4:00 PM				9	83	13		25	3	3	14		150
4:15 PM				8	88	3		22	13	8	7		149
4:30 PM				14	88	6		25	5	14	10		162
4:45 PM				21	106	4		37	13	4	11		196
5:00 PM				33	98	13		43	4	4	19		214
5:15 PM				27	118	13		29	6	6	16		215
5:30 PM				22	119	14		29	7	2	9		202
5:45 PM				20	107	12		23	2	11	19		194
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 154	ST 807	SR 78	EL 0	ET 233	ER 53	WL 52	WT 105	WR 0	TOTAL 1482

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	0	0	0	103	441	44	0	138	30	16	55	0	827
PEAK HR. FACTOR:		0.000			0.930			0.840			0.772		0.962

CONTROL: 3-way stop SB, EB & WB

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Kettner Blvd DATE: 04/20/2011 LOCATION: City of San Diego

E-W STREET: Cedar St DAY: WEDNESDAY PROJECT# 11-4116-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	2	0	0	1	0	0	1	0	
7:00 AM				4	36	7		6	3	5	11		72
7:15 AM				4	34	11		6	2	4	14		75
7:30 AM				14	51	13		5	5	8	21		117
7:45 AM				6	54	13		12	4	15	24		128
8:00 AM				10	58	14		7	5	11	11		116
8:15 AM				4	70	7		9	3	16	16		125
8:30 AM				7	67	9		14	8	22	15		142
8:45 AM				13	74	10		17	6	15	16		151
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 62	ST 444	SR 84	EL 0	ET 76	ER 36	WL 96	WT 128	WR 0	TOTAL 926

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	0	0	0	34	269	40	0	47	22	64	58	0	534
PEAK HR. FACTOR:		0.000			0.884			0.750			0.824		0.884

CONTROL: 3-way stop SB, EB & WB

Intersection Turning Movement

Prepared by:

NDS

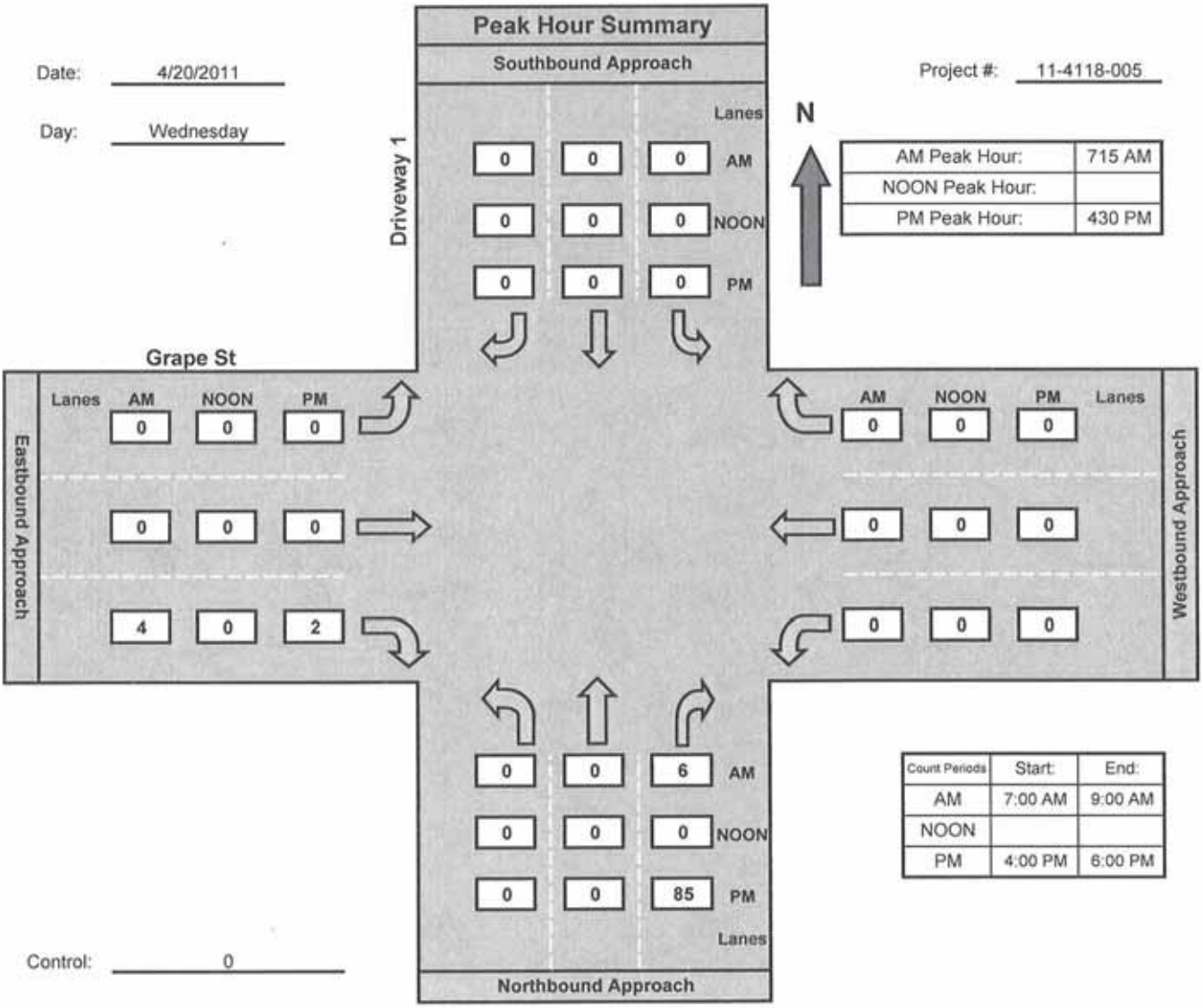
National Data & Surveying Services

Driveway 1 and Grape St , City of San Diego

Date: 4/20/2011

Day: Wednesday

Project #: 11-4118-005



AM Peak Hour:	715 AM
NOON Peak Hour:	
PM Peak Hour:	430 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: 0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Driveway 1 DATE: 04/20/2011 LOCATION: City of San Diego

E-W STREET: Grape St DAY: WEDNESDAY PROJECT# 11-4118-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM			11						0				11
4:15 PM			6						1				7
4:30 PM			27						1				28
4:45 PM			10						0				10
5:00 PM			35						0				35
5:15 PM			13						1				14
5:30 PM			18						1				19
5:45 PM			8						1				9
TOTAL VOLUMES =	NL 0	NT 0	NR 128	SL 0	ST 0	SR 0	EL 0	ET 0	ER 5	WL 0	WT 0	WR 0	TOTAL 133

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	0	0	85	0	0	0	0	0	2	0	0	0	87
PEAK HR. FACTOR:		0.607			0.000			0.500			0.000		0.621

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Driveway 1 DATE: 04/20/2011 LOCATION: City of San Diego

E-W STREET: Grape St DAY: WEDNESDAY PROJECT# 11-4118-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM													
7:15 AM			1						1				2
7:30 AM			0						1				1
7:45 AM			4						2				6
8:00 AM			1						0				1
8:15 AM													
8:30 AM			1						1				2
8:45 AM			0						1				1
TOTAL VOLUMES =	NL 0	NT 0	NR 7	SL 0	ST 0	SR 0	EL 0	ET 0	ER 6	WL 0	WT 0	WR 0	TOTAL 13

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	0	0	6	0	0	0	0	0	4	0	0	0	10
PEAK HR. FACTOR:		0.375			0.000			0.500			0.000		0.417

CONTROL:

Intersection Turning Movement

Prepared by:

NDS

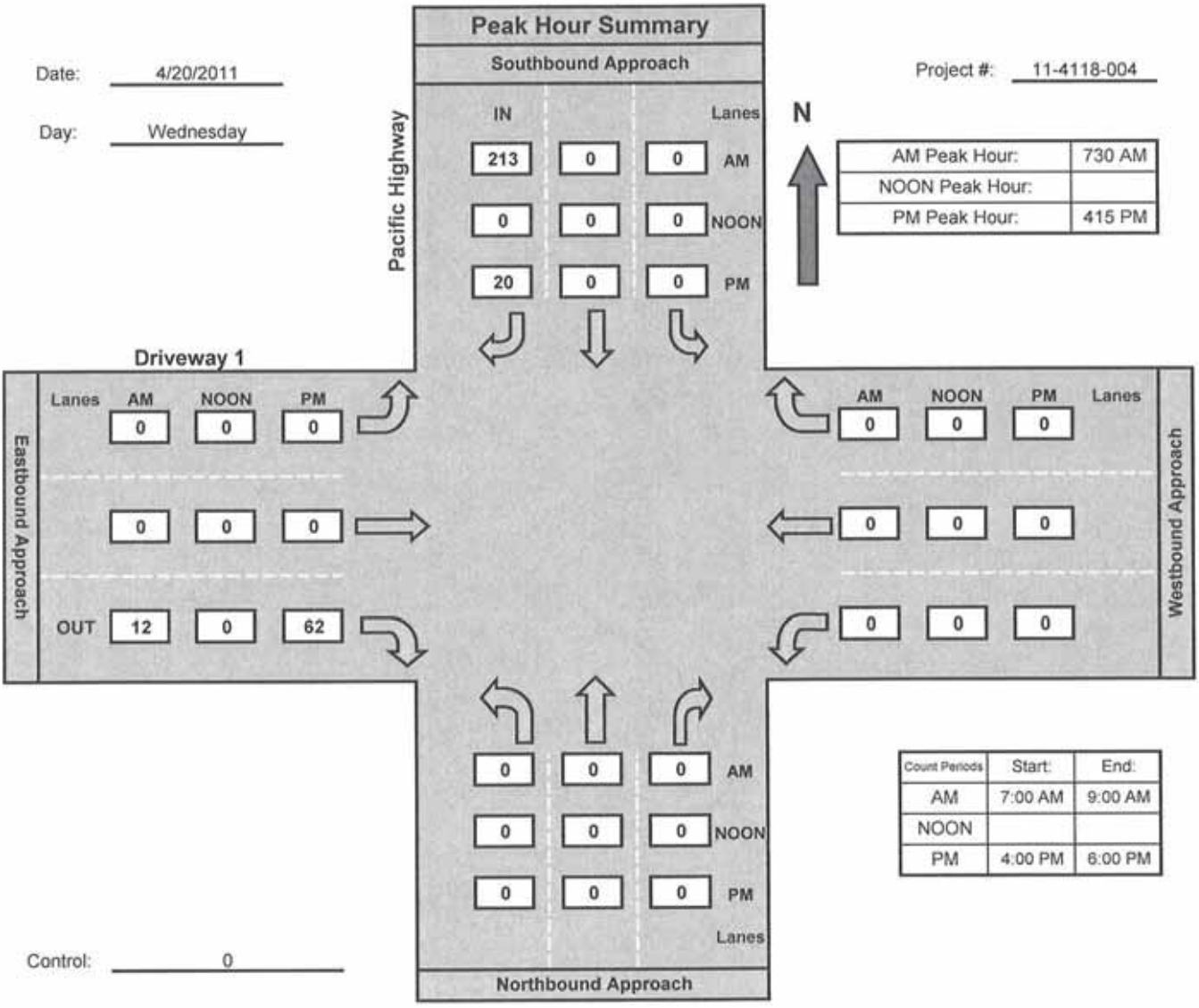
National Data & Surveying Services

Pacific Highway and Driveway 1 , City of San Diego

Date: 4/20/2011

Day: Wednesday

Project #: 11-4118-004



AM Peak Hour:	730 AM
NOON Peak Hour:	
PM Peak Hour:	415 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: 0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Pacific Highway DATE: 04/20/2011 LOCATION: City of San Diego

E-W STREET: Driveway 1 DAY: WEDNESDAY PROJECT# 11-4118-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR IN	EL	ET	ER OUT	WL	WT	WR	TOTAL
4:00 PM						7			16				23
4:15 PM						7			15				22
4:30 PM						4			16				20
4:45 PM						4			8				12
5:00 PM						5			23				28
5:15 PM						3			13				16
5:30 PM						1			6				7
5:45 PM						2			4				6
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 0	ST 0	SR 33	EL 0	ET 0	ER 101	WL 0	WT 0	WR 0	TOTAL 134

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	0	0	0	0	0	20	0	0	62	0	0	0	82
PEAK HR. FACTOR:		0.000			0.714			0.674			0.000		0.732

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Pacific Highway DATE: 04/20/2011 LOCATION: City of San Diego

E-W STREET: Driveway 1 DAY: WEDNESDAY PROJECT# 11-4118-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR IN	EL	ET	ER OUT	WL	WT	WR	TOTAL
7:00 AM						16			1				17
7:15 AM						26			2				28
7:30 AM						60			1				61
7:45 AM						67			3				70
8:00 AM						38			1				39
8:15 AM						48			7				55
8:30 AM						36			8				44
8:45 AM						44			1				45
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 0	ST 0	SR 335	EL 0	ET 0	ER 24	WL 0	WT 0	WR 0	TOTAL 359

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	0	0	0	0	0	213	0	0	12	0	0	0	225
PEAK HR. FACTOR:		0.000			0.795			0.429			0.000		0.804

CONTROL:

Intersection Turning Movement

Prepared by:

NDS

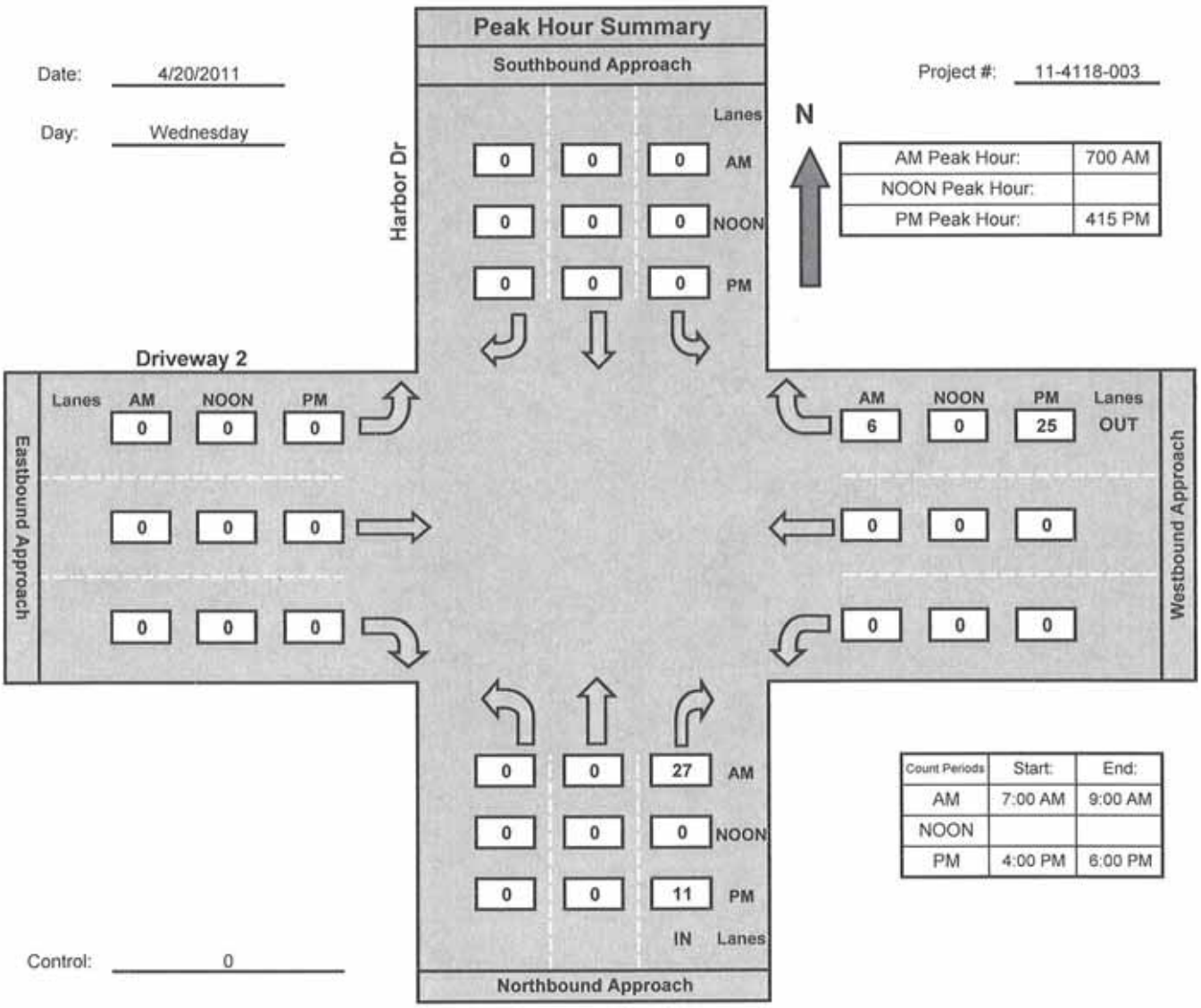
National Data & Surveying Services

Harbor Dr and Driveway 2 , City of San Diego

Date: 4/20/2011

Day: Wednesday

Project #: 11-4118-003



AM Peak Hour:	700 AM
NOON Peak Hour:	
PM Peak Hour:	415 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: 0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Harbor Dr DATE: 04/20/2011 LOCATION: City of San Diego

E-W STREET: Driveway 2 DAY: WEDNESDAY PROJECT# 11-4118-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR IN	SL	ST	SR	EL	ET	ER	WL	WT	WR OUT	TOTAL
4:00 PM			1									14	15
4:15 PM			5									2	7
4:30 PM			1									6	7
4:45 PM			4									3	7
5:00 PM			1									14	15
5:15 PM			2									4	6
5:30 PM			1									5	6
5:45 PM			0									1	1
TOTAL VOLUMES =	NL 0	NT 0	NR 15	SL 0	ST 0	SR 0	EL 0	ET 0	ER 0	WL 0	WT 0	WR 49	TOTAL 64

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	0	0	11	0	0	0	0	0	0	0	0	25	36
PEAK HR. FACTOR:		0.550			0.000			0.000			0.446		0.600

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Harbor Dr DATE: 04/20/2011 LOCATION: City of San Diego

E-W STREET: Driveway 2 DAY: WEDNESDAY PROJECT# 11-4118-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR IN	SL	ST	SR	EL	ET	ER	WL	WT	WR OUT	TOTAL
7:00 AM			8									0	8
7:15 AM			5									2	7
7:30 AM			5									4	9
7:45 AM			9									0	9
8:00 AM			4									1	5
8:15 AM			5									1	6
8:30 AM			5									0	5
8:45 AM			4									3	7
TOTAL VOLUMES =	NL 0	NT 0	NR 45	SL 0	ST 0	SR 0	EL 0	ET 0	ER 0	WL 0	WT 0	WR 11	TOTAL 56

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	0	0	27	0	0	0	0	0	0	0	0	6	33
PEAK HR. FACTOR:		0.750			0.000			0.000			0.375		0.917

CONTROL:

Intersection Turning Movement

Prepared by:

NDS

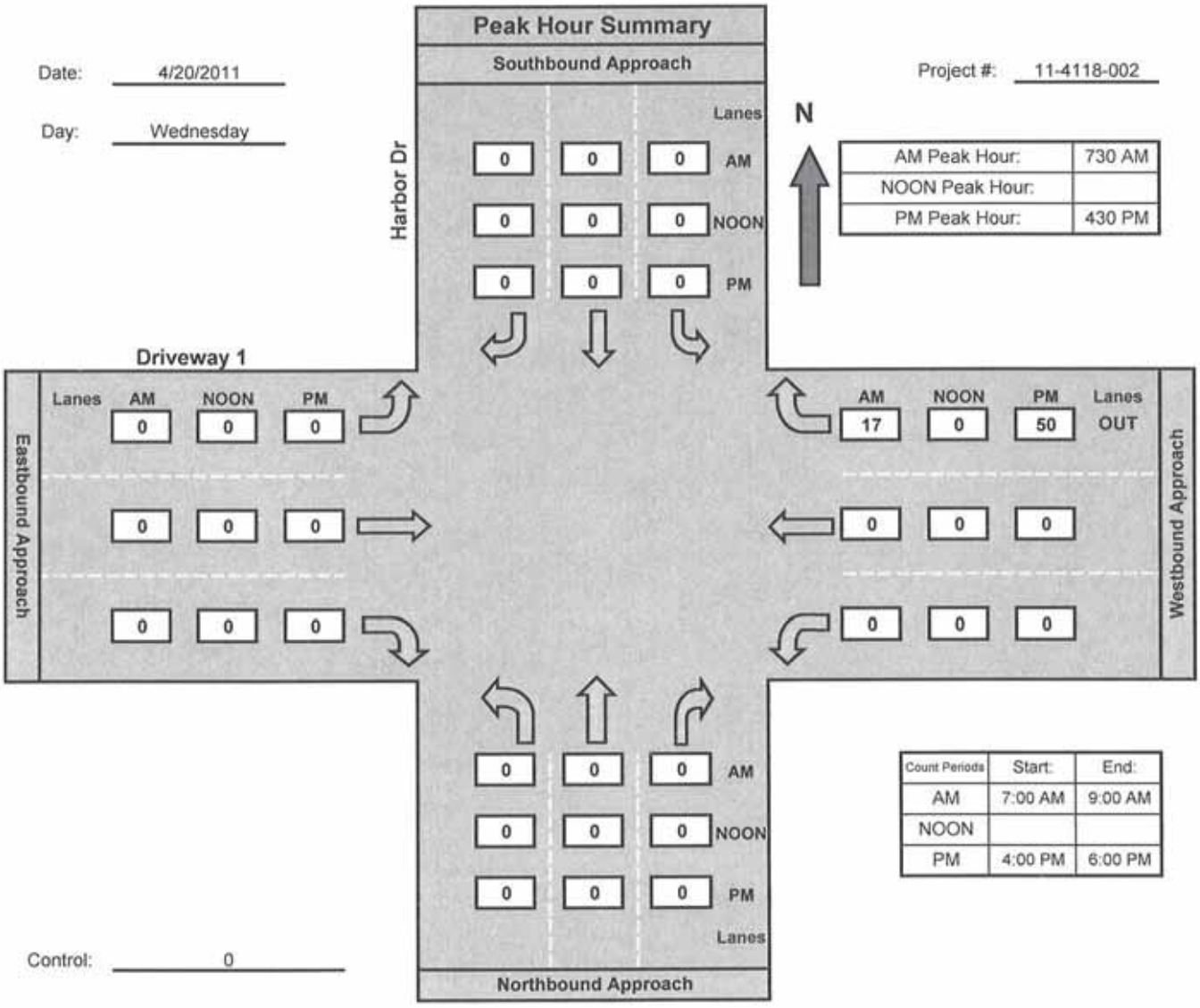
National Data & Surveying Services

Harbor Dr and Driveway 1 , City of San Diego

Date: 4/20/2011

Day: Wednesday

Project #: 11-4118-002



AM Peak Hour:	730 AM
NOON Peak Hour:	
PM Peak Hour:	430 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: 0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Harbor Dr DATE: 04/20/2011 LOCATION: City of San Diego

E-W STREET: Driveway 1 DAY: WEDNESDAY PROJECT# 11-4118-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR OUT	TOTAL
4:00 PM												5	5
4:15 PM												5	5
4:30 PM												9	9
4:45 PM												6	6
5:00 PM												23	23
5:15 PM												12	12
5:30 PM												7	7
5:45 PM												7	7
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 0	ST 0	SR 0	EL 0	ET 0	ER 0	WL 0	WT 0	WR 74	TOTAL 74

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	0	0	0	0	0	0	0	0	0	0	0	50	50
PEAK HR. FACTOR:		0.000			0.000			0.000			0.543		0.543

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Harbor Dr DATE: 04/20/2011 LOCATION: City of San Diego

E-W STREET: Driveway 1 DAY: WEDNESDAY PROJECT# 11-4118-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR OUT	TOTAL
7:00 AM												5	5
7:15 AM												2	2
7:30 AM												4	4
7:45 AM												6	6
8:00 AM												4	4
8:15 AM												3	3
8:30 AM												1	1
8:45 AM												4	4
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 0	ST 0	SR 0	EL 0	ET 0	ER 0	WL 0	WT 0	WR 29	TOTAL 29

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	0	0	0	0	0	0	0	0	0	0	0	17	17
PEAK HR. FACTOR:		0.000			0.000			0.000			0.708		0.708

CONTROL:

Intersection Turning Movement

Prepared by:

NDS

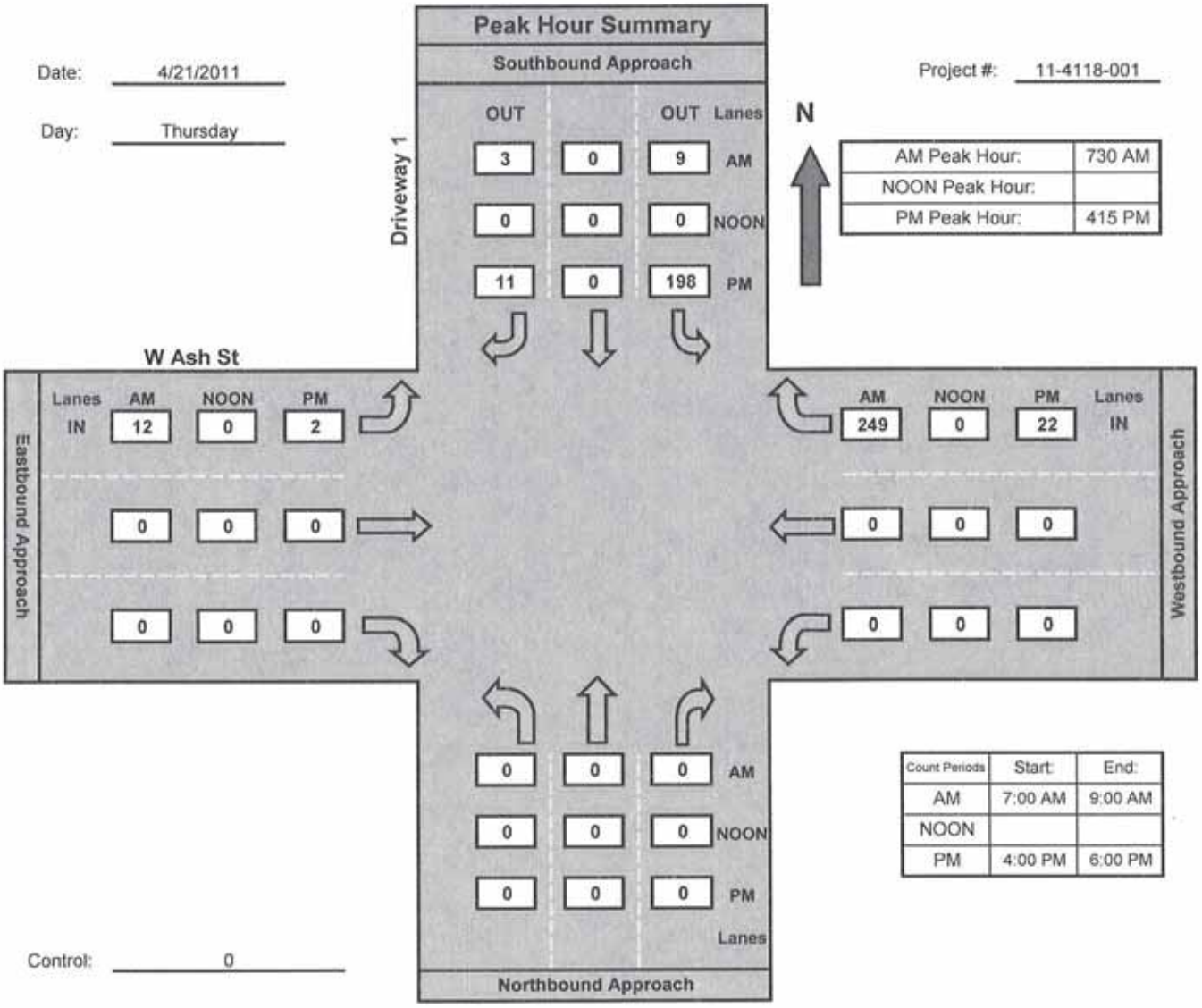
National Data & Surveying Services

Driveway 1 and W Ash St , City of San Diego

Date: 4/21/2011

Day: Thursday

Project #: 11-4118-001



AM Peak Hour:	730 AM
NOON Peak Hour:	
PM Peak Hour:	415 PM

Count Periods	Start:	End:
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Control: 0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Driveway 1 DATE: 04/21/2011 LOCATION: City of San Diego

E-W STREET: W Ash St DAY: THURSDAY PROJECT# 11-4118-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL OUT	ST	SR OUT	EL IN	ET	ER	WL	WT	WR IN	TOTAL
4:00 PM				33		2	1					8	44
4:15 PM				49		2	0					7	58
4:30 PM				56		2	1					7	66
4:45 PM				36		1	0					6	43
5:00 PM				57		6	1					2	66
5:15 PM				19		1	0					2	22
5:30 PM				14		5	0					4	23
5:45 PM				11		1	0					1	13
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 275	ST 0	SR 20	EL 3	ET 0	ER 0	WL 0	WT 0	WR 37	TOTAL 335

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	0	0	0	198	0	11	2	0	0	0	0	22	233
PEAK HR. FACTOR:		0.000			0.829			0.500			0.786		0.883

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Driveway 1 DATE: 04/21/2011 LOCATION: City of San Diego

E-W STREET: W Ash St DAY: THURSDAY PROJECT# 11-4118-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL OUT	ST	SR OUT	EL IN	ET	ER	WL	WT	WR IN	TOTAL
7:00 AM				0		0	0					30	30
7:15 AM				1		0	1					42	44
7:30 AM				1		0	4					65	70
7:45 AM				1		1	2					88	92
8:00 AM				5		1	3					44	53
8:15 AM				2		1	3					52	58
8:30 AM				4		0	1					24	29
8:45 AM				4		2	1					22	29
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 18	ST 0	SR 5	EL 15	ET 0	ER 0	WL 0	WT 0	WR 367	TOTAL 405

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	0	0	0	9	0	3	12	0	0	0	0	249	273
PEAK HR. FACTOR:		0.000			0.500			0.750			0.707		0.742

CONTROL:

ATTACHMENT 2
AVERAGE INTERSECTION DELAY AND LOS CALCULATION WORKSHEETS

Existing AM
1: Cedar Street & Pacific Highway 6/20/2011

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	0.91		1.00	0.95
Frt	1.00	0.85	0.99		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1583	5016		1770	3539
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	1583	5016		1770	3539
Volume (vph)	55	62	354	35	27	339
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	65	74	421	42	32	404
RTOR Reduction (vph)	0	63	23	0	0	0
Lane Group Flow (vph)	65	11	440	0	32	404
Turn Type		Perm			Split	
Protected Phases	6		8		7	7
Permitted Phases		6				
Actuated Green, G (s)	5.0	5.0	10.8		12.4	12.4
Effective Green, g (s)	6.4	6.4	11.2		13.8	13.8
Actuated g/C Ratio	0.15	0.15	0.26		0.32	0.32
Clearance Time (s)	5.4	5.4	4.4		5.4	5.4
Vehicle Extension (s)	3.8	3.8	2.0		3.8	3.8
Lane Grp Cap (vph)	261	233	1294		563	1125
v/s Ratio Prot	c0.04		c0.09		0.02	c0.11
v/s Ratio Perm		0.01				
v/c Ratio	0.25	0.05	0.34		0.06	0.36
Uniform Delay, d1	16.4	15.9	13.1		10.3	11.4
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.6	0.1	0.1		0.1	0.3
Delay (s)	17.0	16.0	13.2		10.3	11.6
Level of Service	B	B	B		B	B
Approach Delay (s)	16.5		13.2			11.6
Approach LOS	B		B			B

Intersection Summary			
HCM Average Control Delay	12.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	43.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	34.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Existing AM
2: Cedar Street & Kettner Boulevard 6/20/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	47	22	64	58	0	0	0	0	34	269	40
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	53	25	73	66	0	0	0	0	39	306	45

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total (vph)	78	139	191	198
Volume Left (vph)	0	73	39	0
Volume Right (vph)	25	0	0	45
Hadj (s)	-0.16	0.14	0.13	-0.13
Departure Headway (s)	4.8	5.0	5.2	4.9
Degree Utilization, x	0.11	0.19	0.28	0.27
Capacity (veh/h)	691	671	672	707
Control Delay (s)	8.4	9.3	9.0	8.6
Approach Delay (s)	8.4	9.3	8.8	
Approach LOS	A	A	A	

Intersection Summary			
Delay	8.8		
HCM Level of Service	A		
Intersection Capacity Utilization	29.6%	ICU Level of Service	A
Analysis Period (min)	15		

Existing AM
3: Beech Street & Pacific Highway 6/20/2011

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	38	349	28	0	402
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	0	45	415	33	0	479
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)			390			376
pX, platoon unblocked						
vC, conflicting volume	592	155			449	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	592	155			449	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	95			100	
cM capacity (veh/h)	438	863			1108	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	45	166	166	116	160	160	160
Volume Left	0	0	0	0	0	0	0
Volume Right	45	0	0	33	0	0	0
cSH	863	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.05	0.10	0.10	0.07	0.09	0.09	0.09
Queue Length 95th (ft)	4	0	0	0	0	0	0
Control Delay (s)	9.4	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A						
Approach Delay (s)	9.4	0.0			0.0		
Approach LOS	A						

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	17.4%	ICU Level of Service	A
Analysis Period (min)	15		

Existing AM
4: Beech Street & Kettner Boulevard 6/20/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	16	11	61	28	0	0	0	0	55	278	13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	17	12	64	29	0	0	0	0	58	293	14

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total (vph)	28	94	204	160
Volume Left (vph)	0	64	58	0
Volume Right (vph)	12	0	0	14
Hadj (s)	-0.21	0.17	0.18	-0.03
Departure Headway (s)	4.6	4.9	5.0	4.8
Degree Utilization, x	0.04	0.13	0.28	0.21
Capacity (veh/h)	718	685	705	733
Control Delay (s)	7.8	8.7	8.7	7.9
Approach Delay (s)	7.8	8.7	8.4	
Approach LOS	A	A	A	

Intersection Summary			
Delay	8.4		
HCM Level of Service	A		
Intersection Capacity Utilization	27.9%	ICU Level of Service	A
Analysis Period (min)	15		

Existing AM
5: Ash Street & Pacific Highway 6/20/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.91		1.00	0.91	
Frt	1.00	0.97		1.00	0.96		1.00	0.98		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3438		1770	3393		1770	5006		1770	4821	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3438		1770	3393		1770	5006		1770	4821	
Volume (vph)	14	103	24	164	190	72	37	289	34	9	249	132
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	17	123	29	195	226	86	44	344	40	11	296	157
RTOR Reduction (vph)	0	13	0	0	21	0	0	8	0	0	59	0
Lane Group Flow (vph)	17	139	0	195	291	0	44	376	0	11	394	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	0.8	11.5		8.7	19.4		2.2	20.9		0.7	18.9	
Effective Green, g (s)	1.2	12.4		9.1	20.3		2.6	21.8		1.1	20.3	
Actuated g/C Ratio	0.02	0.21		0.15	0.34		0.04	0.36		0.02	0.34	
Clearance Time (s)	4.4	4.9		4.4	4.9		4.4	4.9		4.4	5.4	
Vehicle Extension (s)	2.0	3.6		2.0	3.6		2.0	4.1		2.0	4.1	
Lane Grp Cap (vph)	35	706		267	1140		76	1807		32	1620	
v/s Ratio Prot	0.01	0.04		c0.11	c0.09		c0.02	0.08		0.01	c0.08	
v/s Ratio Perm												
v/c Ratio	0.49	0.20		0.73	0.26		0.58	0.21		0.34	0.24	
Uniform Delay, d1	29.3	19.9		24.5	14.6		28.4	13.3		29.3	14.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.8	0.2		8.5	0.1		6.5	0.1		2.3	0.1	
Delay (s)	33.1	20.0		33.0	14.7		34.8	13.4		31.6	14.6	
Level of Service	C	C		C	B		C	B		C	B	
Approach Delay (s)		21.4			21.7			15.6			15.0	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM Average Control Delay	18.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	60.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	39.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Existing PM
1: Cedar Street & Pacific Highway 6/20/2011

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	0.91		1.00	0.95
Frt	1.00	0.85	0.99		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1583	5034		1770	3539
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	1583	5034		1770	3539
Volume (vph)	41	76	786	56	90	551
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	44	81	836	60	96	586
RTOR Reduction (vph)	0	70	14	0	0	0
Lane Group Flow (vph)	44	11	882	0	96	586
Turn Type		Perm			Split	
Protected Phases	6		8		7	7
Permitted Phases		6				
Actuated Green, G (s)	4.9	4.9	14.5		13.0	13.0
Effective Green, g (s)	6.3	6.3	14.9		14.4	14.4
Actuated g/C Ratio	0.13	0.13	0.31		0.30	0.30
Clearance Time (s)	5.4	5.4	4.4		5.4	5.4
Vehicle Extension (s)	3.8	3.8	2.0		3.8	3.8
Lane Grp Cap (vph)	234	210	1576		535	1071
v/s Ratio Prot	c0.02		c0.18		0.05	c0.17
v/s Ratio Perm		0.01				
v/c Ratio	0.19	0.05	0.56		0.18	0.55
Uniform Delay, d1	18.4	18.0	13.6		12.2	13.9
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.5	0.1	0.2		0.2	0.7
Delay (s)	18.9	18.2	13.9		12.5	14.6
Level of Service	B	B	B		B	B
Approach Delay (s)	18.4		13.9			14.3
Approach LOS	B		B			B

Intersection Summary			
HCM Average Control Delay	14.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	47.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	43.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Existing PM
2: Cedar Street & Kettner Boulevard 6/20/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	138	30	16	55	0	0	0	0	103	441	44
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	144	31	17	57	0	0	0	0	107	459	46

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total (vph)	175	74	337	276
Volume Left (vph)	0	17	107	0
Volume Right (vph)	31	0	0	46
Hadj (s)	-0.07	0.08	0.19	-0.08
Departure Headway (s)	5.3	5.6	5.4	5.1
Degree Utilization, x	0.26	0.11	0.50	0.39
Capacity (veh/h)	643	597	656	689
Control Delay (s)	10.1	9.3	12.5	10.1
Approach Delay (s)	10.1	9.3	11.5	
Approach LOS	B	A	B	

Intersection Summary			
Delay	11.0		
HCM Level of Service	B		
Intersection Capacity Utilization	39.4%	ICU Level of Service	A
Analysis Period (min)	15		

Existing PM
3: Beech Street & Pacific Highway 6/20/2011

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	57	797	85	0	591
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	0	63	876	93	0	649
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)			390			376
pX, platoon unblocked	0.94	0.94			0.94	
vC, conflicting volume	1139	339			969	
vC1, stage 1 conf vol					0	
vC2, stage 2 conf vol					0	
vCu, unblocked vol	985	168			839	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)					3.1	
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	92			100	
cM capacity (veh/h)	231	796			804	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	63	350	350	269	216	216	216
Volume Left	0	0	0	0	0	0	0
Volume Right	63	0	0	93	0	0	0
cSH	796	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.08	0.21	0.21	0.16	0.13	0.13	0.13
Queue Length 95th (ft)	6	0	0	0	0	0	0
Control Delay (s)	9.9	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A						
Approach Delay (s)	9.9	0.0			0.0		
Approach LOS	A						

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	27.5%	ICU Level of Service	A
Analysis Period (min)	15		

Existing PM
4: Beech Street & Kettner Boulevard 6/20/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	81	19	54	45	0	0	0	0	71	413	17
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	84	20	56	47	0	0	0	0	74	430	18

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total (vph)	104	103	289	233
Volume Left (vph)	0	56	74	0
Volume Right (vph)	20	0	0	18
Hadj (s)	-0.08	0.14	0.16	-0.02
Departure Headway (s)	5.1	5.4	5.2	5.0
Degree Utilization, x	0.15	0.15	0.42	0.33
Capacity (veh/h)	653	627	674	696
Control Delay (s)	9.0	9.3	10.8	9.3
Approach Delay (s)	9.0	9.3	10.1	
Approach LOS	A	A	B	

Intersection Summary			
Delay	9.8		
HCM Level of Service	A		
Intersection Capacity Utilization	32.7%	ICU Level of Service	A
Analysis Period (min)	15		

Existing PM
5: Ash Street & Pacific Highway 6/20/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.91		1.00	0.91	
Frt	1.00	0.94		1.00	0.94		1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3333		1770	3312		1770	5003		1770	5024	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3333		1770	3312		1770	5003		1770	5024	
Volume (vph)	140	138	87	85	174	130	33	599	72	45	506	44
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	149	147	93	90	185	138	35	637	77	48	538	47
RTOR Reduction (vph)	0	60	0	0	86	0	0	9	0	0	5	0
Lane Group Flow (vph)	149	180	0	90	237	0	35	705	0	48	580	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	7.8	14.0		4.6	10.8		2.1	22.5		3.6	23.5	
Effective Green, g (s)	8.2	14.9		5.0	11.7		2.5	23.4		4.0	24.9	
Actuated g/C Ratio	0.13	0.24		0.08	0.18		0.04	0.37		0.06	0.39	
Clearance Time (s)	4.4	4.9		4.4	4.9		4.4	4.9		4.4	5.4	
Vehicle Extension (s)	2.0	3.6		2.0	3.6		2.0	4.1		2.0	4.1	
Lane Grp Cap (vph)	229	785		140	612		70	1849		112	1976	
v/s Ratio Prot	c0.08	c0.05		0.05	c0.07		0.02	c0.14		c0.03	0.12	
v/s Ratio Perm												
v/c Ratio	0.65	0.23		0.64	0.39		0.50	0.38		0.43	0.29	
Uniform Delay, d1	26.2	19.6		28.3	22.7		29.8	14.6		28.5	13.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	5.0	0.2		7.3	0.5		2.0	0.2		1.0	0.1	
Delay (s)	31.2	19.7		35.6	23.2		31.8	14.8		29.5	13.3	
Level of Service	C	B		D	C		C	B		C	B	
Approach Delay (s)		24.1			25.9			15.6			14.5	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM Average Control Delay	18.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	63.3	Sum of lost time (s)	20.0
Intersection Capacity Utilization	46.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Existing + P AM
1: Cedar Street & Pacific Highway 11/7/2011

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	0.91		1.00	0.95
Frt	1.00	0.85	0.97		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1583	4924		1770	3539
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	1583	4924		1770	3539
Volume (vph)	55	62	366	98	83	301
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	65	74	436	117	99	358
RTOR Reduction (vph)	0	61	88	0	0	0
Lane Group Flow (vph)	65	13	465	0	99	358
Turn Type		Perm			Split	
Protected Phases	6		8		7	7
Permitted Phases		6				
Actuated Green, G (s)	4.8	4.8	8.5		7.9	7.9
Effective Green, g (s)	6.2	6.2	8.9		9.3	9.3
Actuated g/C Ratio	0.17	0.17	0.24		0.26	0.26
Clearance Time (s)	5.4	5.4	4.4		5.4	5.4
Vehicle Extension (s)	3.8	3.8	2.0		3.8	3.8
Lane Grp Cap (vph)	301	270	1204		452	904
v/s Ratio Prot	c0.04		c0.09		0.06	c0.10
v/s Ratio Perm		0.01				
v/c Ratio	0.22	0.05	0.39		0.22	0.40
Uniform Delay, d1	13.0	12.6	11.5		10.7	11.2
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.5	0.1	0.1		0.3	0.4
Delay (s)	13.5	12.7	11.5		11.0	11.6
Level of Service	B	B	B		B	B
Approach Delay (s)	13.1		11.5			11.5
Approach LOS	B		B			B

Intersection Summary			
HCM Average Control Delay	11.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	36.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	35.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Existing + P AM
2: Cedar Street & Kettner Boulevard 11/7/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	88	154	170	58	0	0	0	0	34	269	40
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	100	175	193	66	0	0	0	0	39	306	45

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total (vph)	275	259	191	198
Volume Left (vph)	0	193	39	0
Volume Right (vph)	175	0	0	45
Hadj (s)	-0.35	0.18	0.13	-0.13
Departure Headway (s)	5.0	5.5	6.0	5.8
Degree Utilization, x	0.38	0.40	0.32	0.32
Capacity (veh/h)	683	622	569	593
Control Delay (s)	11.1	12.1	10.7	10.2
Approach Delay (s)	11.1	12.1	10.5	
Approach LOS	B	B	B	

Intersection Summary			
Delay	11.1		
HCM Level of Service	B		
Intersection Capacity Utilization	46.2%	ICU Level of Service	A
Analysis Period (min)	15		

Existing + P AM
3: Beech Street & Pacific Highway 11/7/2011

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	50	412	28	0	364
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	0	60	490	33	0	433
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)			390			376
pX, platoon unblocked						
vC, conflicting volume	652	180			524	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	652	180			524	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	93			100	
cM capacity (veh/h)	401	832			1039	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	60	196	196	131	144	144	144
Volume Left	0	0	0	0	0	0	0
Volume Right	60	0	0	33	0	0	0
cSH	832	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.07	0.12	0.12	0.08	0.08	0.08	0.08
Queue Length 95th (ft)	6	0	0	0	0	0	0
Control Delay (s)	9.7	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A						
Approach Delay (s)	9.7	0.0			0.0		
Approach LOS	A						

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	18.6%	ICU Level of Service	A
Analysis Period (min)	15		

Existing + P AM
4: Beech Street & Kettner Boulevard 11/7/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	16	11	61	302	0	0	0	0	85	291	240
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	17	12	64	318	0	0	0	0	89	306	253

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total (vph)	28	382	243	406
Volume Left (vph)	0	64	89	0
Volume Right (vph)	12	0	0	253
Hadj (s)	-0.21	0.07	0.22	-0.40
Departure Headway (s)	5.8	5.5	5.9	5.3
Degree Utilization, x	0.05	0.58	0.40	0.60
Capacity (veh/h)	565	636	595	666
Control Delay (s)	9.1	15.7	11.6	14.5
Approach Delay (s)	9.1	15.7	13.4	
Approach LOS	A	C	B	

Intersection Summary			
Delay	14.1		
HCM Level of Service	B		
Intersection Capacity Utilization	50.8%	ICU Level of Service	A
Analysis Period (min)	15		

Existing + P AM
5: Ash Street & Pacific Highway 11/7/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.91		1.00	0.91	
Frt	1.00	0.97		1.00	0.93		1.00	0.99		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3435		1770	3287		1770	5012		1770	4876	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3435		1770	3287		1770	5012		1770	4876	
Volume (vph)	48	100	24	164	80	72	16	318	34	9	249	94
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	57	119	29	195	95	86	19	379	40	11	296	112
RTOR Reduction (vph)	0	14	0	0	59	0	0	7	0	0	35	0
Lane Group Flow (vph)	57	134	0	195	122	0	19	412	0	11	373	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	2.9	12.0		9.8	18.9		0.9	22.6		0.8	22.0	
Effective Green, g (s)	3.3	12.9		10.2	19.8		1.3	23.5		1.2	23.4	
Actuated g/C Ratio	0.05	0.20		0.16	0.31		0.02	0.37		0.02	0.37	
Clearance Time (s)	4.4	4.9		4.4	4.9		4.4	4.9		4.4	5.4	
Vehicle Extension (s)	2.0	3.6		2.0	3.6		2.0	4.1		2.0	4.1	
Lane Grp Cap (vph)	92	695		283	1020		36	1846		33	1788	
v/s Ratio Prot	0.03	c0.04		c0.11	0.04		c0.01	c0.08		0.01	0.08	
v/s Ratio Perm												
v/c Ratio	0.62	0.19		0.69	0.12		0.53	0.22		0.33	0.21	
Uniform Delay, d1	29.6	21.1		25.3	15.8		30.9	13.9		30.9	13.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	8.4	0.2		5.5	0.1		6.3	0.1		2.2	0.1	
Delay (s)	38.1	21.3		30.8	15.8		37.2	14.0		33.1	13.9	
Level of Service	D	C		C	B		D	B		C	B	
Approach Delay (s)		26.0			23.6			15.0			14.4	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM Average Control Delay	18.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	63.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	38.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Existing + P AM
6: Cedar Street & 11/7/2011

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	181	0	0	107	0	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	197	0	0	116	0	59
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)	294					
pX, platoon unblocked						
vC, conflicting volume			197		313	197
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			197		313	197
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	93
cM capacity (veh/h)			1376		680	844

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	197	116	59
Volume Left	0	0	0
Volume Right	0	0	59
cSH	1700	1700	844
Volume to Capacity	0.12	0.07	0.07
Queue Length 95th (ft)	0	0	6
Control Delay (s)	0.0	0.0	9.6
Lane LOS			A
Approach Delay (s)	0.0	0.0	9.6
Approach LOS			A

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	19.5%	ICU Level of Service	A
Analysis Period (min)	15		

Existing + P AM
7: Kettner Boulevard & 11/7/2011

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	42	0	0	583	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	46	0	0	634	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	639	322	645			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	639	322	645			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	93	100			
cM capacity (veh/h)	408	673	936			

Direction, Lane #	EB 1	SB 1	SB 2
Volume Total	46	422	222
Volume Left	0	0	0
Volume Right	46	0	11
cSH	673	1700	1700
Volume to Capacity	0.07	0.25	0.13
Queue Length 95th (ft)	5	0	0
Control Delay (s)	10.7	0.0	0.0
Lane LOS	B		
Approach Delay (s)	10.7	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	26.4%	ICU Level of Service	A
Analysis Period (min)	15		

Existing + P AM
8: Beech Street & 11/7/2011

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	28	50	489	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	30	54	532	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	586				351	320
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	586				351	320
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	989				647	721

Direction, Lane #	EB 1	WB 1
Volume Total	30	586
Volume Left	0	0
Volume Right	0	532
cSH	1700	1700
Volume to Capacity	0.02	0.34
Queue Length 95th (ft)	0	0
Control Delay (s)	0.0	0.0
Lane LOS		
Approach Delay (s)	0.0	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	36.2%	ICU Level of Service	A
Analysis Period (min)	15		

Existing + P PM
1: Cedar Street & Pacific Highway 11/7/2011

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	0.91		1.00	0.95
Frt	1.00	0.85	0.99		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1583	5017		1770	3539
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	1583	5017		1770	3539
Volume (vph)	41	76	807	79	105	548
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	44	81	859	84	112	583
RTOR Reduction (vph)	0	70	21	0	0	0
Lane Group Flow (vph)	44	11	922	0	112	583
Turn Type		Perm			Split	
Protected Phases	6		8		7	7
Permitted Phases		6				
Actuated Green, G (s)	4.9	4.9	14.8		13.0	13.0
Effective Green, g (s)	6.3	6.3	15.2		14.4	14.4
Actuated g/C Ratio	0.13	0.13	0.32		0.30	0.30
Clearance Time (s)	5.4	5.4	4.4		5.4	5.4
Vehicle Extension (s)	3.8	3.8	2.0		3.8	3.8
Lane Grp Cap (vph)	233	208	1592		532	1064
v/s Ratio Prot	c0.02		c0.18		0.06	c0.16
v/s Ratio Perm		0.01				
v/c Ratio	0.19	0.05	0.58		0.21	0.55
Uniform Delay, d1	18.5	18.2	13.7		12.5	14.0
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.5	0.1	0.3		0.3	0.7
Delay (s)	19.0	18.3	14.0		12.8	14.7
Level of Service	B	B	B		B	B
Approach Delay (s)	18.6		14.0			14.4
Approach LOS	B		B			B

Intersection Summary			
HCM Average Control Delay	14.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	47.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	44.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Existing + P PM
2: Cedar Street & Kettner Boulevard 11/7/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	439	216	56	55	0	0	0	0	103	441	44
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	457	225	58	57	0	0	0	0	107	459	46

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total (vph)	682	116	337	276
Volume Left (vph)	0	58	107	0
Volume Right (vph)	225	0	0	46
Hadj (s)	-0.16	0.13	0.19	-0.08
Departure Headway (s)	5.6	6.7	6.8	6.5
Degree Utilization, x	1.05	0.22	0.64	0.50
Capacity (veh/h)	642	520	515	544
Control Delay (s)	73.5	11.5	19.9	14.7
Approach Delay (s)	73.5	11.5	17.6	
Approach LOS	F	B	C	

Intersection Summary			
Delay	44.1		
HCM Level of Service	E		
Intersection Capacity Utilization	68.8%	ICU Level of Service	C
Analysis Period (min)	15		

Existing + P PM
3: Beech Street & Pacific Highway 11/7/2011

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	135	763	85	0	588
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	0	148	838	93	0	646
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)			390			376
pX, platoon unblocked	0.95	0.95			0.95	
vC, conflicting volume	1101	326			932	
vC1, stage 1 conf vol					0	
vC2, stage 2 conf vol					0	
vCu, unblocked vol	960	178			818	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)					3.1	
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	81			100	
cM capacity (veh/h)	242	790			811	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	148	335	335	261	215	215	215
Volume Left	0	0	0	0	0	0	0
Volume Right	148	0	0	93	0	0	0
cSH	790	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.19	0.20	0.20	0.15	0.13	0.13	0.13
Queue Length 95th (ft)	17	0	0	0	0	0	0
Control Delay (s)	10.6	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	B						
Approach Delay (s)	10.6	0.0			0.0		
Approach LOS	B						

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	31.7%	ICU Level of Service	A
Analysis Period (min)	15		

Existing + P PM
4: Beech Street & Kettner Boulevard 11/7/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	81	19	54	80	0	0	0	0	83	490	127
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	84	20	56	83	0	0	0	0	86	510	132

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total (vph)	104	140	342	388
Volume Left (vph)	0	56	86	0
Volume Right (vph)	20	0	0	132
Hadj (s)	-0.08	0.11	0.16	-0.20
Departure Headway (s)	5.5	5.7	5.4	5.0
Degree Utilization, x	0.16	0.22	0.51	0.54
Capacity (veh/h)	608	596	660	708
Control Delay (s)	9.6	10.3	12.6	12.5
Approach Delay (s)	9.6	10.3	12.5	
Approach LOS	A	B	B	

Intersection Summary			
Delay	11.9		
HCM Level of Service	B		
Intersection Capacity Utilization	40.5%	ICU Level of Service	A
Analysis Period (min)	15		

Existing + P PM
5: Ash Street & Pacific Highway 11/7/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.91		1.00	0.91	
Frt	1.00	0.94		1.00	0.93		1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3334		1770	3304		1770	5004		1770	5028	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3334		1770	3304		1770	5004		1770	5028	
Volume (vph)	95	82	52	85	163	130	31	610	72	45	506	41
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	101	87	55	90	173	138	33	649	77	48	538	44
RTOR Reduction (vph)	0	45	0	0	94	0	0	8	0	0	5	0
Lane Group Flow (vph)	101	97	0	90	217	0	33	718	0	48	577	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	4.7	10.2		4.5	10.0		2.1	23.9		3.5	24.8	
Effective Green, g (s)	5.1	11.1		4.9	10.9		2.5	24.8		3.9	26.2	
Actuated g/C Ratio	0.08	0.18		0.08	0.18		0.04	0.41		0.06	0.43	
Clearance Time (s)	4.4	4.9		4.4	4.9		4.4	4.9		4.4	5.4	
Vehicle Extension (s)	2.0	3.6		2.0	3.6		2.0	4.1		2.0	4.1	
Lane Grp Cap (vph)	149	610		143	593		73	2044		114	2170	
v/s Ratio Prot	c0.06	0.03		0.05	c0.07		0.02	c0.14		c0.03	0.11	
v/s Ratio Perm												
v/c Ratio	0.68	0.16		0.63	0.37		0.45	0.35		0.42	0.27	
Uniform Delay, d1	27.0	20.9		27.0	21.9		28.4	12.4		27.3	11.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	9.2	0.1		6.1	0.5		1.6	0.2		0.9	0.1	
Delay (s)	36.2	21.0		33.1	22.3		30.0	12.5		28.2	11.2	
Level of Service	D	C		C	C		C	B		C	B	
Approach Delay (s)		27.3			24.8			13.3			12.5	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM Average Control Delay	17.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	60.7	Sum of lost time (s)	16.0
Intersection Capacity Utilization	44.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Existing + P PM
6: Cedar Street & Driveway 11/7/2011

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	195	0	0	108	0	449
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	212	0	0	117	0	488
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)	294					
pX, platoon unblocked						
vC, conflicting volume			212		329	212
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			212		329	212
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	41
cM capacity (veh/h)			1358		665	828

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	212	117	488
Volume Left	0	0	0
Volume Right	0	0	488
cSH	1700	1700	828
Volume to Capacity	0.12	0.07	0.59
Queue Length 95th (ft)	0	0	98
Control Delay (s)	0.0	0.0	15.4
Lane LOS			C
Approach Delay (s)	0.0	0.0	15.4
Approach LOS			C

Intersection Summary			
Average Delay	9.2		
Intersection Capacity Utilization	44.7%	ICU Level of Service	A
Analysis Period (min)	15		

Existing + P PM
7: Driveway & Kettner Boulevard 11/7/2011

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	19	0	0	674	46
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	21	0	0	733	50
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	758	391	783			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	758	391	783			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	97	100			
cM capacity (veh/h)	343	608	831			

Direction, Lane #	EB 1	SB 1	SB 2
Volume Total	21	488	294
Volume Left	0	0	0
Volume Right	21	0	50
cSH	608	1700	1700
Volume to Capacity	0.03	0.29	0.17
Queue Length 95th (ft)	3	0	0
Control Delay (s)	11.1	0.0	0.0
Lane LOS	B		
Approach Delay (s)	11.1	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	30.1%	ICU Level of Service	A
Analysis Period (min)	15		

Existing + P PM
8: Beech Street & Driveway 11/7/2011

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	85	140	69	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	92	152	75	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	227				282	190
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	227				282	190
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1341				708	852

Direction, Lane #	EB 1	WB 1
Volume Total	92	227
Volume Left	0	0
Volume Right	0	75
cSH	1700	1700
Volume to Capacity	0.05	0.13
Queue Length 95th (ft)	0	0
Control Delay (s)	0.0	0.0
Lane LOS		
Approach Delay (s)	0.0	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	14.9%	ICU Level of Service	A
Analysis Period (min)	15		

Near-Term AM
1: Cedar Street & Pacific Highway 6/20/2011

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	0.91		1.00	0.95
Frt	1.00	0.85	0.99		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1583	5020		1770	3539
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	1583	5020		1770	3539
Volume (vph)	55	65	375	35	30	355
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	65	77	446	42	36	423
RTOR Reduction (vph)	0	66	21	0	0	0
Lane Group Flow (vph)	65	11	467	0	36	423
Turn Type		Perm			Split	
Protected Phases	6		8		7	7
Permitted Phases		6				
Actuated Green, G (s)	5.0	5.0	11.0		12.6	12.6
Effective Green, g (s)	6.4	6.4	11.4		14.0	14.0
Actuated g/C Ratio	0.15	0.15	0.26		0.32	0.32
Clearance Time (s)	5.4	5.4	4.4		5.4	5.4
Vehicle Extension (s)	3.8	3.8	2.0		3.8	3.8
Lane Grp Cap (vph)	259	231	1307		566	1131
v/s Ratio Prot	c0.04		c0.09		0.02	c0.12
v/s Ratio Perm		0.01				
v/c Ratio	0.25	0.05	0.36		0.06	0.37
Uniform Delay, d1	16.6	16.1	13.2		10.3	11.5
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.7	0.1	0.1		0.1	0.3
Delay (s)	17.2	16.2	13.3		10.4	11.8
Level of Service	B	B	B		B	B
Approach Delay (s)	16.7		13.3			11.7
Approach LOS	B		B			B

Intersection Summary			
HCM Average Control Delay	13.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	43.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	34.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Near-Term AM
2: Cedar Street & Kettner Boulevard 6/20/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	50	25	65	65	0	0	0	0	35	285	40
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	57	28	74	74	0	0	0	0	40	324	45

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total (vph)	85	148	202	207
Volume Left (vph)	0	74	40	0
Volume Right (vph)	28	0	0	45
Hadj (s)	-0.17	0.13	0.13	-0.12
Departure Headway (s)	4.9	5.1	5.2	5.0
Degree Utilization, x	0.12	0.21	0.29	0.29
Capacity (veh/h)	684	664	667	698
Control Delay (s)	8.5	9.4	9.2	8.8
Approach Delay (s)	8.5	9.4	9.0	
Approach LOS	A	A	A	

Intersection Summary			
Delay	9.0		
HCM Level of Service	A		
Intersection Capacity Utilization	30.5%	ICU Level of Service	A
Analysis Period (min)	15		

Near-Term AM
3: Beech Street & Pacific Highway 6/20/2011

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	40	370	30	0	410
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	0	48	440	36	0	488
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)			390			376
pX, platoon unblocked						
vC, conflicting volume	621	165			476	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	621	165			476	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	94			100	
cM capacity (veh/h)	419	851			1082	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	48	176	176	124	163	163	163
Volume Left	0	0	0	0	0	0	0
Volume Right	48	0	0	36	0	0	0
cSH	851	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.06	0.10	0.10	0.07	0.10	0.10	0.10
Queue Length 95th (ft)	4	0	0	0	0	0	0
Control Delay (s)	9.5	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A						
Approach Delay (s)	9.5	0.0			0.0		
Approach LOS	A						

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	17.8%	ICU Level of Service	A
Analysis Period (min)	15		

Near-Term AM
4: Beech Street & Kettner Boulevard 6/20/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	20	15	65	30	0	0	0	0	55	295	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	21	16	68	32	0	0	0	0	58	311	16

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total (vph)	37	100	213	171
Volume Left (vph)	0	68	58	0
Volume Right (vph)	16	0	0	16
Hadj (s)	-0.22	0.17	0.17	-0.03
Departure Headway (s)	4.7	5.0	5.0	4.8
Degree Utilization, x	0.05	0.14	0.30	0.23
Capacity (veh/h)	711	677	700	727
Control Delay (s)	7.9	8.8	8.9	8.1
Approach Delay (s)	7.9	8.8	8.5	
Approach LOS	A	A	A	

Intersection Summary			
Delay	8.5		
HCM Level of Service	A		
Intersection Capacity Utilization	28.7%	ICU Level of Service	A
Analysis Period (min)	15		

Near-Term AM
5: Ash Street & Pacific Highway 6/20/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.91		1.00	0.91	
Frt	1.00	0.97		1.00	0.96		1.00	0.98		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3440		1770	3395		1770	5007		1770	4827	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3440		1770	3395		1770	5007		1770	4827	
Volume (vph)	15	110	25	165	200	75	40	310	35	10	265	135
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	18	131	30	196	238	89	48	369	42	12	315	161
RTOR Reduction (vph)	0	12	0	0	20	0	0	8	0	0	57	0
Lane Group Flow (vph)	18	149	0	196	307	0	48	403	0	12	419	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	0.8	11.5		8.7	19.4		2.3	20.7		0.7	18.6	
Effective Green, g (s)	1.2	12.4		9.1	20.3		2.7	21.6		1.1	20.0	
Actuated g/C Ratio	0.02	0.21		0.15	0.34		0.04	0.36		0.02	0.33	
Clearance Time (s)	4.4	4.9		4.4	4.9		4.4	4.9		4.4	5.4	
Vehicle Extension (s)	2.0	3.6		2.0	3.6		2.0	4.1		2.0	4.1	
Lane Grp Cap (vph)	35	709		268	1145		79	1797		32	1604	
v/s Ratio Prot	0.01	0.04		c0.11	c0.09		c0.03	0.08		0.01	c0.09	
v/s Ratio Perm												
v/c Ratio	0.51	0.21		0.73	0.27		0.61	0.22		0.38	0.26	
Uniform Delay, d1	29.2	19.8		24.4	14.5		28.2	13.5		29.2	14.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	5.2	0.2		8.5	0.2		8.7	0.1		2.7	0.1	
Delay (s)	34.4	20.0		32.9	14.7		37.0	13.5		31.9	14.8	
Level of Service	C	C		C	B		D	B		C	B	
Approach Delay (s)		21.5			21.5			16.0			15.2	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM Average Control Delay	18.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	60.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	40.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Near-Term PM
1: Cedar Street & Pacific Highway 6/20/2011

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	0.91		1.00	0.95
Frt	1.00	0.85	0.99		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1583	5034		1770	3539
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	1583	5034		1770	3539
Volume (vph)	45	80	830	60	90	580
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	48	85	883	64	96	617
RTOR Reduction (vph)	0	71	15	0	0	0
Lane Group Flow (vph)	48	14	932	0	96	617
Turn Type		Perm			Split	
Protected Phases	6		8		7	7
Permitted Phases		6				
Actuated Green, G (s)	7.3	7.3	15.8		12.9	12.9
Effective Green, g (s)	8.7	8.7	16.2		14.3	14.3
Actuated g/C Ratio	0.17	0.17	0.32		0.28	0.28
Clearance Time (s)	5.4	5.4	4.4		5.4	5.4
Vehicle Extension (s)	3.8	3.8	2.0		3.8	3.8
Lane Grp Cap (vph)	301	269	1593		494	988
v/s Ratio Prot	c0.03		c0.19		0.05	c0.17
v/s Ratio Perm		0.01				
v/c Ratio	0.16	0.05	0.59		0.19	0.62
Uniform Delay, d1	18.1	17.8	14.7		14.1	16.1
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.3	0.1	0.4		0.2	1.4
Delay (s)	18.5	17.9	15.0		14.3	17.5
Level of Service	B	B	B		B	B
Approach Delay (s)	18.1		15.0			17.0
Approach LOS	B		B			B

Intersection Summary			
HCM Average Control Delay	16.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	51.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	44.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Near-Term PM
2: Cedar Street & Kettner Boulevard 6/20/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	145	30	20	60	0	0	0	0	105	465	45
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	151	31	21	62	0	0	0	0	109	484	47

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total (vph)	182	83	352	289
Volume Left (vph)	0	21	109	0
Volume Right (vph)	31	0	0	47
Hadj (s)	-0.07	0.08	0.19	-0.08
Departure Headway (s)	5.4	5.7	5.4	5.2
Degree Utilization, x	0.27	0.13	0.53	0.41
Capacity (veh/h)	635	590	649	682
Control Delay (s)	10.3	9.5	13.2	10.6
Approach Delay (s)	10.3	9.5	12.0	
Approach LOS	B	A	B	

Intersection Summary			
Delay	11.5		
HCM Level of Service	B		
Intersection Capacity Utilization	41.1%	ICU Level of Service	A
Analysis Period (min)	15		

Near-Term PM
3: Beech Street & Pacific Highway 6/20/2011

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	60	830	85	0	625
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	0	66	912	93	0	687
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)			390			376
pX, platoon unblocked	0.95	0.93			0.93	
vC, conflicting volume	1188	351			1005	
vC1, stage 1 conf vol					0	
vC2, stage 2 conf vol					0	
vCu, unblocked vol	921	156			859	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)					3.1	
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	92			100	
cM capacity (veh/h)	256	803			798	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	66	365	365	276	229	229	229
Volume Left	0	0	0	0	0	0	0
Volume Right	66	0	0	93	0	0	0
cSH	803	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.08	0.21	0.21	0.16	0.13	0.13	0.13
Queue Length 95th (ft)	7	0	0	0	0	0	0
Control Delay (s)	9.9	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A						
Approach Delay (s)	9.9	0.0			0.0		
Approach LOS	A						

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	28.3%	ICU Level of Service	A
Analysis Period (min)	15		

Near-Term PM
4: Beech Street & Kettner Boulevard 6/20/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	90	20	55	50	0	0	0	0	75	435	20
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	94	21	57	52	0	0	0	0	78	453	21

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total (vph)	115	109	305	247
Volume Left (vph)	0	57	78	0
Volume Right (vph)	21	0	0	21
Hadj (s)	-0.08	0.14	0.16	-0.02
Departure Headway (s)	5.2	5.4	5.3	5.1
Degree Utilization, x	0.17	0.17	0.45	0.35
Capacity (veh/h)	644	618	667	690
Control Delay (s)	9.3	9.5	11.3	9.6
Approach Delay (s)	9.3	9.5	10.5	
Approach LOS	A	A	B	

Intersection Summary			
Delay	10.2		
HCM Level of Service	B		
Intersection Capacity Utilization	33.8%	ICU Level of Service	A
Analysis Period (min)	15		

Near-Term PM
5: Ash Street & Pacific Highway 6/20/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.91		1.00	0.91	
Frt	1.00	0.94		1.00	0.94		1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3335		1770	3321		1770	5004		1770	5026	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3335		1770	3321		1770	5004		1770	5026	
Volume (vph)	140	145	90	85	185	130	35	630	75	45	535	45
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	149	154	96	90	197	138	37	670	80	48	569	48
RTOR Reduction (vph)	0	57	0	0	81	0	0	9	0	0	5	0
Lane Group Flow (vph)	149	193	0	90	254	0	37	741	0	48	612	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	7.8	14.2		4.6	11.0		2.2	22.8		3.6	23.7	
Effective Green, g (s)	8.2	15.1		5.0	11.9		2.6	23.7		4.0	25.1	
Actuated g/C Ratio	0.13	0.24		0.08	0.19		0.04	0.37		0.06	0.39	
Clearance Time (s)	4.4	4.9		4.4	4.9		4.4	4.9		4.4	5.4	
Vehicle Extension (s)	2.0	3.6		2.0	3.6		2.0	4.1		2.0	4.1	
Lane Grp Cap (vph)	227	789		139	619		72	1859		111	1977	
v/s Ratio Prot	c0.08	c0.06		0.05	c0.08		0.02	c0.15		c0.03	0.12	
v/s Ratio Perm												
v/c Ratio	0.66	0.24		0.65	0.41		0.51	0.40		0.43	0.31	
Uniform Delay, d1	26.5	19.7		28.5	22.9		30.0	14.8		28.8	13.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	5.1	0.2		7.5	0.5		2.6	0.2		1.0	0.1	
Delay (s)	31.6	19.9		36.1	23.4		32.5	15.0		29.8	13.5	
Level of Service	C	B		D	C		C	B		C	B	
Approach Delay (s)		24.3			26.1			15.8			14.7	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM Average Control Delay	18.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	63.8	Sum of lost time (s)	20.0
Intersection Capacity Utilization	47.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Near-Term AM Phase 1
1: Cedar Street & Pacific Highway 7/21/2011

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	0.91		1.00	0.95
Frt	1.00	0.85	0.97		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1583	4939		1770	3539
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	1583	4939		1770	3539
Volume (vph)	55	65	380	90	70	315
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	65	77	452	107	83	375
RTOR Reduction (vph)	0	64	79	0	0	0
Lane Group Flow (vph)	65	13	480	0	83	375
Turn Type		Perm			Split	
Protected Phases	6		8		7	7
Permitted Phases		6				
Actuated Green, G (s)	4.8	4.8	8.6		8.1	8.1
Effective Green, g (s)	6.2	6.2	9.0		9.5	9.5
Actuated g/C Ratio	0.17	0.17	0.25		0.26	0.26
Clearance Time (s)	5.4	5.4	4.4		5.4	5.4
Vehicle Extension (s)	3.8	3.8	2.0		3.8	3.8
Lane Grp Cap (vph)	299	267	1211		458	916
v/s Ratio Prot	c0.04		c0.10		0.05	c0.11
v/s Ratio Perm		0.01				
v/c Ratio	0.22	0.05	0.40		0.18	0.41
Uniform Delay, d1	13.2	12.8	11.6		10.6	11.3
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.5	0.1	0.1		0.2	0.4
Delay (s)	13.6	12.9	11.7		10.8	11.7
Level of Service	B	B	B		B	B
Approach Delay (s)	13.2		11.7			11.5
Approach LOS	B		B			B

Intersection Summary			
HCM Average Control Delay	11.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	36.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	36.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Near-Term AM Phase 1
2: Cedar Street & Kettner Boulevard 7/21/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	85	130	165	65	0	0	0	0	35	285	40
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	97	148	188	74	0	0	0	0	40	324	45

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total (vph)	244	261	202	207
Volume Left (vph)	0	188	40	0
Volume Right (vph)	148	0	0	45
Hadj (s)	-0.33	0.18	0.13	-0.12
Departure Headway (s)	5.1	5.5	6.0	5.7
Degree Utilization, x	0.34	0.40	0.33	0.33
Capacity (veh/h)	673	623	577	601
Control Delay (s)	10.7	12.1	10.8	10.3
Approach Delay (s)	10.7	12.1	10.5	
Approach LOS	B	B	B	

Intersection Summary			
Delay	11.0		
HCM Level of Service	B		
Intersection Capacity Utilization	45.2%	ICU Level of Service	A
Analysis Period (min)	15		

Near-Term AM Phase 1
3: Beech Street & Pacific Highway 7/21/2011

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	45	425	30	0	370
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	0	54	506	36	0	440
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)			390			376
pX, platoon unblocked						
vC, conflicting volume	671	187			542	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	671	187			542	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	93			100	
cM capacity (veh/h)	390	824			1023	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	54	202	202	137	147	147	147
Volume Left	0	0	0	0	0	0	0
Volume Right	54	0	0	36	0	0	0
cSH	824	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.07	0.12	0.12	0.08	0.09	0.09	0.09
Queue Length 95th (ft)	5	0	0	0	0	0	0
Control Delay (s)	9.7	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A						
Approach Delay (s)	9.7	0.0			0.0		
Approach LOS	A						

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	18.9%	ICU Level of Service	A
Analysis Period (min)	15		

Near-Term AM Phase 1
4: Beech Street & Kettner Boulevard 7/21/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	20	15	65	255	0	0	0	0	55	300	215
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	21	16	68	268	0	0	0	0	58	316	226

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total (vph)	37	337	216	384
Volume Left (vph)	0	68	58	0
Volume Right (vph)	16	0	0	226
Hadj (s)	-0.22	0.07	0.17	-0.38
Departure Headway (s)	5.6	5.4	5.7	5.2
Degree Utilization, x	0.06	0.50	0.34	0.55
Capacity (veh/h)	587	641	611	677
Control Delay (s)	8.9	13.7	10.5	13.2
Approach Delay (s)	8.9	13.7	12.2	
Approach LOS	A	B	B	

Intersection Summary			
Delay	12.6		
HCM Level of Service	B		
Intersection Capacity Utilization	47.1%	ICU Level of Service	A
Analysis Period (min)	15		

Near-Term AM Phase 1
5: Ash Street & Pacific Highway 7/21/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.91		1.00	0.91	
Frt	1.00	0.95		1.00	0.96		1.00	0.99		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3350		1770	3395		1770	5012		1770	4884	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3350		1770	3395		1770	5012		1770	4884	
Volume (vph)	50	45	25	165	200	75	20	330	35	10	265	95
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	60	54	30	196	238	89	24	393	42	12	315	113
RTOR Reduction (vph)	0	26	0	0	29	0	0	7	0	0	34	0
Lane Group Flow (vph)	60	58	0	196	298	0	24	428	0	12	394	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	2.5	6.7		9.0	13.2		0.7	18.2		0.6	17.6	
Effective Green, g (s)	2.9	7.6		9.4	14.1		1.1	19.1		1.0	19.0	
Actuated g/C Ratio	0.05	0.14		0.18	0.27		0.02	0.36		0.02	0.36	
Clearance Time (s)	4.4	4.9		4.4	4.9		4.4	4.9		4.4	5.4	
Vehicle Extension (s)	2.0	3.6		2.0	3.6		2.0	4.1		2.0	4.1	
Lane Grp Cap (vph)	97	479		313	901		37	1803		33	1748	
v/s Ratio Prot	0.03	0.02		c0.11	c0.09		c0.01	c0.09		0.01	0.08	
v/s Ratio Perm												
v/c Ratio	0.62	0.12		0.63	0.33		0.65	0.24		0.36	0.23	
Uniform Delay, d1	24.6	19.8		20.2	15.7		25.8	11.9		25.7	11.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	8.0	0.1		2.8	0.3		25.7	0.1		2.5	0.1	
Delay (s)	32.6	20.0		23.0	16.0		51.5	12.0		28.2	12.0	
Level of Service	C	B		C	B		D	B		C	B	
Approach Delay (s)		25.2			18.6			14.1			12.4	
Approach LOS		C			B			B			B	

Intersection Summary			
HCM Average Control Delay	16.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	53.1	Sum of lost time (s)	8.0
Intersection Capacity Utilization	40.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Near-Term AM Phase 1
6: Cedar Street & 7/21/2011

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	160	0	0	105	0	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	174	0	0	114	0	49
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)	284					
pX, platoon unblocked						
vC, conflicting volume			174		288	174
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			174		288	174
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	94
cM capacity (veh/h)			1403		702	870

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	174	114	49
Volume Left	0	0	0
Volume Right	0	0	49
cSH	1700	1700	870
Volume to Capacity	0.10	0.07	0.06
Queue Length 95th (ft)	0	0	4
Control Delay (s)	0.0	0.0	9.4
Lane LOS			A
Approach Delay (s)	0.0	0.0	9.4
Approach LOS			A

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	18.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	30	50	420	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	33	54	457	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	511				315	283
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	511				315	283
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1054				678	756

Direction, Lane #	EB 1	WB 1
Volume Total	33	511
Volume Left	0	0
Volume Right	0	457
cSH	1700	1700
Volume to Capacity	0.02	0.30
Queue Length 95th (ft)	0	0
Control Delay (s)	0.0	0.0
Lane LOS		
Approach Delay (s)	0.0	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	31.9%	ICU Level of Service	A
Analysis Period (min)	15		

Near-Term PM Phase 1
1: Cedar Street & Pacific Highway 7/21/2011

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	0.91		1.00	0.95
Frt	1.00	0.85	0.99		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1583	5022		1770	3539
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	1583	5022		1770	3539
Volume (vph)	45	80	835	75	95	575
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	48	85	888	80	101	612
RTOR Reduction (vph)	0	71	19	0	0	0
Lane Group Flow (vph)	48	14	949	0	101	612
Turn Type		Perm			Split	
Protected Phases	6		8		7	7
Permitted Phases		6				
Actuated Green, G (s)	7.3	7.3	16.0		12.9	12.9
Effective Green, g (s)	8.7	8.7	16.4		14.3	14.3
Actuated g/C Ratio	0.17	0.17	0.32		0.28	0.28
Clearance Time (s)	5.4	5.4	4.4		5.4	5.4
Vehicle Extension (s)	3.8	3.8	2.0		3.8	3.8
Lane Grp Cap (vph)	300	268	1602		492	985
v/s Ratio Prot	c0.03		c0.19		0.06	c0.17
v/s Ratio Perm		0.01				
v/c Ratio	0.16	0.05	0.59		0.21	0.62
Uniform Delay, d1	18.2	17.9	14.7		14.2	16.2
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.3	0.1	0.4		0.3	1.3
Delay (s)	18.6	18.0	15.1		14.5	17.5
Level of Service	B	B	B		B	B
Approach Delay (s)	18.2		15.1			17.1
Approach LOS	B		B			B

Intersection Summary			
HCM Average Control Delay	16.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	51.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	44.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Near-Term PM Phase 1
2: Cedar Street & Kettner Boulevard 7/21/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	395	175	30	60	0	0	0	0	105	465	45
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	411	182	31	62	0	0	0	0	109	484	47

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total (vph)	594	94	352	289
Volume Left (vph)	0	31	109	0
Volume Right (vph)	182	0	0	47
Hadj (s)	-0.15	0.10	0.19	-0.08
Departure Headway (s)	5.5	6.7	6.7	6.4
Degree Utilization, x	0.91	0.17	0.65	0.51
Capacity (veh/h)	638	519	522	548
Control Delay (s)	40.6	11.1	20.1	14.8
Approach Delay (s)	40.6	11.1	17.7	
Approach LOS	E	B	C	

Intersection Summary			
Delay	27.5		
HCM Level of Service	D		
Intersection Capacity Utilization	55.5%	ICU Level of Service	B
Analysis Period (min)	15		

Near-Term PM Phase 1
3: Beech Street & Pacific Highway 7/21/2011

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	125	785	85	0	620
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	0	137	863	93	0	681
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)			390			376
pX, platoon unblocked	0.96	0.94			0.94	
vC, conflicting volume	1136	334			956	
vC1, stage 1 conf vol					0	
vC2, stage 2 conf vol					0	
vCu, unblocked vol	892	168			828	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)					3.1	
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	83			100	
cM capacity (veh/h)	270	797			807	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	137	345	345	266	227	227	227
Volume Left	0	0	0	0	0	0	0
Volume Right	137	0	0	93	0	0	0
cSH	797	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.17	0.20	0.20	0.16	0.13	0.13	0.13
Queue Length 95th (ft)	15	0	0	0	0	0	0
Control Delay (s)	10.5	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	B						
Approach Delay (s)	10.5	0.0			0.0		
Approach LOS	B						

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	31.5%	ICU Level of Service	A
Analysis Period (min)	15		

Near-Term PM Phase 1
4: Beech Street & Kettner Boulevard 7/21/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	90	20	55	70	0	0	0	0	75	500	110
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	94	21	57	73	0	0	0	0	78	521	115

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total (vph)	115	130	339	375
Volume Left (vph)	0	57	78	0
Volume Right (vph)	21	0	0	115
Hadj (s)	-0.08	0.12	0.15	-0.18
Departure Headway (s)	5.5	5.7	5.4	5.0
Degree Utilization, x	0.18	0.21	0.50	0.52
Capacity (veh/h)	612	595	661	704
Control Delay (s)	9.7	10.1	12.5	12.2
Approach Delay (s)	9.7	10.1	12.3	
Approach LOS	A	B	B	

Intersection Summary			
Delay	11.7		
HCM Level of Service	B		
Intersection Capacity Utilization	39.6%	ICU Level of Service	A
Analysis Period (min)	15		

Near-Term PM Phase 1
5: Ash Street & Pacific Highway 7/21/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.91		1.00	0.91	
Frt	1.00	0.94		1.00	0.94		1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3337		1770	3313		1770	5005		1770	5032	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3337		1770	3313		1770	5005		1770	5032	
Volume (vph)	95	90	55	85	175	130	30	635	75	45	535	40
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	101	96	59	90	186	138	32	676	80	48	569	43
RTOR Reduction (vph)	0	48	0	0	86	0	0	8	0	0	5	0
Lane Group Flow (vph)	101	107	0	90	238	0	32	748	0	48	607	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	4.7	10.3		4.4	10.0		2.0	23.7		3.5	24.7	
Effective Green, g (s)	5.1	11.2		4.8	10.9		2.4	24.6		3.9	26.1	
Actuated g/C Ratio	0.08	0.19		0.08	0.18		0.04	0.41		0.06	0.43	
Clearance Time (s)	4.4	4.9		4.4	4.9		4.4	4.9		4.4	5.4	
Vehicle Extension (s)	2.0	3.6		2.0	3.6		2.0	4.1		2.0	4.1	
Lane Grp Cap (vph)	149	618		140	597		70	2035		114	2171	
v/s Ratio Prot	c0.06	0.03		0.05	c0.07		0.02	c0.15		c0.03	0.12	
v/s Ratio Perm												
v/c Ratio	0.68	0.17		0.64	0.40		0.46	0.37		0.42	0.28	
Uniform Delay, d1	26.9	20.8		27.0	21.9		28.4	12.5		27.2	11.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	9.2	0.2		7.3	0.5		1.7	0.2		0.9	0.1	
Delay (s)	36.1	20.9		34.4	22.4		30.1	12.7		28.1	11.2	
Level of Service	D	C		C	C		C	B		C	B	
Approach Delay (s)		26.9			25.0			13.4			12.5	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM Average Control Delay	17.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	60.5	Sum of lost time (s)	16.0
Intersection Capacity Utilization	44.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Near-Term PM Phase 1
6: Cedar Street & Outbound Driveway 7/21/2011

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	170	0	0	105	0	375
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	185	0	0	114	0	408
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)	274					
pX, platoon unblocked						
vC, conflicting volume			185		299	185
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			185		299	185
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	52
cM capacity (veh/h)			1390		692	857

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	185	114	408
Volume Left	0	0	0
Volume Right	0	0	408
cSH	1700	1700	857
Volume to Capacity	0.11	0.07	0.48
Queue Length 95th (ft)	0	0	65
Control Delay (s)	0.0	0.0	12.9
Lane LOS			B
Approach Delay (s)	0.0	0.0	12.9
Approach LOS			B

Intersection Summary			
Average Delay	7.5		
Intersection Capacity Utilization	38.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Stop	Stop		Stop	
Volume (vph)	0	85	125	45	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	92	136	49	0	0

Direction, Lane #	EB 1	WB 1
Volume Total (vph)	92	185
Volume Left (vph)	0	0
Volume Right (vph)	0	49
Hadj (s)	0.03	-0.12
Departure Headway (s)	4.1	3.9
Degree Utilization, x	0.11	0.20
Capacity (veh/h)	861	925
Control Delay (s)	7.6	7.8
Approach Delay (s)	7.6	7.8
Approach LOS	A	A

Intersection Summary			
Delay	7.7		
HCM Level of Service	A		
Intersection Capacity Utilization	12.7%	ICU Level of Service	A
Analysis Period (min)	15		

Near-Term AM Phase 2a
1: Cedar Street & Pacific Highway 8/24/2011

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	0.91		1.00	0.95
Frt	1.00	0.85	0.97		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1583	4933		1770	3539
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	1583	4933		1770	3539
Volume (vph)	55	65	380	95	90	315
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	65	77	452	113	107	375
RTOR Reduction (vph)	0	64	85	0	0	0
Lane Group Flow (vph)	65	13	480	0	107	375
Turn Type		Perm			Split	
Protected Phases	6		8		7	7
Permitted Phases		6				
Actuated Green, G (s)	4.8	4.8	8.6		8.1	8.1
Effective Green, g (s)	6.2	6.2	9.0		9.5	9.5
Actuated g/C Ratio	0.17	0.17	0.25		0.26	0.26
Clearance Time (s)	5.4	5.4	4.4		5.4	5.4
Vehicle Extension (s)	3.8	3.8	2.0		3.8	3.8
Lane Grp Cap (vph)	299	267	1210		458	916
v/s Ratio Prot	c0.04		c0.10		0.06	c0.11
v/s Ratio Perm		0.01				
v/c Ratio	0.22	0.05	0.40		0.23	0.41
Uniform Delay, d1	13.2	12.8	11.6		10.7	11.3
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.5	0.1	0.1		0.3	0.4
Delay (s)	13.6	12.9	11.7		11.1	11.7
Level of Service	B	B	B		B	B
Approach Delay (s)	13.2		11.7			11.5
Approach LOS	B		B			B

Intersection Summary			
HCM Average Control Delay	11.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	36.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	36.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Near-Term AM Phase 2a
2: Cedar Street & Kettner Boulevard 8/24/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	95	155	165	65	0	0	0	0	35	285	40
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	108	176	188	74	0	0	0	0	40	324	45

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total (vph)	284	261	202	207
Volume Left (vph)	0	188	40	0
Volume Right (vph)	176	0	0	45
Hadj (s)	-0.34	0.18	0.13	-0.12
Departure Headway (s)	5.1	5.6	6.1	5.8
Degree Utilization, x	0.40	0.41	0.34	0.34
Capacity (veh/h)	674	614	566	589
Control Delay (s)	11.4	12.3	11.0	10.5
Approach Delay (s)	11.4	12.3	10.8	
Approach LOS	B	B	B	

Intersection Summary			
Delay	11.4		
HCM Level of Service	B		
Intersection Capacity Utilization	47.2%	ICU Level of Service	A
Analysis Period (min)	15		

Near-Term AM Phase 2a
3: Beech Street & Pacific Highway 8/24/2011

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	45	430	30	0	370
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	0	54	512	36	0	440
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)			390			376
pX, platoon unblocked						
vC, conflicting volume	677	188			548	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	677	188			548	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	93			100	
cM capacity (veh/h)	387	821			1018	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	54	205	205	138	147	147	147
Volume Left	0	0	0	0	0	0	0
Volume Right	54	0	0	36	0	0	0
cSH	821	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.07	0.12	0.12	0.08	0.09	0.09	0.09
Queue Length 95th (ft)	5	0	0	0	0	0	0
Control Delay (s)	9.7	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A						
Approach Delay (s)	9.7	0.0			0.0		
Approach LOS	A						

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	19.0%	ICU Level of Service	A
Analysis Period (min)	15		

Near-Term AM Phase 2a
4: Beech Street & Kettner Boulevard 8/24/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	20	15	65	300	0	0	0	0	55	300	240
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	21	16	68	316	0	0	0	0	58	316	253

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total (vph)	37	384	216	411
Volume Left (vph)	0	68	58	0
Volume Right (vph)	16	0	0	253
Hadj (s)	-0.22	0.07	0.17	-0.40
Departure Headway (s)	5.8	5.5	5.9	5.3
Degree Utilization, x	0.06	0.58	0.35	0.61
Capacity (veh/h)	568	636	596	662
Control Delay (s)	9.1	15.8	10.8	14.9
Approach Delay (s)	9.1	15.8	13.5	
Approach LOS	A	C	B	

Intersection Summary			
Delay	14.2		
HCM Level of Service	B		
Intersection Capacity Utilization	50.3%	ICU Level of Service	A
Analysis Period (min)	15		

Near-Term AM Phase 2a
5: Ash Street & Pacific Highway 8/24/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.91		1.00	0.91	
Frt	1.00	0.95		1.00	0.96		1.00	0.99		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3350		1770	3395		1770	5013		1770	4884	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3350		1770	3395		1770	5013		1770	4884	
Volume (vph)	50	45	25	165	200	75	20	335	35	10	265	95
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	60	54	30	196	238	89	24	399	42	12	315	113
RTOR Reduction (vph)	0	26	0	0	29	0	0	6	0	0	34	0
Lane Group Flow (vph)	60	58	0	196	298	0	24	435	0	12	394	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	2.5	6.7		9.0	13.2		0.7	18.2		0.6	17.6	
Effective Green, g (s)	2.9	7.6		9.4	14.1		1.1	19.1		1.0	19.0	
Actuated g/C Ratio	0.05	0.14		0.18	0.27		0.02	0.36		0.02	0.36	
Clearance Time (s)	4.4	4.9		4.4	4.9		4.4	4.9		4.4	5.4	
Vehicle Extension (s)	2.0	3.6		2.0	3.6		2.0	4.1		2.0	4.1	
Lane Grp Cap (vph)	97	479		313	901		37	1803		33	1748	
v/s Ratio Prot	0.03	0.02		c0.11	c0.09		c0.01	c0.09		0.01	0.08	
v/s Ratio Perm												
v/c Ratio	0.62	0.12		0.63	0.33		0.65	0.24		0.36	0.23	
Uniform Delay, d1	24.6	19.8		20.2	15.7		25.8	11.9		25.7	11.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	8.0	0.1		2.8	0.3		25.7	0.1		2.5	0.1	
Delay (s)	32.6	20.0		23.0	16.0		51.5	12.0		28.2	12.0	
Level of Service	C	B		C	B		D	B		C	B	
Approach Delay (s)		25.2			18.6			14.1			12.4	
Approach LOS		C			B			B			B	

Intersection Summary			
HCM Average Control Delay	16.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	53.1	Sum of lost time (s)	8.0
Intersection Capacity Utilization	40.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Near-Term AM Phase 2a
6: Cedar Street & Outbound Driveway 8/24/2011

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	185	0	0	105	0	55
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	201	0	0	114	0	60
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)	284					
pX, platoon unblocked						
vC, conflicting volume			201		315	201
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			201		315	201
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	93
cM capacity (veh/h)			1371		678	840

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	201	114	60
Volume Left	0	0	0
Volume Right	0	0	60
cSH	1700	1700	840
Volume to Capacity	0.12	0.07	0.07
Queue Length 95th (ft)	0	0	6
Control Delay (s)	0.0	0.0	9.6
Lane LOS			A
Approach Delay (s)	0.0	0.0	9.6
Approach LOS			A

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	19.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	30	50	490	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	33	54	533	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	587				353	321
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	587				353	321
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	988				644	720

Direction, Lane #	EB 1	WB 1
Volume Total	33	587
Volume Left	0	0
Volume Right	0	533
cSH	1700	1700
Volume to Capacity	0.02	0.35
Queue Length 95th (ft)	0	0
Control Delay (s)	0.0	0.0
Lane LOS		
Approach Delay (s)	0.0	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	36.2%	ICU Level of Service	A
Analysis Period (min)	15		

Near-Term PM Phase 2a
1: Cedar Street & Pacific Highway 8/24/2011

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	0.91		1.00	0.95
Frt	1.00	0.85	0.99		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1583	5023		1770	3539
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	1583	5023		1770	3539
Volume (vph)	45	80	845	75	105	575
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	48	85	899	80	112	612
RTOR Reduction (vph)	0	71	18	0	0	0
Lane Group Flow (vph)	48	14	961	0	112	612
Turn Type		Perm			Split	
Protected Phases	6		8		7	7
Permitted Phases		6				
Actuated Green, G (s)	7.3	7.3	16.1		12.9	12.9
Effective Green, g (s)	8.7	8.7	16.5		14.3	14.3
Actuated g/C Ratio	0.17	0.17	0.32		0.28	0.28
Clearance Time (s)	5.4	5.4	4.4		5.4	5.4
Vehicle Extension (s)	3.8	3.8	2.0		3.8	3.8
Lane Grp Cap (vph)	299	267	1609		491	983
v/s Ratio Prot	c0.03		c0.19		0.06	c0.17
v/s Ratio Perm		0.01				
v/c Ratio	0.16	0.05	0.60		0.23	0.62
Uniform Delay, d1	18.3	17.9	14.7		14.3	16.2
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.3	0.1	0.4		0.3	1.4
Delay (s)	18.6	18.1	15.1		14.7	17.6
Level of Service	B	B	B		B	B
Approach Delay (s)	18.3		15.1			17.1
Approach LOS	B		B			B

Intersection Summary			
HCM Average Control Delay	16.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	51.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	44.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Near-Term PM Phase 2a
2: Cedar Street & Kettner Boulevard 8/24/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	445	205	30	60	0	0	0	0	105	465	45
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	464	214	31	62	0	0	0	0	109	484	47

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total (vph)	677	94	352	289
Volume Left (vph)	0	31	109	0
Volume Right (vph)	214	0	0	47
Hadj (s)	-0.16	0.10	0.19	-0.08
Departure Headway (s)	5.6	6.7	6.8	6.5
Degree Utilization, x	1.05	0.17	0.66	0.52
Capacity (veh/h)	643	519	520	549
Control Delay (s)	70.8	11.1	20.8	15.2
Approach Delay (s)	70.8	11.1	18.3	
Approach LOS	F	B	C	

Intersection Summary			
Delay	43.0		
HCM Level of Service	E		
Intersection Capacity Utilization	59.9%	ICU Level of Service	B
Analysis Period (min)	15		

Near-Term PM Phase 2a
3: Beech Street & Pacific Highway 8/24/2011

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	135	785	85	0	620
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	0	148	863	93	0	681
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)			390			376
pX, platoon unblocked	0.95	0.93			0.93	
vC, conflicting volume	1136	334			956	
vC1, stage 1 conf vol					0	
vC2, stage 2 conf vol					0	
vCu, unblocked vol	865	132			801	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)					3.1	
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	82			100	
cM capacity (veh/h)	278	830			810	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	148	345	345	266	227	227	227
Volume Left	0	0	0	0	0	0	0
Volume Right	148	0	0	93	0	0	0
cSH	830	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.18	0.20	0.20	0.16	0.13	0.13	0.13
Queue Length 95th (ft)	16	0	0	0	0	0	0
Control Delay (s)	10.3	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	B						
Approach Delay (s)	10.3	0.0			0.0		
Approach LOS	B						

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	32.1%	ICU Level of Service	A
Analysis Period (min)	15		

Near-Term PM Phase 2a
4: Beech Street & Kettner Boulevard 8/24/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	90	20	55	85	0	0	0	0	75	510	125
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	94	21	57	89	0	0	0	0	78	531	130

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total (vph)	115	146	344	396
Volume Left (vph)	0	57	78	0
Volume Right (vph)	21	0	0	130
Hadj (s)	-0.08	0.11	0.15	-0.20
Departure Headway (s)	5.6	5.7	5.4	5.1
Degree Utilization, x	0.18	0.23	0.52	0.56
Capacity (veh/h)	604	593	655	700
Control Delay (s)	9.8	10.4	12.8	13.0
Approach Delay (s)	9.8	10.4	12.9	
Approach LOS	A	B	B	

Intersection Summary			
Delay	12.2		
HCM Level of Service	B		
Intersection Capacity Utilization	41.1%	ICU Level of Service	A
Analysis Period (min)	15		

Near-Term PM Phase 2a
5: Ash Street & Pacific Highway 8/24/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.91		1.00	0.91	
Frt	1.00	0.94		1.00	0.94		1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3337		1770	3327		1770	5005		1770	5032	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3337		1770	3327		1770	5005		1770	5032	
Volume (vph)	95	90	55	85	195	130	30	635	75	45	535	40
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	101	96	59	90	207	138	32	676	80	48	569	43
RTOR Reduction (vph)	0	45	0	0	68	0	0	9	0	0	5	0
Lane Group Flow (vph)	101	110	0	90	277	0	32	747	0	48	607	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	4.8	13.4		4.5	13.1		2.1	20.3		3.5	21.2	
Effective Green, g (s)	5.2	14.3		4.9	14.0		2.5	21.2		3.9	22.6	
Actuated g/C Ratio	0.09	0.24		0.08	0.23		0.04	0.35		0.06	0.37	
Clearance Time (s)	4.4	4.9		4.4	4.9		4.4	4.9		4.4	5.4	
Vehicle Extension (s)	2.0	3.6		2.0	3.6		2.0	4.1		2.0	4.1	
Lane Grp Cap (vph)	153	791		144	772		73	1760		114	1886	
v/s Ratio Prot	c0.06	0.03		0.05	c0.08		0.02	c0.15		c0.03	0.12	
v/s Ratio Perm												
v/c Ratio	0.66	0.14		0.62	0.36		0.44	0.42		0.42	0.32	
Uniform Delay, d1	26.7	18.1		26.8	19.4		28.2	14.9		27.1	13.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	8.0	0.1		6.0	0.4		1.5	0.2		0.9	0.1	
Delay (s)	34.7	18.2		32.8	19.7		29.7	15.1		28.0	13.5	
Level of Service	C	B		C	B		C	B		C	B	
Approach Delay (s)		24.7			22.4			15.7			14.6	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM Average Control Delay	17.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	60.3	Sum of lost time (s)	16.0
Intersection Capacity Utilization	45.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Near-Term PM Phase 2a
6: Cedar Street & Outbound Driveway 8/24/2011

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	180	0	0	105	0	445
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	196	0	0	114	0	484
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)	284					
pX, platoon unblocked						
vC, conflicting volume			196		310	196
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			196		310	196
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	43
cM capacity (veh/h)			1377		683	846

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	196	114	484
Volume Left	0	0	0
Volume Right	0	0	484
cSH	1700	1700	846
Volume to Capacity	0.12	0.07	0.57
Queue Length 95th (ft)	0	0	93
Control Delay (s)	0.0	0.0	14.8
Lane LOS			B
Approach Delay (s)	0.0	0.0	14.8
Approach LOS			B

Intersection Summary			
Average Delay	9.0		
Intersection Capacity Utilization	43.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	85	135	65	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	92	147	71	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	217				274	182
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	217				274	182
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1352				715	860

Direction, Lane #	EB 1	WB 1
Volume Total	92	217
Volume Left	0	0
Volume Right	0	71
cSH	1700	1700
Volume to Capacity	0.05	0.13
Queue Length 95th (ft)	0	0
Control Delay (s)	0.0	0.0
Lane LOS		
Approach Delay (s)	0.0	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	14.4%	ICU Level of Service	A
Analysis Period (min)	15		

Near-Term AM Phase 2b
1: Cedar Street & Pacific Highway 8/23/2011

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	0.91		1.00	0.95
Frt	1.00	0.85	0.97		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1583	4928		1770	3539
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	1583	4928		1770	3539
Volume (vph)	55	65	385	100	95	315
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	65	77	458	119	113	375
RTOR Reduction (vph)	0	64	90	0	0	0
Lane Group Flow (vph)	65	13	487	0	113	375
Turn Type		Perm			Split	
Protected Phases	6		8		7	7
Permitted Phases		6				
Actuated Green, G (s)	4.8	4.8	8.6		8.1	8.1
Effective Green, g (s)	6.2	6.2	9.0		9.5	9.5
Actuated g/C Ratio	0.17	0.17	0.25		0.26	0.26
Clearance Time (s)	5.4	5.4	4.4		5.4	5.4
Vehicle Extension (s)	3.8	3.8	2.0		3.8	3.8
Lane Grp Cap (vph)	299	267	1209		458	916
v/s Ratio Prot	c0.04		c0.10		0.06	c0.11
v/s Ratio Perm		0.01				
v/c Ratio	0.22	0.05	0.40		0.25	0.41
Uniform Delay, d1	13.2	12.8	11.6		10.8	11.3
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.5	0.1	0.1		0.4	0.4
Delay (s)	13.6	12.9	11.7		11.1	11.7
Level of Service	B	B	B		B	B
Approach Delay (s)	13.2		11.7			11.5
Approach LOS	B		B			B

Intersection Summary			
HCM Average Control Delay	11.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	36.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	36.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Near-Term AM Phase 2b
2: Cedar Street & Kettner Boulevard 8/23/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	105	160	170	65	0	0	0	0	35	285	40
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	119	182	193	74	0	0	0	0	40	324	45

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total (vph)	301	267	202	207
Volume Left (vph)	0	193	40	0
Volume Right (vph)	182	0	0	45
Hadj (s)	-0.33	0.18	0.13	-0.12
Departure Headway (s)	5.1	5.6	6.1	5.9
Degree Utilization, x	0.43	0.42	0.34	0.34
Capacity (veh/h)	672	610	560	583
Control Delay (s)	11.8	12.6	11.1	10.7
Approach Delay (s)	11.8	12.6	10.9	
Approach LOS	B	B	B	

Intersection Summary			
Delay	11.7		
HCM Level of Service	B		
Intersection Capacity Utilization	48.3%	ICU Level of Service	A
Analysis Period (min)	15		

Near-Term AM Phase 2b
3: Beech Street & Pacific Highway 8/23/2011

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	50	435	30	0	370
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	0	60	518	36	0	440
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)			390			376
pX, platoon unblocked						
vC, conflicting volume	683	190			554	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	683	190			554	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	93			100	
cM capacity (veh/h)	383	819			1013	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	60	207	207	139	147	147	147
Volume Left	0	0	0	0	0	0	0
Volume Right	60	0	0	36	0	0	0
cSH	819	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.07	0.12	0.12	0.08	0.09	0.09	0.09
Queue Length 95th (ft)	6	0	0	0	0	0	0
Control Delay (s)	9.7	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A						
Approach Delay (s)	9.7	0.0			0.0		
Approach LOS	A						

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	19.1%	ICU Level of Service	A
Analysis Period (min)	15		

Near-Term AM Phase 2b
4: Beech Street & Kettner Boulevard 8/23/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	20	15	65	305	0	0	0	0	85	310	245
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	21	16	68	321	0	0	0	0	89	326	258

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total (vph)	37	389	253	421
Volume Left (vph)	0	68	89	0
Volume Right (vph)	16	0	0	258
Hadj (s)	-0.22	0.07	0.21	-0.39
Departure Headway (s)	5.9	5.5	6.0	5.3
Degree Utilization, x	0.06	0.60	0.42	0.63
Capacity (veh/h)	560	629	591	659
Control Delay (s)	9.3	16.4	12.0	15.6
Approach Delay (s)	9.3	16.4	14.3	
Approach LOS	A	C	B	

Intersection Summary			
Delay	14.9		
HCM Level of Service	B		
Intersection Capacity Utilization	51.9%	ICU Level of Service	A
Analysis Period (min)	15		

Near-Term AM Phase 2b
5: Ash Street & Pacific Highway 8/23/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.91		1.00	0.91	
Frt	1.00	0.95		1.00	0.96		1.00	0.99		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3350		1770	3395		1770	5014		1770	4884	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3350		1770	3395		1770	5014		1770	4884	
Volume (vph)	50	45	25	165	200	75	20	340	35	10	265	95
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	60	54	30	196	238	89	24	405	42	12	315	113
RTOR Reduction (vph)	0	26	0	0	29	0	0	6	0	0	34	0
Lane Group Flow (vph)	60	58	0	196	298	0	24	441	0	12	394	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	2.5	6.7		9.0	13.2		0.7	18.2		0.6	17.6	
Effective Green, g (s)	2.9	7.6		9.4	14.1		1.1	19.1		1.0	19.0	
Actuated g/C Ratio	0.05	0.14		0.18	0.27		0.02	0.36		0.02	0.36	
Clearance Time (s)	4.4	4.9		4.4	4.9		4.4	4.9		4.4	5.4	
Vehicle Extension (s)	2.0	3.6		2.0	3.6		2.0	4.1		2.0	4.1	
Lane Grp Cap (vph)	97	479		313	901		37	1804		33	1748	
v/s Ratio Prot	0.03	0.02		c0.11	c0.09		c0.01	c0.09		0.01	0.08	
v/s Ratio Perm												
v/c Ratio	0.62	0.12		0.63	0.33		0.65	0.24		0.36	0.23	
Uniform Delay, d1	24.6	19.8		20.2	15.7		25.8	11.9		25.7	11.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	8.0	0.1		2.8	0.3		25.7	0.1		2.5	0.1	
Delay (s)	32.6	20.0		23.0	16.0		51.5	12.0		28.2	12.0	
Level of Service	C	B		C	B		D	B		C	B	
Approach Delay (s)		25.2			18.6			14.0			12.4	
Approach LOS		C			B			B			B	

Intersection Summary			
HCM Average Control Delay	16.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	53.1	Sum of lost time (s)	8.0
Intersection Capacity Utilization	40.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Near-Term AM Phase 2b
6: Cedar Street & Outbound Driveway 8/23/2011

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	195	0	0	105	0	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	212	0	0	114	0	65
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)	284					
pX, platoon unblocked						
vC, conflicting volume			212		326	212
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			212		326	212
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	92
cM capacity (veh/h)			1358		668	828

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	212	114	65
Volume Left	0	0	0
Volume Right	0	0	65
cSH	1700	1700	828
Volume to Capacity	0.12	0.07	0.08
Queue Length 95th (ft)	0	0	6
Control Delay (s)	0.0	0.0	9.7
Lane LOS			A
Approach Delay (s)	0.0	0.0	9.7
Approach LOS			A

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	20.6%	ICU Level of Service	A
Analysis Period (min)	15		

Near-Term AM Phase 2b
7: Beech Street & Inbound Driveway 8/23/2011

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	30	55	495	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	33	60	538	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	598				361	329
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	598				361	329
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	979				638	713

Direction, Lane #	EB 1	WB 1
Volume Total	33	598
Volume Left	0	0
Volume Right	0	538
cSH	1700	1700
Volume to Capacity	0.02	0.35
Queue Length 95th (ft)	0	0
Control Delay (s)	0.0	0.0
Lane LOS		
Approach Delay (s)	0.0	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	36.8%	ICU Level of Service	A
Analysis Period (min)	15		

Near-Term AM Phase 2b
8: Residential Driveway & Kettner Boulevard 8/23/2011

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	45	0	0	595	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	49	0	0	647	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	652	329	658			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	652	329	658			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	93	100			
cM capacity (veh/h)	401	667	926			

Direction, Lane #	EB 1	SB 1	SB 2
Volume Total	49	431	226
Volume Left	0	0	0
Volume Right	49	0	11
cSH	667	1700	1700
Volume to Capacity	0.07	0.25	0.13
Queue Length 95th (ft)	6	0	0
Control Delay (s)	10.8	0.0	0.0
Lane LOS	B		
Approach Delay (s)	10.8	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	26.8%	ICU Level of Service	A
Analysis Period (min)	15		

Near-Term PM Phase 2b
1: Cedar Street & Pacific Highway 8/23/2011

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	0.91		1.00	0.95
Frt	1.00	0.85	0.99		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1583	5016		1770	3539
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	1583	5016		1770	3539
Volume (vph)	45	80	845	85	110	575
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	48	85	899	90	117	612
RTOR Reduction (vph)	0	71	22	0	0	0
Lane Group Flow (vph)	48	14	967	0	117	612
Turn Type		Perm			Split	
Protected Phases	6		8		7	7
Permitted Phases		6				
Actuated Green, G (s)	7.3	7.3	16.4		12.9	12.9
Effective Green, g (s)	8.7	8.7	16.8		14.3	14.3
Actuated g/C Ratio	0.17	0.17	0.32		0.28	0.28
Clearance Time (s)	5.4	5.4	4.4		5.4	5.4
Vehicle Extension (s)	3.8	3.8	2.0		3.8	3.8
Lane Grp Cap (vph)	297	266	1627		489	977
v/s Ratio Prot	c0.03		c0.19		0.07	c0.17
v/s Ratio Perm		0.01				
v/c Ratio	0.16	0.05	0.59		0.24	0.63
Uniform Delay, d1	18.4	18.1	14.6		14.5	16.4
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.3	0.1	0.4		0.3	1.4
Delay (s)	18.8	18.2	15.0		14.9	17.8
Level of Service	B	B	B		B	B
Approach Delay (s)	18.4		15.0			17.3
Approach LOS	B		B			B

Intersection Summary			
HCM Average Control Delay	16.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	51.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	44.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Near-Term PM Phase 2b
2: Cedar Street & Kettner Boulevard 8/23/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	445	220	60	60	0	0	0	0	105	465	45
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	464	229	62	62	0	0	0	0	109	484	47

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total (vph)	693	125	352	289
Volume Left (vph)	0	63	109	0
Volume Right (vph)	229	0	0	47
Hadj (s)	-0.16	0.13	0.19	-0.08
Departure Headway (s)	5.6	6.8	6.8	6.6
Degree Utilization, x	1.08	0.23	0.67	0.53
Capacity (veh/h)	626	517	514	542
Control Delay (s)	83.2	11.8	21.4	15.5
Approach Delay (s)	83.2	11.8	18.7	
Approach LOS	F	B	C	

Intersection Summary			
Delay	48.7		
HCM Level of Service	E		
Intersection Capacity Utilization	70.6%	ICU Level of Service	C
Analysis Period (min)	15		

Near-Term PM Phase 2b
3: Beech Street & Pacific Highway 8/23/2011

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	0	135	795	85	0	620
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	0	148	874	93	0	681
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)			390			376
pX, platoon unblocked	0.96	0.94			0.94	
vC, conflicting volume	1147	338			967	
vC1, stage 1 conf vol					0	
vC2, stage 2 conf vol					0	
vCu, unblocked vol	893	165			835	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)					3.1	
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	81			100	
cM capacity (veh/h)	269	799			805	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	148	349	349	268	227	227	227
Volume Left	0	0	0	0	0	0	0
Volume Right	148	0	0	93	0	0	0
cSH	799	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.19	0.21	0.21	0.16	0.13	0.13	0.13
Queue Length 95th (ft)	17	0	0	0	0	0	0
Control Delay (s)	10.5	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	B						
Approach Delay (s)	10.5	0.0			0.0		
Approach LOS	B						

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	32.3%	ICU Level of Service	A
Analysis Period (min)	15		

Near-Term PM Phase 2b
4: Beech Street & Kettner Boulevard 8/23/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	90	20	55	85	0	0	0	0	90	515	130
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	94	21	57	89	0	0	0	0	94	536	135

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total (vph)	115	146	362	404
Volume Left (vph)	0	57	94	0
Volume Right (vph)	21	0	0	135
Hadj (s)	-0.08	0.11	0.16	-0.20
Departure Headway (s)	5.6	5.7	5.4	5.1
Degree Utilization, x	0.18	0.23	0.55	0.57
Capacity (veh/h)	601	589	654	701
Control Delay (s)	9.8	10.5	13.5	13.3
Approach Delay (s)	9.8	10.5	13.4	
Approach LOS	A	B	B	

Intersection Summary			
Delay	12.6		
HCM Level of Service	B		
Intersection Capacity Utilization	41.8%	ICU Level of Service	A
Analysis Period (min)	15		

Near-Term PM Phase 2b
5: Ash Street & Pacific Highway 8/23/2011

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.91		1.00	0.91	
Frt	1.00	0.94		1.00	0.94		1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3337		1770	3313		1770	5006		1770	5032	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3337		1770	3313		1770	5006		1770	5032	
Volume (vph)	95	90	55	85	175	130	30	645	75	45	535	40
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	101	96	59	90	186	138	32	686	80	48	569	43
RTOR Reduction (vph)	0	48	0	0	86	0	0	8	0	0	5	0
Lane Group Flow (vph)	101	107	0	90	238	0	32	758	0	48	607	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	4.7	10.3		4.4	10.0		2.0	23.8		3.5	24.8	
Effective Green, g (s)	5.1	11.2		4.8	10.9		2.4	24.7		3.9	26.2	
Actuated g/C Ratio	0.08	0.18		0.08	0.18		0.04	0.41		0.06	0.43	
Clearance Time (s)	4.4	4.9		4.4	4.9		4.4	4.9		4.4	5.4	
Vehicle Extension (s)	2.0	3.6		2.0	3.6		2.0	4.1		2.0	4.1	
Lane Grp Cap (vph)	149	617		140	596		70	2040		114	2176	
v/s Ratio Prot	c0.06	0.03		0.05	c0.07		0.02	c0.15		c0.03	0.12	
v/s Ratio Perm												
v/c Ratio	0.68	0.17		0.64	0.40		0.46	0.37		0.42	0.28	
Uniform Delay, d1	27.0	20.8		27.1	22.0		28.5	12.5		27.3	11.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	9.2	0.2		7.3	0.5		1.7	0.2		0.9	0.1	
Delay (s)	36.2	21.0		34.4	22.5		30.2	12.7		28.2	11.2	
Level of Service	D	C		C	C		C	B		C	B	
Approach Delay (s)		27.0			25.1			13.4			12.4	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM Average Control Delay	17.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	60.6	Sum of lost time (s)	16.0
Intersection Capacity Utilization	45.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Near-Term PM Phase 2b
6: Cedar Street & Outbound Driveway 8/23/2011

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	195	0	0	105	0	445
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	212	0	0	114	0	484
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)	274					
pX, platoon unblocked						
vC, conflicting volume			212		326	212
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			212		326	212
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	42
cM capacity (veh/h)			1358		668	828

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	212	114	484
Volume Left	0	0	0
Volume Right	0	0	484
cSH	1700	1700	828
Volume to Capacity	0.12	0.07	0.58
Queue Length 95th (ft)	0	0	97
Control Delay (s)	0.0	0.0	15.3
Lane LOS			C
Approach Delay (s)	0.0	0.0	15.3
Approach LOS			C

Intersection Summary			
Average Delay	9.1		
Intersection Capacity Utilization	44.5%	ICU Level of Service	A
Analysis Period (min)	15		

Near-Term PM Phase 2b
7: Beech Street & Inbound Driveway 8/23/2011

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	85	135	70	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	92	147	76	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	223				277	185
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	223				277	185
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1346				713	857

Direction, Lane #	EB 1	WB 1
Volume Total	92	223
Volume Left	0	0
Volume Right	0	76
cSH	1700	1700
Volume to Capacity	0.05	0.13
Queue Length 95th (ft)	0	0
Control Delay (s)	0.0	0.0
Lane LOS		
Approach Delay (s)	0.0	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	14.7%	ICU Level of Service	A
Analysis Period (min)	15		

Near-Term PM Phase 2b
8: Residential Driveway & Kettner Boulevard 8/23/2011

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	0	20	0	0	700	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	22	0	0	761	49

Direction, Lane #	EB 1	SB 1	SB 2
Volume Total (vph)	22	507	303
Volume Left (vph)	0	0	0
Volume Right (vph)	22	0	49
Hadj (s)	-0.57	0.03	-0.08
Departure Headway (s)	4.8	4.6	4.5
Degree Utilization, x	0.03	0.65	0.38
Capacity (veh/h)	693	779	795
Control Delay (s)	7.9	14.4	9.0
Approach Delay (s)	7.9	12.4	
Approach LOS	A	B	

Intersection Summary			
Delay	12.2		
HCM Level of Service	B		
Intersection Capacity Utilization	30.8%	ICU Level of Service	A
Analysis Period (min)	15		

County Cedar and Kettner Development Project

Appendix E3

County of San Diego Administrative Center Parking Demand

Prepared by Fehr & Peers

July 25, 2011

FEHR PEERS

MEMORANDUM

Date: July 25, 2011

To: Alyssa Muto, BRG Consulting, Inc

From: Stephen Cook PE, Fehr & Peers
Mark Peterson ACIP, Fehr & Peers

Subject: ***County of San Diego Administrative Center Parking Demand***

SD11-0038

The purpose of this memorandum is to document the existing parking demand associated with the County of San Diego Administrative Center (CAC), as well as to provide an estimate of the employee parking demand that would be relocated to the proposed parking structure included as part of the Cedar-Kettner Development project (Cedar-Kettner parking structure).

PROJECT BACKGROUND

The *San Diego County Administration Center Waterfront Park Development and Master Plan EIR, April 2003* (CAC Waterfront Master Plan) outlined a series of changes and improvements to the current County Administration Center (CAC) located at 1600 Pacific Highway in downtown San Diego. One such improvement is to eliminate the surface parking lots located on both sides (north and south) of the CAC building and replace them with public park space.

Under the 2003 Master Plan, CAC employee parking would be relocated to a new County owned parking structure located on the southwest corner of Cedar Street and Kettner Boulevard (included as part of the proposed Cedar-Kettner Development). CAC visitors, VIPs/County executives, and park visitors would be relocated to a subterranean parking facility located on the south side of the CAC building, under the newly developed park. This 250 space subterranean lot would be accessible via a driveway on Ash Street, between Pacific Highway and Harbor Drive.

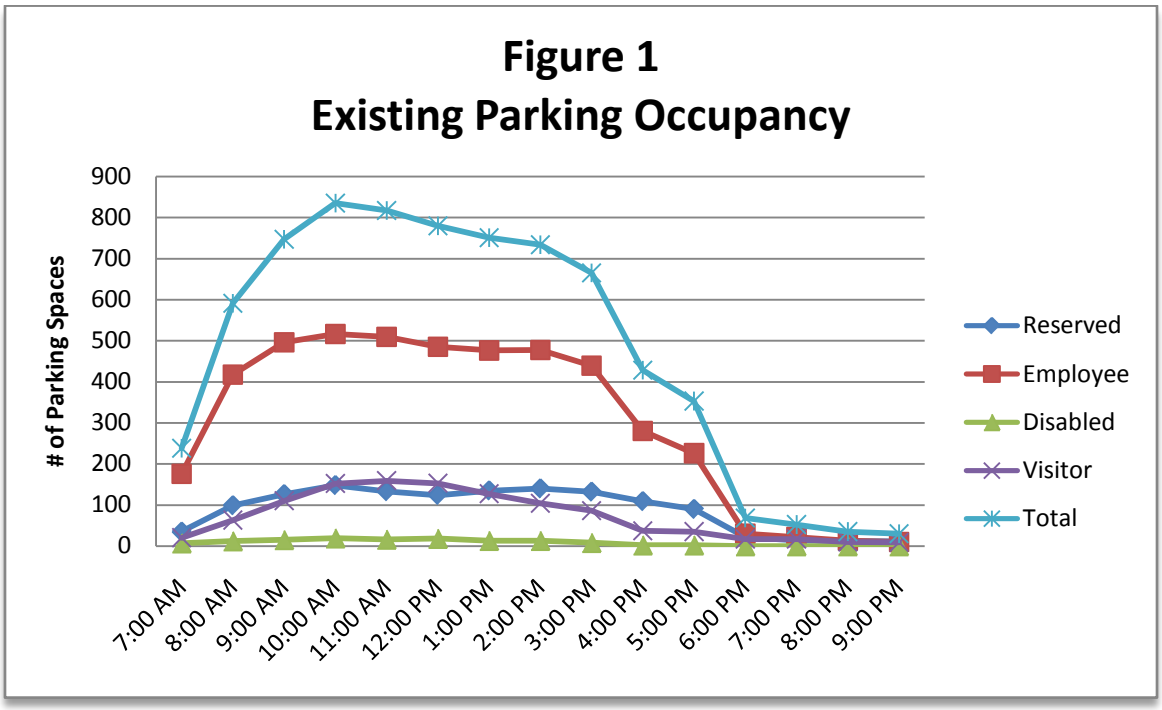
EXISTING CAC PARKING DEMAND

In order to determine existing parking demand, hourly parking occupancy counts were conducted in April 2011 at the two (2) existing CAC parking lots. **Figure 1** displays the hourly parking occupancy for the CAC between 7:00 AM and 9:00 PM. As shown in the figure, the maximum overall parking occupancy for the CAC facility occurred between 10:00 AM and 11:00 AM with 835 of the 1,118 spaces occupied (75%), broken down as follows:

- 19 occupied disabled parking spaces (90%)
- 152 occupied visitor parking spaces (90%)
- 148 occupied reserved employee spaces (71%)
- 516 occupied employee spaces (72%)

Attachment 1 provides the complete hour by hour occupancy data.

Based upon the existing parking occupancy, the CAC employee parking demand (reserved + employee parking) peaked at 664 occupants (with 900 current employees), resulting in a parking demand ratio of 0.74 (664 spaces/900 employees) spaces per employee.



FUTURE CAC PARKING DEMAND

As noted previously under the CAC Waterfront Master Plan, parking associated with the CAC will be divided into the subterranean CAC lot and the Cedar-Kettner parking structure. It is assumed that all CAC employees (other than County executives) would park in the new County parking structure, while CAC visitors, VIPs/County executives, and park visitors would park in the subterranean lot.

CAC Visitor Parking

Based upon the *San Diego County Administration Center Waterfront Park Development and Master Plan EIR (April 2003),* the 250 spaces in the subterranean CAC lot would be allocated as follows:

- 10 vanpool spaces
- 16 spaces reserved for VIPs/County executives
- 224 visitor parking spaces (56 allocated for the park, 168 allocated for CAC visitors)

As noted in Attachment 1, under "CAC Visitor Parking" demand peaked at 159 visitors. Based upon the information above, the proposed subterranean lot would therefore provide enough parking spaces to accommodate this demand, and the additional demand generated by the new park uses (56 spaces). Furthermore, future plans call for the relocation of certain County offices to the County Operations Center in Kearny Mesa. As a result, the visitor parking demand at the CAC could decrease, thus allowing employees to utilize some of the subterranean parking.

FEHR PEERS

CAC Employee Parking

Under the CAC Waterfront Master Plan, all CAC employee parking will be relocated to the Cedar-Kettner parking structure, with exception of the 16 spaces reserved for VIPs/County executives. The County has estimated that 220 of the 900 current CAC employees will be relocated to other County offices, leaving 680 employees at the CAC.

The existing CAC employee parking demand ratio (0.74 spaces/employee) was applied to the projected number of future employees (680) to derive a future parking demand of 503 spaces (680 employees x 0.74 spaces/employee). Assuming that 16 spaces of the future parking demand associated with CAC employees (503) would be reserved specifically for VIPs/County executives in the subterranean lot, a total of 487 spaces would be required for CAC employees in the Cedar-Kettner parking structure.

It should be noted, that while currently not specifically planned for, the CAC would have the room/ability to backfill 200 additional employees. If the County decided to backfill the CAC to full capacity (200 additional staff), it would result in an additional demand of 148 spaces (200 employees x 0.74 spaces/employee) for a total employee parking demand of 635 spaces.

CONCLUSIONS

The 250 space subterranean lot, as proposed under the CAC Waterfront Master Plan, would be sufficient for CAC visitors, park visitors and VIPs/County executive parking. The Cedar-Kettner parking structure should be designed to provide 487–635 spaces for CAC employees, depending on the anticipated employment levels at the CAC. Any additional parking spaces could be utilized by overflow parking from other existing downtown County facilities.

County Cedar and Kettner Development Project

Appendix F

CAC Waterfront Park Development and Master Plan EIR

Prepared by BRG Consulting, Inc.

April 2003

Final Environmental Impact Report

for the proposed

San Diego County Administration Center Waterfront Park Development and Master Plan

SCH No. 2002081089
Project No. KK3421

Prepared for:
COUNTY OF SAN DIEGO
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April 2003

SAN DIEGO COUNTY ADMINISTRATION CENTER WATERFRONT PARK DEVELOPMENT AND MASTER PLAN FINAL EIR

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(Bound Separately)

A **Notice of Preparation and Responses**
(Bound with Draft EIR)

B **San Diego County Administration Center Waterfront Park, Master Plan–January 28, 2002**
Selected Project Plans/Perspectives–June 18, 2002
Prepared by Hargreaves Associates

C **Updated Geotechnical Investigation**
Prepared by Geocon Incorporated, March 2002

D **Parking Demand Study**
Prepared by Linscott, Law & Greenspan, October 2002

E **Limited Groundwater Assessment**
Prepared by Geocon Incorporated, October 2002

F **Askew Building Hazardous Materials Report**
Prepared by County of San Diego Department of Environmental Health

G **Will-Serve Letters**

H **San Diego County Administration Center Nomination for Inclusion on the National Register of Historic Places, 1988**

I **County Administration Center – Cultural Landscape Report**
Prepared by Vonn Marie May, Landscape Historian, June 2002

FOREWORD

A Draft EIR for the CAC Waterfront Park was prepared and circulated for a 45-day public review beginning January 15, 2003 (SCH #20020810989). The Draft EIR public review distribution list, which identifies the agencies, individuals and special interest groups that were provided a copy of the Draft EIR, is available for review at the County of San Diego Department of General Services during regular business hours.

This Final Environmental Impact Report (Final EIR) has been prepared in accordance with the requirements of the California Environmental Quality Act (California Public Resources Code Section 21000, et seq., [revised December 1998] herein, CEQA) and the State of California CEQA guidelines, as amended February 1999 (California Administrative Code, Title 14, Section 15000, et seq.). The purpose of the Final EIR is to provide the decision-making body, in this case the County of San Diego Board of Supervisors, responsible agencies, and the public with environmental impact information relative to the proposed CAC Waterfront Park project. The District must consider the information contained in this Final EIR prior to approving the proposed project.

Summary of Revisions Incorporated into the Final EIR

The Final EIR includes the Draft EIR, Technical Appendices, and copies of each public letter commenting on the Draft EIR and the County's responses to those comments. Each public comment is assigned a comment number that corresponds to a response number.

Since circulation of the DEIR, several changes have been made to features of the proposed project. These changes include a reduction of the proposed maximum parking capacity of the parking garages below the CAC Park from 381 to 314 vehicles, and an increase in the proposed parking capacity of the parking structure at the Cedar/Kettner site from 500 to 650 vehicles. In addition, changes have been made to the proposed plantings in view corridors crossing the project site, in order to ensure that the adopted Beech Street, Date Street and Fir Street view corridors are maintained.

The Final EIR includes minor revisions including clarifications and corrections. All revisions are marked in ~~strikeout~~ /underline format. No new information has been presented in the Final EIR that would require re-circulation of the Draft EIR pursuant to CEQA Guidelines §15088.5(a). The amount of parking provided has increased by two spaces over the number discussed in the Draft EIR. Design features and maintenance procedures have been refined to assure continued visibility of San Diego Bay from view corridor streets. Additional details have been provided to demonstrate that the proposed project is consistent wit Secretary of Interior standards for historic sites. Specifically, no new significant environmental impacts would result from the project or from new mitigation measures proposed for implementation. The project would not result in a substantial increase in the severity of an environmental impact unless mitigation measures are adopted that reduce the impact to a level of insignificance. No feasible project alternatives or mitigation measures considerably different from those analyzed in the Draft EIR have been identified that would clearly lessen any significant project impacts. Finally, the EIR includes adequate information for a meaningful public review.

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COMMENTS ON DRAFT EIR & RESPONSES

Letter from	Response Numbers
1. State of California, Governor's Office of Planning and Research State Clearinghouse 1400 Tenth Street, P.O. Box 3044, Sacramento, CA 95812-3044 Dated: January 16, 2003	1
2. County of San Diego, Department of General Services 555 Overland Avenue, San Diego, CA 92123-1294 Jeff Redlitz, Project Manager Dated: February 27, 2003	2
3. Port of San Diego and Lindbergh Field Air Terminal P.O. Box 120488, San Diego, CA 92112-0488 Melissa Mailander, Environmental Review Coordinator Dated: February 25, 2003	3-25
4. Port of San Diego and Lindbergh Field Air Terminal P.O. Box 120488, San Diego, CA 92112-0488 Catherine Sass, Public Art Director Dated: February 26, 2003	26
5. Metropolitan Transit Development Board 1255 Imperial Avenue, Suite 1000, San Diego, CA 92101-7490 Toni Bates, Director of Planning and Development Dated: February 25, 2003	27
6. Centre City Development Corporation 225 Broadway, Suite 1100, San Diego, CA 92101-5074 Alexandra Elias, Senior Planner Dated: February 27, 2003	28-86
7. The City of San Diego, Development Services 1222 First Avenue, MS 501, San Diego, CA 92101-4155 Cathy Cibit, Environmental Review Manager (Acting) Dated: February 28, 2003	87-130

8. Little Italy Residents Association 131-132
2040 India Street, San Diego, CA 92101
Nick Watson, President
Undated (Received: February 28, 2003)

9. Save Our Heritage Organization 133-134
2476 San Diego Avenue, San Diego, CA 92123-1924
Bruce Coons, Executive Director
Undated (Received: February 14, 2003)

10. Maritime Museum 135-140
1306 North Harbor Drive, San Diego, CA 92101
Raymond Ashley, PhD, Executive Director
Dated: February 21, 2003

11. San Diego Archaeological Society, Inc. 141-144
P.O. Box 81106, San Diego, CA 92138-1106
James W. Royle, Jr., Chairperson, Environmental Review Committee
Dated: February 24, 2003

12. Centre City Advisory Committee 145-156
225 Broadway, Suite 1100, San Diego, CA 92101
Joyce Summer, Chair
Dated: February 24, 2003

13. San Diego Downtown Residents Group 157-162
No Address on Comment Letter
Gary Smith, President for the Board of Directors
Undated (Received: February 28, 2003)

14. Asset Growth Properties 163-166
The Marston Building, 427 C Street, Suite 300, San Diego, CA 92101
Peter Valleau
Dated: February 7, 2003

15. Rob Quigley 167
No Address on Comment Letter
Undated (Received: February 14, 2003)

16. Ann T. Fathy, Attorney-at-Law 168-169
701 Kettner Boulevard, #198, San Diego, CA 92101-5933
Dated: February 28, 2003

17. Ferris Johnson & Associates Architects, Inc. 170-175
3254 Fourth Avenue, San Diego, CA 92103
Paul W. Johnson, A.I.A
Dated: February 26, 2003

18. Department of the Navy 176
Southwest Division, Naval Facilities Engineering Command
1220 Pacific Highway, San Diego, CA 92123-5190
C. Schanze, Captain, CEC, U.S. Navy, Commander
Not Dated

19. San Diego County Historic Sites Board 177-179
5201 Ruffin Road, Sutie B, San Diego, CA 92123-1666
Jim Royle, Chair
Dated: February 24, 2003

Gray Davis
Governor

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

RECEIVED

Tal Finney
Interim Director

ACKNOWLEDGEMENT OF RECEIPT

DATE: January 16, 2003

TO: Jeffrey Redlitz
San Diego County Department of General Services
5555 Overland Ave.
Building 2, Room 220
San Diego, CA 92123

RE: San Diego County Administration Center Waterfront Park
SCH#: 2002081089

1 This is to acknowledge that the State Clearinghouse has received your environmental document for state review. The review period assigned by the State Clearinghouse is:

Review Start Date: January 15, 2003
Review End Date: February 28, 2003

We have distributed your document to the following agencies and departments:

California Coastal Commission
California Highway Patrol
Caltrans, District 11
Caltrans, Division of Aeronautics
Department of Boating and Waterways
Department of Conservation
Department of Fish and Game, Region 5
Department of Parks and Recreation
Native American Heritage Commission
Office of Historic Preservation
Public Utilities Commission
Regional Water Quality Control Board, Region 9
Resources Agency
State Lands Commission

The State Clearinghouse will provide a closing letter with any state agency comments to your attention on the date following the close of the review period.

Thank you for your participation in the State Clearinghouse review process.

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

RESPONSE TO COMMENT LETTER FROM THE STATE OF CALIFORNIA, GOVERNOR'S OFFICE OF PLANNING AND RESEARCH, STATE CLEARINGHOUSE, DATED JANUARY 16, 2003

Response to Comment 1:
This letter acknowledges that the Draft EIR was received by the State of California, Governor's Office of Planning and Research (OPR), State Clearinghouse. The letter identifies the state agencies and departments that OPR distributed a copy of the Draft EIR for review and comment. Formal response by the County is not necessary.

County of San Diego

C. RONALD HICKS
Director

DEPARTMENT OF GENERAL SERVICES
5555 OVERLAND AVENUE, SAN DIEGO, CA 92123-1294

(Location Code 650)
PROJECT MANAGEMENT
(858) 694-2040
FACILITIES SERVICES
(858) 694-3075
FLEET MANAGEMENT
(858) 694-2878
REAL ESTATE SERVICES
(858) 694-2291
DOCUMENT SERVICES
(858) 495-5348

February 27, 2003

BRG Consulting, Inc.
304 Ivy Street
San Diego, CA 92101-2030
Attn: Ralph Kingery

CAC WATERFRONT PARK EIR – CLARIFICATION OF PROJECT MODIFICATIONS

The following elements of Waterfront Park project modification require acknowledgement in the FEIR. County Counsel has concurred that all the proposed changes can be documented as a response to this communication.

Parking

2

1. The attached "Parking Management Plan" describes provision of on site and off site parking for employees and public on a temporary and permanent basis. This plan may be included as part of the Parking mitigation measure and will be adopted by the Board of Supervisors as a condition of project approval.

2. The underground parking structures will be reduced in footprint and capacity from the 390 stalls stated in the Draft EIR to 250 stalls in the current design. The north structure has a capacity of 152 stalls and the south structure has a capacity of 98 stalls with a self park single loaded design. Managed tandem/valet parking will increase the capacity on demand to provide for 314 vehicles which accounts for the 276 stall public parking requirement from the "Parking Demand Study" plus additional stalls for employee designated vans and elected officials.

3. The 150 stalls of employee parking displaced by the underground structure redesign will be transferred to the Cedar/Kettner parking structure built in conjunction with the private residential development on that site. The employee parking provision on that property assigned to the County will be a minimum of 650 stalls. The County through a condominium ownership will control the parking structure portion of that project in perpetuity. Construction of this project or a similar neighboring project is a part of the "Parking Management Plan". The development proposal by Lambert Development has been accepted by the Board of Supervisors as the basis of future negotiations.

4. In response to the Embarcadero Alliance staff request to replace on street parking displaced by the proposed Harbor Drive alignment, new on street parking is delineated on the north side of Ash St. abutting the project site. Approximately 40 stalls would replace the existing bus stop and bus layover parking. These bus facilities will be relocated in coordination with MTDB.

RESPONSE TO COMMENT LETTER FROM COUNTY OF SAN DIEGO, DEPARTMENT OF GENERAL SERVICES, DATED FEBRUARY 27, 2003

Response to Comment 2:
The February 27, 2003 letter from the County of San Diego Department of General Services describes in detail the County's Parking Management Plan to ensure that adequate parking will be provided to accommodate the proposed project parking as well as associated parking relocations. This Final EIR has been revised to include Table 2.5-9 which summarizes the Plan. The Parking Management Plan demonstrates how and when the County will provide for parking at the proposed project site, both during and upon completion of construction activities. The County commits to implementation of the Parking Management Plan concurrent with Park implementation.

The location of the property line in the DEIR project description is not accurate. Figure 1.1-4 of the FEIR has been modified to reflect this change.

A clarification of the relocation of Askew Building employees has been added to FEIR Section 1.1.1. An expanded discussion of how the proposed project incorporates of the NEAVP recommendations for a 130-foot Pacific Highway ROW has been added to Section 2.5.3.1 D and 2.5.3.1 G of the FEIR. Section 2.8.4 of the FEIR has been revised to clarify that the Board of Supervisors will make the determination of project compliance with Department of Interior preservation standards. That recommendation will be based on advisory findings of the County Historic Sites Board. Due to the site's designation on the City's historic site registration, the City Historical Resources Board will provide input to the County Historic Sites Board in the development of joint advisory findings.

Project Site Property Line

The County Real Estate Services engineering staff have determined that the property line as shown in the current project description is not accurate. The new description would add approximate average of 10 feet along the westerly property line and 8 feet along the easterly property line. The correct property boundary description is derived from granting documents at the creation of the San Diego Port District. A corrected property line will be delineated on a resubmitted site plan for use as an exhibit in the FEIR.

Askew Building Relocation

The Askew Building will be demolished to allow park construction. All administrative activities and employees will be relocated to other County owned or leased facilities currently occupied by County functions. No new facilities will be built or purchased for the Askew staff functions in the short term. At this time, possible sites include leased offices in Kearny Mesa currently housing County Department of Public Works staff. This facility can provide office space equal or greater than the Askew staff requirements. The Askew functions can also be dispersed to multiple County controlled sites, such as the Trolley Towers.

Pacific Highway Right of Way Modifications

The project as designed incorporates the 130 ft. Pacific Highway right of way width and design as recommended by the Embarcadero Alliance. The County has agreed in concept to increase the right of way width on the west side of Pacific Highway in various dimensions to allow street realignment and curb side parking. Reference drawings are provided by GAFCON as project management representatives for the Embarcadero Alliance. The specific design and construction of the Pacific Highway improvements is not a part of this project. Street, median and east side curb/gutter/sidewalk improvements including all landscape planting will be a separate project under management by the City of San Diego. Any environmental impacts of that project, specifically view corridor infringement by median tree planting will be assessed separately at a future date. All curb/gutter/sidewalk improvements on the west side will be designed and built concurrent with Waterfront Park construction to decrease impact on the public way. These improvements will be subject to a ministerial encroachment permit issued by the City of San Diego.

Historic Site Board Authority

The County Historic Site Board will meet on March 17, 2003. At that meeting the Site Board will make findings on the compliance of the project with local, state and federal architectural heritage development guidelines. The County Site Board will also confirm review authority over this project between the City and County Site Boards. All findings will be incorporated in the Final EIR.

Please call me at (858) 694-8834 with any questions.

JEFF REDLITZ, Project Manager
Department of General Services

Table 2.5-8
County of San Diego CAC Waterfront Park - Parking Management Plan

The following is proposed as a Parking Management Plan to address short term and long term provision of onsite and off site public and employee parking to serve staff and visitors to the County Administration Center, the CAC Waterfront Park and the Embarcadero visitor and business establishments.

Parking Requirement	ON SITE				OFF SITE			
	Number	Location	Description	Schedule	Number	Location	Description	Schedule
Short Term /Construction								
Required public parking	276 public parking— per Parking Demand Study	CAC existing parking lots	Approx 140 stalls in each of existing north/south parking lots. Utilize parking structures when completed	Available throughout Park construction — surface parking for 8 months then combination of structure and surface				
Employee parking	16	CAC existing parking lots	VIP/elected officials/vanpool Part of 292 total onsite provision	Available throughout Park construction	650	Pacific Highway/ surplus airport tarmac parking	Provided by 5 Star Parking under 3 year lease. Free to employees including shuttle to CAC	Start of construction for approx. three years until summer 2006 completion of Cedar/Kettner employee parking structure
					66	Mills Building parking structure	Free to employees	Available throughout construction and permanently
Long Term								
Required public parking	276 public 16 VIP 292 Total (includes 10 employee van pool/carpool parking)	(2) CAC Waterfront Park underground structures	Structures to be striped for self park and tandem. Managed parking/tandem will be initiated on demand	Spring 2005				
Employee parking					650	Cedar/Kettner mixed use project	Dedicated employee parking in County condominium ownership of underground structure	Summer 2006
					66	Mills Building parking structure	Free to employees	Available immediately and permanently

Notes:

1. Visionary Plan EIR mitigation of minimum 50 stalls on site provision will be maintained at all times during construction and after park completion. The 10 stall minimum for employee/carpool/vanpool will be provided.
2. Charges for use of CAC underground parking structure to be determined by the Clerk of the Board of Supervisors. Any charges for public parking will be consistent with Embarcadero Alliance management of waterfront parking along Harbor Drive.
3. The Parking Management Plan addresses the parking requirement for the CAC administrative and recreational facilities. Additional parking provided in response to replacement of potential on street parking along east side of Harbor Drive will be addressed by modification of the north side of Ash Street between Pacific Highway and Harbor Drive to provide on street parking.

Port of San Diego
and Lindbergh Field Air Terminal
(619) 686-6200 • P.O. Box 120488, San Diego, California 92112-0488
www.portofsandiego.org

RECEIVED
FEB 27 2003
BRG CONSULTING

February 25, 2003

Mr. Ralph Kingery
BRG Consulting, Inc.
304 Ivy Street
San Diego, CA 92101-2030

Re: Draft EIR for the proposed San Diego County Administration Center Waterfront Park Development and Master Plan

Dear Mr. Kingery:

The San Diego Unified Port District (Port District) appreciates the opportunity to provide comments on the Draft Environmental Impact Report (DEIR) for the proposed San Diego County Administration Center Waterfront Park Development and Master Plan. The Port District is a responsible agency as defined in the California Environmental Quality Act (CEQA). The Port District supports the implementation of the North Embarcadero Alliance Visionary Plan (NEAVP). The County's waterfront park project is a key component in the realization of the NEAVP. Although we have some concerns about parking and esplanade width as described below, we are very supportive of the County's project The following comments are offered in the spirit of cooperation to help in the preparation of the Final Environmental Impact Report. 3

1. The proposed project as described in the DEIR includes 1.2 acres of Port tidelands "from the east curb of Harbor Drive to a line 36 feet farther west" that lie within the jurisdiction and land use authority of the Port District. The Port District has not agreed to the proposed use of this land for County park purposes. The proposed shift of Harbor Drive 36 feet farther west would result in a decrease in the esplanade width below the minimum 100 foot width required in the Port Master Plan (page 74) and the North Embarcadero Alliance Visionary Plan (page 87). Therefore, significant land use/planning impacts would result from the proposed project because it is not consistent with the Port Master Plan nor the North Embarcadero Alliance Visionary Plan. The proposed project would require a Port Master Plan Amendment. 4

2. The *Parking Demand Analysis, San Diego County Administration Center, San Diego, California* dated August 16, 2002, Revised October 30, 2002 prepared by Linscott Law & Greenspan does not contain a comparative analysis with the certified Master EIR *North Embarcadero Alliance Visionary Plan Parking Analysis and Parking Management Plan* dated October 15, 1999, Revised November 2, 1999 prepared by Linscott Law & Greenspan. The findings, recommendations, parking requirements, and conclusions of the certified MEIR for the North Embarcadero Alliance Visionary Plan (NEAVP) Parking Analysis and 5

RESPONSE TO COMMENT LETTER FROM PORT OF SAN DIEGO AND LINDBERGH FIELD AIR TERMINAL, DATED FEBRUARY 25, 2003

Response to Comment 3:
The County acknowledges the Port and appreciates support for the proposed project, and for its recognition of the project as a key component in the realization of the NEAVP.

Response to Comment 4:
The County concurs that the proposed project will require an amendment of the Port Master Plan, but not that a significant land use impact would occur. The proposed project would result in a decrease in the minimum esplanade width of 100 feet, approved for the NEAVP and Port Master Plan. Up to 36 feet of esplanade greenspace adjacent to the pedestrian walkway would be replaced by usable greenspace as a part of the proposed CAC park. The overall amount of waterfront public open space/ greenspace in the Harbor Drive corridor would remain the same with the implementation of the proposed project, but a 36-foot wide strip would be shifted to the east side of Harbor Drive to provide a wider, more continuous public space at the CAC park site. Because the 100-foot esplanade width is an adopted minimum width in both the Port Master Plan and the NEAVP, a land use/planning impact would occur. However, this impact is not considered significant because it would not change the amount of open space within the Harbor Drive ROW. Section 2.1.3.1 E of the FEIR has been revised in response to this comment.

Implementation of the proposed project would require a Port Master Plan Amendment, changing the third sentence under "Crescent Zone" on page 74 of the Port Master Plan to read "The Port Master Plan capitalizes on this attribute to establish a grand pedestrian-oriented esplanade ~~(no less than 100 feet wide)~~ and a major entryway into the Centre City district from Grape Street to Broadway. The esplanade is comprised of a 25-foot wide pedestrian walkway adjacent to the Embarcadero, and a minimum of 75 feet of landscaped open space in the Harbor Drive corridor east of the walkway." Section 2.1.3.1 E of the FEIR has been revised to incorporate this information.

Response to Comment 5:
No revisions were made to the Parking Demand Analysis by LLG as a result of this comment. The Parking Management Plan as referenced in MM 2.5 will become an element of the Board of Supervisor's approval of project appropriation and constructor bid and award authority. To assure provision of adequate parking in a timely manner, the Parking Management Plan could be made a condition of approval for the Waterfront Park Coastal Development Permit issued by the California Coastal Commission. Provision of adequate public parking spaces at the CAC site is discussed and incorporated into the FEIR as

RESPONSE TO COMMENT LETTER FROM PORT OF SAN DIEGO AND LINDBERGH FIELD AIR TERMINAL, DATED FEBRUARY 25, 2003 (continued)

Response to Comment 5: (cont'd.)
described below. Discussion of project parking relative to NEAVP is provided in the section entitled "Parking Demand, Plan-to-Plan".

Proposed Parking Supply
Project parking supply and demand is summarized in Final EIR Table 2.5-8, and in Section 2.5.3.2 of this Final EIR document. The proposed parking garages located at the CAC site have been revised in size, as discussed in Comment Letter 2 from the County of San Diego Department of General Services. These garages would accommodate 250 self-park vehicles, but would have an additional capacity of 64 vehicles during times of peak demand (typically Saturday evenings), utilizing parking attendants to place vehicles in the aisles (tandem parking). The on-site garages, therefore, would accommodate up to 314 vehicles.

Parking spaces planned for the Cedar/Kettner site have been increased from 500 to 650, per a development proposal by Lambert Development that has been accepted by the County. In addition, 66 of 247 parking spaces available to the County at the Trolley Towers parking structure, 1255 Imperial Avenue, would be available for County employee parking, if needed. Total structure parking proposed would accommodate 1,030 vehicles.

Existing on-street parking adjacent to the site totals 78 spaces (10 on Grape Street, 20 along Pacific Highway, and 48 along Harbor Drive). The proposed project would retain 67 spaces (12 on Grape Street, 15 along Pacific Highway, and 40 along Ash Street). Total parking available, including on-street parking adjacent to the site, is 1,097 spaces.

Parking Demand, Plan-to-Ground
As described in Table 2.5-7 of this Final EIR, public parking demand at the site during the work week totals 222 spaces (144+36-14+56). To this would be added 48 replacement stalls for existing on-street parking proposed for removal from the east side of Harbor Drive, plus three additional spaces lost on Grape Street and Pacific Highway (-5+2 = -3). Employee parking demand totals 671 spaces (Table 2.5-7, rows 4.2.1, 4.2.2, and 4.2.3). Thus work week demand on a plan-to-ground basis would total 222 + 48 + 3 + 671, or 944 spaces. The available 1,097 spaces discussed above would exceed projected work-week demand by 153 spaces, or by 87 spaces if the Trolley Towers parking is not included.

Before and after working hours, and on weekends, the maximum public use of the existing parking at the site occurred from 8:00-9:00 p.m. on a Saturday, and totaled 270 vehicles (Appendix D, Table 3). Public weekday demand did not exceed 168 spaces (Appendix D,

RESPONSE TO COMMENT LETTER FROM PORT OF SAN DIEGO AND LINDBERGH FIELD AIR TERMINAL, DATED FEBRUARY 25, 2003 (continued)

Response to Comment 5: (cont'd.)
Table 2). Addition of all 78 existing on-street spaces adjacent to the site (not necessarily filled on Saturday night) would result in a total of 348 vehicles. Since up to 314 spaces would be available in the CAC parking garages, and 67 on-street spaces would be retained adjacent to the site, the Saturday night public parking supply of 381 spaces would exceed the anticipated demand by 33 spaces. In addition, members of the public could park at the Cedar/Kettner site after working hours, when up to 650 parking spaces would be available.

Parking Demand, Plan-to-Plan
On a plan-to-plan basis, 122 parallel parking spaces were identified in the NEAVP MEIR as being feasible to provide along the street curbs adjacent to the CAC site. This value was calculated by BRG Consulting, using the parameters described in the MEIR: up to 3/4 of each curb distance would be available for parallel parking, with each space = 24 feet. Since the proposed plan would retain 67 spaces adjacent to the site, the deficit of on-street parking related to the NEAVP would be 55 spaces.

Work-week public demand at the CAC site = 222 spaces, plus the use of some adjacent on-street parking. It is planned that ten carpool/vanpool spaces would be located at the CAC parking garages, as required by the NEAVP mitigation measures, in addition to 16 spaces for elected officials and VIPs. The additional 55 spaces of on-street parking required by the NEAVP could be accommodated in the CAC parking garages, leaving11 additional public spaces. Finally, the site is required to provide a minimum of 40 more spaces according to the NEAVP MEIR mitigation measures. If 11 of those spaces are allocated to the CAC parking garages, and 35 public spaces provided at the Cedar/Kettner site, 46 additional spaces would be provided. Thus, the proposed project is consistent with the NEAVP parking requirements on a plan-to-plan basis. Furthermore, if each of the ten carpool/vanpool vehicle transported three employees, no employee parking at Trolley Towers would be required.

Temporary Parking During Project Construction
Table 2.5-9 in this Final EIR document describes details of the proposed Parking Management Plan, designed to accommodate parking requirements during construction as well as during subsequent project operation. Public parking would be accommodated at one of the CAC surface parking lots during construction of the first parking garage, and in the site parking garages after completion of construction. Temporary employee parking may be located at surface parking areas on the airport tarmac during project construction, served by free shuttle buses to the CAC Building. To the extent feasible, however,

RESPONSE TO COMMENT LETTER FROM PORT OF SAN DIEGO AND LINDBERGH FIELD AIR TERMINAL, DATED FEBRUARY 25, 2003 (continued)

Response to Comment 5: (cont'd.)
temporary employee parking will be provided on the project site. Maximum utility of this temporary parking will require tandem valet-managed parking and will change in location and configuration during the phased construction of the Park. During the early phases of construction and excavation of the south parking structure, surface parking will be provided in a portion of the existing on-site parking lots. After construction of both structures, access will be provided within and temporarily on top of the structures. If the Cedar/Kettner project is completed first, temporary employee parking will be provided in leased space in existing parking lots located within three blocks of the CAC site. One established option for temporary parking is utilization of available space in existing off-site parking lot(s) with shuttle service to the CAC. If there were delays in project construction, the temporary parking lease could be extended.

Parking Management Plan should be incorporated in the parking demand analysis for the proposed project. The MEIR for the NEAVP identified significant parking impacts to Area 2 (County Administration Center) during weekday peak (8 a.m. – 5 p.m.) and weekday after 5 p.m. or weekend day. The assumptions for this deficit were based on the availability of on-street parking supply of 329 spaces and the public parking demand during the peak time periods of up to 370 spaces (refer to Table 4.2-2 of MEIR). A mitigation monitoring and reporting program was adopted for the NEAVP that required implementation of a Parking Management Plan. The Plan noted the requirement to construct or provide 50 dedicated public parking spaces. In addition designate 10 spaces for carpool/vanpool employee use only with balance designated for public use with longer than 3-hour parking allowed.

6 The proposed project includes the elimination of 719 parking spaces from the surface lot, narrowing width of North Harbor Drive, elimination of on-street parking relocation of transit bus stops. The DEIR does not provide information on the impacts of these improvements on the on-street parking supply within Area 2. The DEIR must provide a comparative analysis showing the original impacts for Area 2 as identified in the NEAVP MEIR versus the proposed project's impacts. Changes in public parking demand assumptions must also be clearly identified. All parking mitigation measures identified in the MEIR must be incorporated into the DEIR.

7 3. The DEIR does not specify if, when, or how the off-site replacement parking spaces will be provided, i.e. the 500 spaces proposed at the Kettner/Cedar site. A mitigation measure should be included in the FEIR that requires all off-site replacement parking spaces to be in service before any existing parking spaces are taken out of service.

8 4. The additional 66 parking spaces proposed at the existing Trolley Towers parking garage located at 1255 Imperial (DEIR page S-3) are not within a reasonable walking distance to the County Administration Center. Please describe how and why employees and the public would use this remote parking location in the downtown East Village area to access the County Administration Center site.

9 5. Please explain where the 230 employees in the Askew Building "would be relocated to other County office space in the downtown area" (DEIR page S-3). If they are relocated to the Trolley Towers facility, would there be enough parking spaces available at the Trolley Towers facility for both the 230 employees and the 66 additional parking spaces described in item 4 above?

10 6. Mitigation measures MM 2.5 and MM 4.3.3 (DEIR pages S-10 and S-17) should require that the CAC Parking Plan be prepared prior to any discretionary action being taken on the proposed project so that the decision-makers and the public may understand the implications and requirements of the CAC Parking Plan.

11 7. Please describe the difference in the cost, length of time to park, and hours of operation for the 54 existing on-street parking spaces on Harbor Drive that are proposed to be eliminated and replaced in the adjacent on-site subterranean parking garage (DEIR page 1-3).

RESPONSE TO COMMENT LETTER FROM PORT OF SAN DIEGO AND LINDBERGH FIELD AIR TERMINAL, DATED FEBRUARY 25, 2003 (continued)

Response to Comment 6:
See Response to Comment 5.

Response to Comment 7:
Mitigation Measure 2.5 has been revised to include a Parking Management Plan which demonstrates how and when the County will provide for parking at the proposed project site, both during and upon completion of construction activities. Also, see Response to Comment 2.

Response to Comment 8:
The Trolley Towers parking would be used solely for County employees, if necessary. If the carpool/vanpool vehicles transport a minimum of three County employees each, then there would be no overflow parking needed at the Trolley Towers. However, should additional parking be needed, County employees would be directed to the Trolley Towers parking. These employees would receive free passes to the Trolley, which would deliver the employees to the Cedar Street trolley stop located less than 600 feet from the CAC Building.

Response to Comment 9:
If the Askew Building occupants are relocated to the County's leased space in Kearny Mesa, all needed parking would be available at that facility. As discussed in this Final EIR Section 2.5.3.2 B, should parking be needed for the Askew Building occupants, the County controls the rights to 247 parking spaces in the Trolley Towers parking garage. If 66 spaces of those are allocated to CAC building parking, 181 spaces remain. At 0.75 parking spaces required per employee (section 2.5.3.2 A of this Final EIR), 181 spaces could accommodate approximately 241 employees, which is more than the 230 personnel now located at the Askew Building.

Please also refer to Comment Letter Number 2 and the response thereto.

Response to Comment 10:
The County concurs with the comment. Mitigation Measures 2.5 and 4.3.3 have been revised to include a Parking Management Plan. See Response to Comment 2.

The following language has been added to MMs 2.5 and 4.3.3: The proposed project shall provide adequate employee and visitor parking throughout construction activities and ongoing facility operation through the implementation of the Parking Management Plan shown in Table 2.5-9 in this Final EIR.

RESPONSE TO COMMENT LETTER FROM PORT OF SAN DIEGO AND LINDBERGH FIELD AIR TERMINAL, DATED FEBRUARY 25, 2003 (continued)

Response to Comment 11:
Harbor Drive contains 48 existing on-street parking spaces, not 54 as cited in the comment. The 48 on-street parking spaces proposed for removal along the east side of Harbor Drive would be replaced by 40 new parking spaces along the north side of Ash Street, and reserved visitor parking spaces in the proposed underground parking structure. Thirty-four of the 48 existing parking spaces on the east side of Harbor Drive are metered, and 14 are free. The metered spaces are free after 6:00 p.m., and on Sundays. Public parking in the CAC parking structures would be limited to two hours during the weekdays between 7:30 a.m. and 5:30 p.m., and four hours after 5:30 p.m. on weekdays, and on weekends and holidays. The cost of parking in this structure is expected to be consistent with other nearby parking areas. Approval for designation of the metering, cost and parking time limits can be a part of Coastal Commission review and approval at their discretion. At this time, it is planned that the number of free stalls provided on Harbor Drive would be replicated in the proposed underground parking structures or with the proposed new street parking on Ash Street.

Currently, visitor parking is limited to two hours in the existing on-street parking spaces. Similar to the existing on-street spaces, visitors would have access to CAC parking structures 24 hours a day, seven days a week. There would be up to 288 spaces available for public use on weekdays, and up to 314 spaces on week-day evenings and weekends in the CAC parking structures.

8. The *Parking Demand Analysis, San Diego County Administration Center, San Diego, California* dated August 16, 2002, Revised October 30, 2002 prepared by Linscott Law & Greenspan (LLG Parking Analysis Report) assumes that the future public parking demand is based on the existing ratio of public parking demand per employee, but does not explain the rationale for this correlation. Please explain why this assumption is made. Is this an industry standard? 12

9. The LLG Parking Analysis Report (Section 4.2.2, page 10) reduces the future employee count by 10% due to "extended services" at County satellite offices. This reduction of employees should only be credited if the County actually plans to reduce the number of employees at the CAC site by 10%, not based on an arbitrary assumption that extended services will reduce employees at the CAC site. 13

10. The LLG Parking Analysis Report (Section 4.2.4, page 10) should more accurately reflect that the North Embarcadero EIR specified an additional 50 public parking spaces with longer than 3 hour parking allowed, including 10 spaces for carpool/vanpool employee only use. The EIR requirement for 50 additional spaces should be in addition to the 144 future public parking demand spaces listed in Table 6, Public Parking Demand Ratio. We disagree that the "50 space requirement is already accounted for, per County of San Diego staff." 14

11. The LLG Parking Analysis Report does not address parking demand during special events, such as the Holiday Bowl parade. Parking for special events should be analyzed in the FEIR. 15

12. The LLG Parking Analysis Report (Section 4.3, page 12) should state the standard(s) used to determine the required number of disabled parking spaces. The number of required van-accessible disabled parking spaces should also be cited. 16

13. Please address the impacts of removing and/or relocating transit bus stops on Harbor Drive, Ash Street, Pacific Highway, and Grape Street. 17

14. Please include "Lease Agreement" on DEIR page 1-6 as another "Approval" from the San Diego Unified Port District "Agency" in the Matrix of Project Approvals/Permits. 18

15. Throughout the DEIR, there is reference made to the "SDUPD Master Plan certified LCP". The SDUPD does not have a certified LCP. The District maintains a Port Master Plan as provided for in Chapter 8 of the California Coastal Act. Please remove all reference to a SDUPD Local Coastal Program (LCP). 19

16. DEIR Section 2.1.1.2, on page 2.1-2 reference is made to an out-dated version of the Port Master Plan and inaccurately describes the "SDUPDMP" surrounding land-use and water-use designations. The latest version of the Port Master Plan (PMP) was revised in 2001 to incorporate the NEAVP and other PMP amendments. The most up-to-date version of the Port Master Plan was mailed to Ralph Kingery on Feb. 13, 2003 after Port District staff 20

RESPONSE TO COMMENT LETTER FROM PORT OF SAN DIEGO AND LINDBERGH FIELD AIR TERMINAL, DATED FEBRUARY 25, 2003 (continued)

Response to Comment 12:
No revisions were made to the Parking Demand Analysis by LLG as a result of this comment. The proposed project would not result in a loss of public parking within the NEAVP, because the parking spaces to be relocated offsite would be County employee spaces. The correlation was made between public parking and the number of employees because employees are the best independent variable to predict future parking. Since the existing and future number of employees are known, the best way to forecast is to use such a ratio. There is no industry standard for this type of analysis.

Response to Comment 13:
The County concurs with the comment. The County is actively relocating staff from the CAC building due to Information Technology inadequacies at the building, the high costs of remodeling CAC space, etc. The County cannot publicly commit at this time that specific functions or office groups will be moved out of the CAC on a specific schedule. That decision requires interrelated master planning of all major County-owned and leased administrative centers. However, in order to ensure that the proposed staff relocation will occur, and that no future employees will "backfill" the vacated space, the County is willing to adhere to a condition of approval that the employee count in the CAC building will not exceed the number utilized in the parking projections, [i.e., 961 minus ten percent, or 865 (961-96=865), unless a parking analysis demonstrates that no significant impact to area parking availability would occur. This potential condition of approval has been added to the discussion in Section 2.5.3.2 A of the FEIR in response to this comment.

Response to Comment 14:
No revisions were made to the Parking Demand Analysis by LLG or the FEIR as a result of this comment. The NEAVP MEIR Weekday Parking Management Plan (Section 4.2.5.1, page 4.2-9) requires that the County "Build a 50-space surface lot or *provide 50 spaces designated for public use in the CAC parking lots and/or future CAC parking structure.* Designate 10 spaces for carpool/vanpool employee use only, with the balance designated for public use only with longer than 3-hour parking allowed" (NEAVP MEIR, 2000). The County proposes to do this. The 50-stall mitigation from the NEAVP MEIR is a minimum, not an additional requirement of overall parking. In addition to on-street parking spaces, up to 288 proposed underground parking structure spaces at the CAC site would be available to the public during working hours, and up to 314 spaces would be available at other times. Adequate parking for CAC employees, public parking demand, and compliance with NEAVP

RESPONSE TO COMMENT LETTER FROM PORT OF SAN DIEGO AND LINDBERGH FIELD AIR TERMINAL, DATED FEBRUARY 25, 2003 (continued)

Response to Comment 14: (cont'd.)
MEIR mitigation measures would provide, as discussed in Response to Comment 5, and Section 2.5.3.2 of the Final EIR.

Response to Comment 15:
No revisions were made to the Parking Demand Analysis by LLG as a result of this comment. As noted in the February 27, 2003 letter from County General Services staff, in addition to the up to 314 public use spaces in the proposed underground structures at the CAC site available during non-working hours, public parking for special events would be made available in the Cedar/Kettner garage (Jeff Redlitz, Feb. 27, 2003). During weekday evenings and weekends, use of the Cedar/Kettner garage would provide up to 650 parking spaces for public use during special events. Public parking available during non-working hours in these three parking structures would total 964 spaces. A discussion of special event parking was added to FEIR Section 2.5.3.2B in response to this comment.

Response to Comment 16:
No revisions were made to the Parking Demand Analysis by LLG as a result of this comment. The required number of disabled spaces was based on the County standard of one disabled space per 25 parking spaces, as noted in the study. The number of van-accessible disabled parking spaces will be in accordance with County Department of Public Works standards. The spaces required are proportionate to the total number of parking spaces in the lot or structure. The 98-space garage is required to contain one van-accessible space, as is the 152-space garage. The 650-space garage at Cedar/Kettner will be required to contain two van-accessible spaces. These van-accessible disabled parking requirements will be met. Section 2.5.3.2 A of the FEIR has been revised to include this information in response to this comment.

Response to Comment 17:
Section 2.5.3.1 G of the FEIR has been revised in response to this comment. Under the proposed project, the number of transit bus stops and the extent of bus layover areas adjacent to the site would remain unchanged, accommodating 13 buses. This is conceptually illustrated in revised Figures 1.1-3 and 1.1-4. As shown there, the four bus layover areas currently located along Harbor Drive south of Grape Street would be moved to the west side of Pacific Highway south of Grape Street. The bus area east of the project site would be split, and moved north and south in order to improve the views of the east facade of the CAC building from Pacific Highway. The bus stop/layover area on the

RESPONSE TO COMMENT LETTER FROM PORT OF SAN DIEGO AND LINDBERGH FIELD AIR TERMINAL, DATED FEBRUARY 25, 2003 (continued)

Response to Comment 17: (cont'd.)
north side of Ash Street would be moved around the corner to Pacific Highway, in order to utilize that area of Ash Street for on-street parking. Since no bus use areas would be lost under the proposed project, and the proposed relocations are minor, significant impacts to transit operations would not occur. As such, mitigation is not required.

If the County subsequently desires to adjust the bus layover areas proposed and shown in Figure 1.1-4, it would be done as part of the North Embarcadero Visionary Plan Schematic Design. The County has volunteered to represent the Alliance in the design and construction of the ROW improvements on Pacific Highway, Grape and Ash Streets and Harbor Drive and will coordinate design details with Alliance agencies for consistency with the North Embarcadero Plan and City of San Diego street design guidelines. Any changes proposed to the bus areas would need to be reviewed and approved by MTDB and the Alliance agencies prior to implementation.

Response to Comment 18:
The matrix of Project Approvals/Permits in this Final EIR has been revised to include the approval required from the San Diego Unified Port District.

Response to Comment 19:
This Final EIR has been revised to remove any references to a SDUPD LCP.

Response to Comment 20:
Section 2.1, Land Use/Planning, of this Final EIR has been revised so that surrounding land use and water use designations are correctly referenced according to the 2001 Port Master Plan.

noticed this discrepancy. Please describe the correct Port Master Plan surrounding land-use and water-use designations in the FEIR.

17. DEIR page 2.1-7 is incorrect in the last two paragraphs. The Port Master Plan (PPMP) was last amended and certified by the California Coastal Commission on February 5, 2003. The PMP divides the tidelands under the jurisdiction of the Port District into ten (not nine) Planning Districts. Please correct these discrepancies in the FEIR. 21

18. DEIR page 2.1-10, first paragraph refers to "Port staff has indicated that (Runway 13/31) may reopen, no specific date has been established." Please cite the name of the appropriate agency representative of the San Diego County Regional Airport Authority qualified to make this statement. 22

19. DEIR Figure 2.1-1, page 2.1-17, shows large trees planted in the 80' wide view corridors. The planting of these trees should be studied for their potential impact on the view corridors established in the NEAVP. 23

20. Quantify by how much the "proposed 17,000 square foot West Terrace" is "slightly elevated above the grade of the surrounding landscape" (DEIR page S-2). 24

21. The Cumulative Impact Section must include identification of all approved projects within the NEAVP area. In addition to those mentioned these are: Midway Aircraft Carrier Museum; a 600-800 room hotel office building, retail, and parking on Lane Field; and modernization of the Cruiseship Terminal at B Street. Mention should also be made regarding the Navy's Broadway Complex Plan. 25

We look forward to your responses to the points outlined in this letter as part of the Final Environmental Impact Report. If you have any questions or comments regarding this letter, please feel free to call me at (619) 686-6471.

Sincerely,

Melissa Mailander
Environmental Review Coordinator

cc: Jeff Redlitz, County of San Diego
Alexandra Elias, CCDC
Lesley Henegar, City of San Diego
Susannah Aguilera, US Navy

Planning: PD3: North Embarcadero: CAC Park EIR Comment Letter Feb 2003

RESPONSE TO COMMENT LETTER FROM PORT OF SAN DIEGO AND LINDBERGH FIELD AIR TERMINAL, DATED FEBRUARY 25, 2003 (continued)

Response to Comment 21:
Section 2.1, Land Use/Planning, of this Final EIR has been revised to correct the most recent amendment date and the number of Planning Districts pursuant to the comment.

Response to Comment 22:
Section 2.1, Land Use/Planning, and Chapter 8, Preparers and Person Contacted, of this Final EIR have been revised to include the corresponding reference to the runway information pursuant to the comment.

Response to Comment 23:
Based on agency input and from ongoing discussions, specific details of proposed plantings in park areas crossed by the view corridors have been adjusted to provide comparable spacing between park trees as is provided between street trees along the designated view corridors. See Figures 2.1-4, 2.1-5, the photosimulation of the Beech Street view corridor, Figure 2.1-6, and the revised text discussion in Final EIR Section 2.1.3.1 B. As shown there, the planting locations of the proposed trees within the park portions of the view corridors have been moved farther apart, so that there is a 47-foot distance between them, perpendicular to the view corridor centerline. In addition, the crowns of the trees in the park portions of the view corridors will be pruned on a regular basis to maintain a 24-foot wide opening between them. That planned opening is comparable to the space between the crowns of street trees required to be planted along view corridor streets located east of the project site. As a result of those planting and landscape management modifications, no significant impact to the designated view corridors crossing the CAC site would occur.

Also note that the approved North Embarcadero Visionary Plan contains rows of trees within the Beech Street and Date Street view corridors, virtually identical to the proposed project, and the planned office/retail building in the north parking lot would entirely block the Fir Street view corridor (see Figure 4.2-1). In the proposed project, the Fir Street corridor would contain smaller trees (approximately 25 feet in height), located at an elevation of approximately 12 feet above Mean Sea Level (MSL) (USGS Point Loma quadrangle, 1975). The tops of the trees would be at an elevation of approximately 37 feet MSL. The elevation of the eyes of a standing viewer looking west and located at the corners of Fir and Columbia, India and Kettner would be at approximately 80 feet, 63 feet and 45 feet above MSL, respectively. Thus, the viewer would look over the trees planned for the Fir Street corridor, to San Diego Bay beyond the park. Existing views from these locations toward the Bay are shown in Figure 2.1-3.

RESPONSE TO COMMENT LETTER FROM PORT OF SAN DIEGO AND LINDBERGH FIELD AIR TERMINAL, DATED FEBRUARY 25, 2003 (continued)

Response to Comment 24:
The proposed West Terrace would be elevated approximately 2.5 feet above the grade of the surrounding landscape. A more detailed description of the proposed West Terrace has been added to the Summary Chapter and Section 1.1.1 of Chapter 1 of the Final EIR.

Response to Comment 25:
These projects have been identified in Section 3.1, Figure 3.1-1, and Table 3-1-1 in the Final EIR.

Port of San Diego
and Lindbergh Field Air Terminal
(619) 686-6200 • P.O. Box 488, San Diego, California 92112-0488

RECEIVED
FEB 27 2003
BRG CONSULTING

February 26, 2003

Mr. Ralph Kingery
BRG Consulting, Inc.
304 Ivy Street
San Diego, CA 92101-2030

Dear Mr. Kingery:

I reviewed the plans for the county building and have the following comment:

26 In the absence of an existing regional cultural arts plan or study (none identified in the Draft EIR), it is imperative that development of a sculpture park be complimentary to the goals of the City of San Diego Commission for Arts and Culture and the Port of San Diego's Public Art Program. Significant efforts have been made toward development of a pedestrian promenade along the waterfront in the North Embarcadero that would include public art, visioned as a series of art experiences and rotating and temporary artworks. The sculpture park at the County Building could highly complement this plan if designed with this goal in mind.

Sincerely,

Catherine Sass
Public Art Director

RESPONSE TO COMMENT LETTER FROM PORT OF SAN DIEGO AND LINDBERGH FIELD AIR TERMINAL, DATED FEBRUARY 26, 2003

Response to Comment 26:
It is the County's intention that the design features and public amenities in the proposed CAC Waterfront Park will complement the pedestrian-oriented waterfront experience as envisioned in the NEAVP. The Waterfront Park will provide public open space, public gardens, and public art.

The County will confer with other North Embarcadero Alliance members such as the City of San Diego and the Port of San Diego regarding development of the sculpture garden proposed as part of the Waterfront Park. However, the sculpture theme ultimately selected is not subject to CEQA.

MTDB
Metropolitan Transit Development Board

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466
FAX (619) 234-3407

February 25, 2003

RECEIVED FEB 26 2003 BRG CONSULTING

AG 260 (PC 20208)

Mr. Ralph Kingery
BRG Consulting Group
304 Ivy Street
San Diego, CA 92101-2030

Dear Mr. Kingery:

Subject: DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE SAN DIEGO COUNTY ADMINISTRATION CENTER WATERFRONT PARK DEVELOPMENT AND MASTER PLAN

Thank you for the opportunity to review the draft Environmental Impact Report (EIR) for the proposed County Administration Center Waterfront Park. MTDB is the transit planning and policy agency for southwestern San Diego County. The downtown, North Embarcadero, and Little Italy neighborhoods are within the MTDB service area. Our comments on the draft EIR relate to the continued operation of bus service to and within these neighborhoods.

The County Administration Center is a major destination for transit riders in the North Embarcadero area. There are currently 18 bus routes that lay over in the area, including Routes 4, 20, 70, 15, and 115, which lay over on Ash Street (south of the County Administration Center). Bus layover sites are generally provided at the end of the bus route to provide schedule recovery and driver break time.

In 2000, MTDB commissioned a study of the physical space requirements and location options for layover areas for up to 30 buses in the North Embarcadero area. The three options that utilize on-street layover facilities all require the continued use of Ash Street for various bus routes. An off-street layover facility was also studied, and is still under consideration by the North Embarcadero Alliance. However, in the interim, on-street layover sites will need to be maintained.

27 The draft EIR does not identify the on-street bus layover facilities. Please amend the figures to show the layover sites to be maintained. If there is any proposed loss of layover sites, this should be considered a significant impact that requires mitigation. We recommend retaining the on-street layover sites to avoid the need to replace them elsewhere in the vicinity, as replacement is difficult from both an operational and urban design standpoint.

Again, we appreciate the opportunity to provide input on this EIR and to participate in the planning for this public waterfront park. If you have any questions, please contact Miriam Kirshner of my staff at (619) 557-4585.

Sincerely,

Toni Bates
Director of Planning and Development

SGreen/L-KINGERY.MKIRSH

cc: Lesley Henegar, City of San Diego

Member Agencies:
City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, County of San Diego, State of California

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RESPONSE TO COMMENT LETTER FROM METROPOLITAN TRANSIT DEVELOPMENT BOARD, DATED FEBRUARY 25, 2003

Response to Comment 27:
The County has amended the EIR to respond to this comment. Please see Sections 2.5.3.1 D and 2.5.3.1 G in the Final EIR or Response to Comment 17.

Centre City
Development
Corporation

February 27, 2003

Mr. Jeff Redlitz, Project Manager
Department of General Services
County of San Diego
General Services, Bldg 2, Room 220
5555 Overland Avenue, Suite 2600
San Diego, CA 92123

Dear Mr. Redlitz:

Thank you for the opportunity to comment on the County of San Diego's Draft Environmental Impact Report for the Proposed San Diego County Administration Center Waterfront Park Development and Master Plan dated January 15, 2003 (Draft EIR).

Centre City Development Corporation ("CCDC") was created by the City of San Diego in 1975 to address conditions of blight and to encourage economic growth and the creation of jobs. As you know, for the past five years, we have been partners with the County and the other Alliance agencies in the development of the North Embarcadero Visionary Plan. We have a strong interest in this project both as downtown San Diego's planning agency, and because the County Waterfront Park will be an important addition to the North Embarcadero area. This letter comments first on general topic areas, and then specific sections of the document.

28 The North Embarcadero Environmental Impact Report - April 2000 ("North Embarcadero EIR"), considered the development of the County Waterfront Park as a "subsequent project," one of four that were contemplated in the Visionary Plan and evaluated in the North Embarcadero EIR. Subsequent projects, by definition, are not dependent in any way on the Visionary Plan improvements, and do not place any burden on the North Embarcadero Alliance. It is therefore important that the analysis completed in the Final EIR address and be consistent with analysis that was completed for, and remains the basis of, the North Embarcadero project.

29 Although the January 15, 2003 Notice of Completion/Notice of Availability for the Draft EIR cited March 28, 2003 as the date on which the public comment period would end, an addendum corrected the date to February 28, 2003. We have already encountered individuals who did not get the addendum and believe the due date was March 28, 2003.

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RESPONSE TO COMMENT LETTER FROM CENTRE CITY DEVELOPMENT CORPORATION, DATED FEBRUARY 27, 2003

Response to Comment 28:
Although the proposed project may result in some alterations to the conceptual design of the site and surrounding areas as envisioned in the NEAVP, it has been specifically designed to attain overall consistency with the goals and objectives of the NEAVP. As a subsequent project, this Final EIR has been prepared to provide independent environmental documentation for the proposed project that is separate from, but consistent with, the environmental documentation prepared for the NEAVP. Environmental analysis of the proposed project as discussed in Section 3.1.3.1 F of the FEIR has determined that it is consistent with the NEAVP.

Response to Comment 29:
The original January 15, 2003 NOC/NOA stated that "The Draft EIR is being circulated for a 45-day public review beginning January 15, 2003 and ending on February 28, 2003." The NOC/NOA went on to say that written comments must be received no later than March 28, 2003. That date was incorrect, and the error was corrected in a publicly circulated addendum, stating that the correct date for written comments to be received by is **February 28, 2003**, the end of the public review period. A project point of contact was provided to answer any reviewer questions. No such questions were received. We continue to believe that the 45-day review period is adequate to elicit all substantive reviewer questions. The only response that was received after February 28, 2003 was sent by the San Diego Port Tenants Association, dated March 27, 2003. That letter provided no additional information or need for response, but referenced concerns cited in the Port District letter dated February 25, 2003.

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Because the February 28, 2003 date is the minimum public review period allowed under the California Environmental Quality Act (CEQA), and because there is evidence that not all parties are aware that the due date for comments is one month earlier than previously published, we recommend that the original date (March 28, 2003) be the deadline for the submission of comments.

NOTICE OF INTENT

Comments we submitted (see letter dated October 2, 2002) on the Notice of Intent to Prepare a Draft Environmental Impact Report (NOI) were not addressed in this Draft EIR, and must be addressed in the Final EIR (numbers correspond to comments in the letter):

2. Comment 2 noted that any reduction, relocation or elimination of parking within the North Embarcadero Visionary Plan area proposed as part of the Waterfront Park project must be mitigated to below a level of significance. This Draft EIR does not satisfactorily recognize the impacts of the proposed project as it relates to employee and public parking (including night and weekend use) and the requirements of the North Embarcadero Alliance Visionary Plan EIR. 30
3. Comment 3 noted that the 50 space mitigation requirement of the North Embarcadero EIR is *in addition to* any parking necessary to satisfy parking demand of the proposed Waterfront Park. The Waterfront Park draft EIR indicates that the 50 spaces is a minimum, which does not satisfy the North Embarcadero parking mitigation requirement. 31
4. This comment stated that changes to surrounding streets must be identified, evaluated and mitigated to below a level of significance. The changes resulting from the proposed project (specifically related to the dedication/vacation of property on Pacific Highway to achieve 130-foot right of way and the relocation of on-street parking spaces) are not identified or evaluated in this Draft EIR. 32
5. This comment pointed out that diagrams that had been shown to date did not maintain established view corridors, in part because they did not "line up". The diagrams have not been changed since this comment was made, and the inconsistency with established view corridors remains. 33
7. Comment 7 stated that there were elements of the proposed Waterfront Park that were inconsistent with "environmental plans or policies adopted by other agencies," and this Draft EIR found none. There are conflicts (to parking, land use and view corridors at a minimum), which must be identified and mitigated to below a level of significance. 34
8. We recommended that the Draft EIR analyze the impacts of the proposed changes to the street, on traffic and traffic safety, including changes necessary to achieve a 130-foot right of way on Pacific Highway, resultant changes to pull-in areas for bus layover, and the relocation of parking entrances and existing service entrances. This analysis has not been completed in the draft EIR. 35

RESPONSE TO COMMENT LETTER FROM CENTRE CITY DEVELOPMENT CORPORATION, DATED FEBRUARY 27, 2003 (continued)

Response to Comment 30:
See Response to Comment 5.

Response to Comment 31:
See Response to Comment 14.

Response to Comment 32:
See Responses to Comments 5 and 35.

Response to Comment 33:
Figure 1.1-4 has been revised to show, in part, that the plan elements and the designated view corridors do "line up."

Response to Comment 34:
The project's compliance with applicable environmental plans and policies, specifically relating to parking, land use, and view corridors has been adequately analyzed in Section 2.1 of the EIR. No conflicts with these plans, representing a significant impact, have been identified as demonstrated in the land use analysis. For further information regarding the provision of adequate parking, consistent with previously adopted planning documents, refer to Responses to Comments 2,5,11,14,15,137, and 139, or Section 2.5.3.2 of the EIR. For further information regarding the proposed project's consistency with applicable adopted plans in relation to the preservation of view corridors, refer to Responses to Comments 23,146,150,154, and 158, or Section 2.1.3.1 B of the EIR.

Response to Comment 35:
The proposed project's potential impact on streets, traffic, traffic safety, pull-in areas for bus layovers, and relocation of service entrances have been adequately analyzed in the EIR. Traffic issues were addressed in the NEAVP MEIR. The proposed project reduces the amount of traffic associated with the site, and proposes only minor street and access changes. The proposed project implements the western side of the 130-foot ROW on Pacific Highway, as planned in the NEAVP and addressed in the NEAVP MEIR. The proposed entrances for the CAC site parking structures are in approximately the same locations as entrances to the existing surface parking lots, as shown in revised Figures 1.1-3 and 1.1-4. Design of the proposed new service entrance access from Pacific Highway, and the entrances to the CAC site parking structures, will meet City of San Diego standards, which will be verified during the encroachment permit review by the City. Bus layover areas would be relocated upon agreement and coordination with MTDB and other NEA agencies as necessary. A conceptual relocation plan is shown in revised Figures 1.1-3 and 1.1-4 of the FEIR. Specific design of bus layover areas will be done in compliance with the City of San Diego standards.

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PARKING

As in any downtown environment, parking is an important issue. The North Embarcadero Alliance Visionary Plan identified on-street parking requirements in this area, and identified a shortage of parking in the area of the County Administration Center (known as "Zone 2"). Further, it assumed that subsequent projects, development of the County property being one of them, "parked themselves" with no negative impact on public parking. Assumptions or project elements related to the Waterfront Park that are inconsistent with that premise must be identified as impacts.

36 The Draft EIR does not make adequate provision for permanent parking for employees and the public (including evening and weekend use) and it does not identify or evaluate the impact of the temporary parking solutions proposed to accommodate parking during construction. Removal and replacement of parking must be defined and the ability to provide adequate parking prior to construction of the park must be demonstrated to the satisfaction of the North Embarcadero Alliance agencies.

Specific items of concern are as follows:[1]

- 37 The 50-space parking mitigation requirement resulting from the North Embarcadero Final EIR called for 50 spaces *in addition to* that required for the proposed project to be provided, not a minimum of 50 spaces (*including* those required to satisfy demand for the Waterfront Park). The summary section on p. S-10 is in conflict with the description on p. S-3, which correctly states the "County's commitment to accommodate an *additional* 50 spaces for public parking" (emphasis added). In addition to providing an additional 50 public parking spaces, 10 spaces must be designated for car/vanpool use only (See Appendix D, Parking Analysis, North Embarcadero Visionary Plan MEIR).
- 38 Significant negative impact to parking will occur unless all parking required for the project is provided prior to, or in conjunction with, the construction of the Waterfront Park. Neither the proposed project, this Draft EIR, nor the proposed Parking Plan mitigation provide that assurance, and therefore, a significant negative impact to parking exists. (See also p. 3-4, and 4-6)
- 39 A detailed plan for the provision of adequate parking for employees and the public (including night and weekend use) throughout the construction period, and following completion of the project should be provided. Additionally, impacts (on traffic circulation or any other applicable areas) of that plan should be evaluated in the Final EIR.

[1] Pages that reference a finding of "no impact" related to parking include: S-2, S-10, 1-2, 1-3, 2.5-11, 3-4, and 4-6. These pages and any others containing similar conclusions should be revised.

RESPONSE TO COMMENT LETTER FROM CENTRE CITY DEVELOPMENT CORPORATION, DATED FEBRUARY 27, 2003 (continued)

Response to Comment 36:
See Response to Comment 5. Provision of temporary parking is described in Response to Comment 2 and in Table 2.5-9 of this Final EIR. Temporary parking will be provided on-site to the extent feasible during construction, and to the extent necessary, through lease agreements to utilize existing available off-site parking in the project vicinity.

Response to Comment 37:
See Response to Comment 5. More than 50 additional parking spaces will be provided, as shown in Table 2.5-8 of this Final EIR, including ten spaces for carpool/vanpool use.

Response to Comment 38:
See Comment 2, Table 2.5-9 of this Final EIR and Responses to Comments 5, 36 and 155.

Response to Comment 39:
See Comment 2 and 4, and Section 2.5.3.1 and Table 2.5-9 of this Final EIR. The NEAVP MEIR determined that there would be no direct traffic impacts to street intersections as a result of that project. The proposed Parking Management Plan would utilize on-site temporary parking to the extent feasible. The proposed park project would result in approximately 5,665 fewer trips per day than the development envisioned for the site by the NEAVP. No traffic impacts would occur during construction as a result of temporary on-site parking. Any temporary off-site parking arrangements utilized for employees would either be through lease agreements for parking spaces within walking distance of the CAC site, or remote offsite parking leases utilizing shuttle services to the CAC site. Therefore, no traffic impacts would occur as a result of temporary remote parking leases.

- The Draft EIR does not address special events, which happen regularly on the waterfront and in Little Italy. The Linscott Law & Greenspan Parking Demand Analysis for the NEAVP MEIR (November 1999), page 1 indicated this was a concern and should be analyzed. These events make use of the existing parking lots at the County Administration Center–either for parking or as staging areas for parades, gathering areas or other purposes. Impacts of the proposed park on these uses must be identified, evaluated, and mitigated to below a level of significance. 40
- If the 500 spaces at the Cedar/Kettner site are to accommodate CAC employees, the proposed development must also accommodate a number adequate to supply parking for the residential, office and/or commercial development that is being considered as part of the future site development. The ability of the site to accommodate all proposed uses must be demonstrated to be considered an acceptable solution for relocation of 500 spaces from the CAC site. 41
- If the Cedar/Kettner site is necessary to supply adequate parking to the CAC, then it must be developed either prior to or concurrent with the County Waterfront Park, effectively becoming part of the Waterfront Park project. Without this linkage, there is no guarantee that the spaces will ever be available, and the potential develops to "double count" spaces toward both projects, exacerbating the parking shortage. 42
- If the proposed parking is to be tandem, valet or other managed parking system, the Draft EIR should address how it will be possible to keep traffic moving near these parking facilities for employees who arrive and leave at the same general times of day and any other impacts associated with this type of parking arrangement. 43
- The Draft EIR for the proposed Waterfront Park project must evaluate the removal of on-street parking under both existing conditions and conditions assumed to exist under the North Embarcadero Alliance Visionary Plan. 44

45 Page 2.5-7, Section 2.5.3.2, first paragraph, the future parking demand of 947 does not match the number shown in Table 2.5-7 (928), or in Appendix Table 4 (page 9).

Page 2.5-8. The parking demand analysis relies exclusively on field counts supplemented by assumptions. A relatively simple way to check the accuracy of the employee demand at the CAC would be to determine the number of employees that have an assigned/ reserved parking space at the CAC, a known component that does not currently appear in the parking analysis; how many of those employees are in the Askew Building; and the number of employees that receive transit benefits since the County subsidizes transit passes for its employees and will therefore have records of benefits. This factual data could then be supplemented and verified by field data, but the field data is inadequate on its own. Also, using the City of Chula Vista's data for "Future Employee Increase Due to Absence During Count" is not valid. County data must be used. 46

Page 2.5-9. "Future Public Parking Demand From Replacement of Adjacent On-Street Parking." It is unclear from this section what the analysis is determining. If the project description assumes the removal of all on-street parking on Pacific Highway and Harbor 47

RESPONSE TO COMMENT LETTER FROM CENTRE CITY DEVELOPMENT CORPORATION, DATED FEBRUARY 27, 2003 (continued)

Response to Comment 40:
See Response to Comment 15. In addition, the park itself would be available to serve as a staging area for parades or gatherings.

Response to Comment 41:
See Response to Comment 87, or Section 2.5.3.3 of the Final EIR.

Response to Comment 42:
See Response to Comment 2.

Response to Comment 43:
Tandem parking would not affect traffic movement near the parking facilities. The tandem parking arrangement would only be utilized at the CAC site parking garages, and then only at peak public use times such as 8:00-9:00 p.m. on Saturday night. (See EIR Table 2.5-5). No employees are expected to require parking at that time, and traffic would be low on adjacent streets. The Parking Demand Analysis by LLG indicates that parking demand triggering the need for tandem parking (> 250 public vehicles) would not occur during CAC working hours. The highest measured public use of CAC site parking during working hours was 168 vehicles, from 11:00 a.m. to 12:00 p.m. on Wednesday, July 10, 2002. Even under such conditions, 82 more public vehicles could be accommodated in the CAC site garages without requiring tandem parking management. Therefore, the proposed tandem parking management would not result in any significant traffic impacts.

Response to Comment 44:
Changes to on-street parking are addressed in Response to Comment 5, in Final EIR Section 2.5.3.2 B, and in Final EIR Table 2.5-8.

Response to Comment 45:
The 947 figure includes an additional 19 parking spaces removed from Harbor Drive and not accounted for in item 4.2.8 of Table 2.5-7. The text in Section 2.5.3.2A of this Final EIR has been revised accordingly.

Response to Comment 46:
The industry standard is to collect actual parking data to represent a typical weekday, which will account for typical employee parking demands, and account for the actual mix of employee transit users. Using assigned/reserved parking spaces can be misleading as

RESPONSE TO COMMENT LETTER FROM CENTRE CITY DEVELOPMENT CORPORATION, DATED FEBRUARY 27, 2003 (continued)

Response to Comment 46: (cont'd.)
employee counts can vary over the years while the parking supply will stay reasonably stable. The collection of transit pass information cannot indicate the percent of actual transit users. There is no guarantee that a transit pass holder will elect to use public transit over driving their own vehicle, particularly when a personal errand is necessary.

No comprehensive database on County employee absences exists. Therefore, the next best available data from Chula Vista was used.

The County anticipates that employee sick leaves, travel, and vacation activity will most likely be similar in the future to current activities. Therefore, the three percent increase is a conservative value.

Response to Comment 47:
The proposed project would result in the removal of all public parking from the east side of Harbor Drive (48 existing spaces) and 5 existing spaces from the west side Pacific Highway. Replacement of all those spaces has been provided by the project, as described in Response to Comment 5, and Final EIR Table 2.5-8.

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Drive on the periphery of the Waterfront Park, that fact should be clearly stated. On-street parking is available to all members of the public today, both during the day, and for night and weekend use (when public use is the highest). If any on-street parking is removed, regardless of the demand by members of the public visiting the CAC, it must be replaced on a one-for-one basis. Percentage of use of on-street parking by people visiting the CAC is not relevant.

48 Volume 1, Technical Appendix, Linscott Law & Greenspan Parking Demand Analysis, page 8, 4.2.1 Future Parking Demand, first paragraph. More recent employee counts than 2000 should be available and used.

49 Additionally, agreement has not been reached either with the North Embarcadero Alliance or with the San Diego Unified Port District on the relocation of spaces from Tidelands property to the CAC site, which could include as many as 145, according to analysis that has been completed, and depending on the on-street condition the County would prefer at the edge of its Waterfront Park. The details on the parking to be relocated must be determined in order to identify the number needed to be accommodated as part of the Waterfront Park project in order to meet the established parking requirements, and in order to adequately analyze the impacts of the proposed project.

VIEW CORRIDORS

The establishment of view corridors among three jurisdictions was perhaps the single most important achievement of the North Embarcadero Alliance Visionary Plan. The Visionary Plan addresses this issue in a number of areas:

- "The Visionary Plan establishes, as a fundamental principle, the continuation of the downtown pattern of public streets to the bayfront, and, in turn, the reconnecting of the city with its bay" (p. 3)
- "Preserve and maximize views of and to the Bay" (goal 9, page 10)
- "City meets the Bay" (p. 36)
- "The right-of-ways shall be a minimum of 80 feet wide, consistent with established right-of-way dimensions for downtown streets" (page 72, "Public Rights of Way through Development Parcels")

50 Usually, view corridors are on streets, which, even when planted with trees, result in a width of approximately 60 feet without obstruction of any sort. Although in the case of the CAC the view corridors are not on street rights of way, their continuation through the property is imperative to the retention of the view corridors established by the North Embarcadero Alliance Visionary Plan. Because of the impacts to the view corridors by the proposed park shown but not analyzed in the Draft EIR, and other potential (but not identified) impacts, a visual analysis, including simulations of the view corridors from both higher elevations (Little Italy) and ground level (Pacific Highway) is needed.

RESPONSE TO COMMENT LETTER FROM CENTRE CITY DEVELOPMENT CORPORATION, DATED FEBRUARY 27, 2003 (continued)

Response to Comment 48:
May 2000 employee count data are the latest available data and were provided by the County for use in the parking study.

Response to Comment 49:
Although no specific agreement has been arranged for the relocation of parking spaces currently located on State Tidelands, relocation of public parking from their current location into the proposed CAC parking structures will not result in a loss of public access parking along the waterfront. Since public parking will be provided at and adjacent to the CAC site, the project will not interfere with the public's right of access to the sea. The amount of public parking proposed at and near the site accommodates the demand for public spaces needed for persons with business at the CAC building, for persons using the new park areas, and for persons visiting the Embarcadero area, as discussed in Response to Comment 5.

The existing 48 parking spaces on the east side of Harbor Drive are proposed for relocation into the CAC site parking garage. This provides two more spaces than were analyzed in the parallel parking calculations from the NEAVP MEIR. The 40 parking spaces required in compliance with the NEAVP MEIR mitigation measures are proposed for relocation along the north side of Ash Street. In both cases, the relocation would add no more than a few hundred feet to the distance that visitors would have to walk in order to access the waterfront. The parking garages will have stairways and elevators located within 100 feet of North Harbor Drive. No significant impact to public access to the sea would occur. Given that adequate nearby public parking is proposed as part of the proposed project, no significant impact to parking provisions of the North Embarcadero Visionary Plan would occur. (See Responses to Comments 2, 5, and 11).

Response to Comment 50:
Section 2.1.3.1B of this Final EIR has been expanded to provide additional discussion of view corridors. Also see Responses to Comments 23, 146, 151, and 152. No significant impact to the view corridors was identified.

The renderings of the park indicate a high density of trees in the proposed garden rooms flanking Pacific Highway, particularly at Date and Beech Streets. In Figure 1.1-4, the canopies of the trees, three rows wide, touch. Figure 2.1-1 shows trees approximately 35 feet high (measured from ground level at Pacific Highway). In combination with the view given in Figure 2.1-1, the height of the trees has the potential to completely block the view corridor from the uplands area in Little Italy. Without additional analysis, the effect of the trees on views to the Bay is unknown. Spacing the trees approximately 60 feet apart may be adequate to retain the view corridors. However, if the proposed design retains the trees in their current location, visual simulation is required to adequately assess the impact of proposed park on the view corridors. (See also page 2.1-12) 51

Visual analysis should also analyze the impact of the proposed elevation of Pacific Highway. How does the change in elevation meet Pacific Highway? Is it a grassy berm? Is it a retaining wall? If it is a retaining wall, how will it be maintained and kept graffiti-free? Also, the analysis should include the effect of what appears to be an enclosure of the garden rooms planting of shrubs or similar vegetation on Pacific Highway. The design of the proposed park should include large and frequent "breaks" in the garden rooms to avoid putting a long wall (albeit green) along Pacific Highway. 52

LAND USE IMPACTS

A number of changes should be made to the analysis of the proposed project's consistency with existing plans, ordinances and policies, including the identification of significant negative effects of the project as proposed. Also, the document also states that the "less-intensive proposal for park use along the waterfront is more consistent with other adopted plans" (Page 1-5) which is not accurate. Either the proposed project should be changed to be consistent with these documents, or the inconsistencies must be listed as significant land use impacts in the Final EIR. (See also p. 1-8, 6-3, 6-4) 53

Page 2.1-13. Section D - "California Coastal Act." The project is listed as being consistent with a list of items related to the Coastal Act. The project does not meet the criteria listed in items 1 and 8. First, without provision of all replacement parking prior to the construction of the park, significant negative parking impacts will result. Additionally, the project as proposed does not meet the stated criteria "to protect views to...the ocean" because a view corridor is not established at Fir Street, the view corridor is directly blocked by trees at Date Street, and is inadequate at Beech Street because the tree spacing is too narrow and as a result blocks views to the Bay. 54

Page 2.1-14. Section E - "San Diego Unified Port District Master Plan" (note that the Local Coastal Program is administered by CCDC on behalf of the City of San Diego). Item 3 states that the project would implement Port Master Plan goals "because the project proposes the relocation of existing parking to subterranean garages" and "would provide 55

RESPONSE TO COMMENT LETTER FROM CENTRE CITY DEVELOPMENT CORPORATION, DATED FEBRUARY 27, 2003 (continued)

Response to Comment 51:
See Response to Comment 23.

Response to Comment 52:
See Response to Comment 158.

Response to Comment 53:
Page 1-5 has been revised in response to the comment. Regarding project consistency, the proposed project has been specifically designed to be consistent with other land use and regulations in the vicinity of, and applicable to, the proposed project site. These include issues relating to parking, view corridors and waterfront open space. See Responses to Comments 4, 5, and 34 or Sections 2.1.3.1 and 2.5.3.2 of this Final EIR.

Response to Comment 54:
As addressed in Responses to Comments 2, 5, 11, 14, 49, 137, and 138, as well as demonstrated in Final EIR Table 2.5-8 and 2.5-9, the proposed project has been designed to retain adequate public access and parking throughout all stages of the project's construction and future operation. See Response to Comment 23 regarding view corridors. The project design has been altered to allow for a wider spacing of the park trees, and to include a tree-pruning requirement to ensure the preservation of view corridors along Beech, Date and Fir Streets.

Response to Comment 55:
The proposed project will result in the relocation of public parking that is currently surface parking to two underground structures at the CAC site, and relocated street parking along the north side of Ash Street. Relocation of this public parking underground, in combination with the relocation of employee parking to the Cedar/Kettner site, was incorporated into the design of the proposed project in order to provide for the maximum public waterfront park area. Although the relocated spaces will no longer be located in the Port's jurisdiction, nearly all of the parking spaces remaining at the CAC site have been designated for public access parking. Relocating County employee parking out of the Port's jurisdiction does not affect the number of public parking spaces available to waterfront visitors. The employee spaces would be located only two blocks away, and would still be available for public parking and waterfront access during non-business hours. See Responses to Comments 2, 5, 11, 14, 49, 137, and 138 and Final EIR Tables 2.5-8 and 2.5-9.

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a total of 276 public access and visitor parking spaces onsite." This statement is misleading because only a portion (approximately 35%) of the existing 1,100 spaces will be relocated to subterranean garages. The rest will be moved off site, and out of the Port jurisdiction, which does not contribute to Port Master Plan goals because accessibility to the waterfront has been negatively affected.

Page 2.1-15. Section F - "North Embarcadero Alliance Visionary Plan". The project, as proposed, is not consistent with the North Embarcadero Alliance Visionary Plan for at least three reasons:

56 • A parking mitigation measure called for 50 spaces (*in addition to* that required for the proposed project) to be provided, not a minimum of 50 spaces (*including* those required to satisfy demand for the Waterfront Park).

57 • The project, as currently proposed, does not preserve and maximize views to the Bay through "straight, largely unobstructed shafts of space with views to the Bay" as stated in the Visionary Plan (North Embarcadero Alliance Visionary Plan p.73).

58 • An expansion of the proposed Waterfront Park by 36 feet results in the North Embarcadero Bayfront Esplanade being less than the required 100-foot minimum width. (See North Embarcadero EIR p. 3-14)

S.0 SUMMARY

Page S-1, paragraph 1, third sentence reads "In addition, the maximum proposed project site includes 0.65 acres within the Harbor Drive right-of-way (ROW) to the east of the eastern curb, plus 1.2 acres from the east curb of Harbor Drive to a line 36 feet west (now 59 used for access to the diagonal parking along Harbor Drive)." A graphic depicting the proposed project, as well as the additional area, is needed. Be aware that there is a slight "jog" in the property line along the west edge of the parcel, which may affect the acreage calculations.

Page S-1, paragraph 1, sixth sentence, indicates that the County is "seeking an agreement" with the Port and the City of San Diego for approval of encroachment into 60 Harbor Drive. Absent agreement from relevant public agencies for the 36-foot expansion of the Waterfront Park into Harbor Drive, the project description should identify the 36 foot expansion as an alternative project that could become the preferred project in the event agreement is reached. (See also page 1-1)

61 Page S-2. Define "slightly elevated".

Table S-1. The "Summary of Significant Impacts and Mitigation Measures for the 62 Proposed Project" table should retain the order of chapters in the document (currently the summary starts with Chapter 2.7 "Noise" and follows with Chapter 2.2 "Geology and Soils").

RESPONSE TO COMMENT LETTER FROM CENTRE CITY DEVELOPMENT CORPORATION, DATED FEBRUARY 27, 2003 (continued)

Response to Comment 56:
See Responses to Comments 5 and 14.

Response to Comment 57:
See Responses to Comments 23,146,150,154, and 158, and Final EIR Section 2.1.3.1.B regarding the preservation of view corridors. The design of the proposed project has been altered to allow for a slightly wider spacing of park trees located along view corridors, as well as incorporating a tree-pruning program to ensure that bay views are preserved.

Response to Comment 58:
See Response to Comment 4.

Response to Comment 59:
A revised graphic (Figure 1.1-4) has been prepared by Hargreaves Associates to show an accurate property line and extent of the proposed project. The text has been updated to reflect the correct acreage information.

Response to Comment 60:
For the purposes of this environmental documentation, the maximum potential project, one that would extend to a line 36 feet west of the existing curb along the east side of Harbor Drive, is evaluated. This is also the County's proposed project. In the event an agreement is not reached to extend the proposed park into Harbor Drive, the County would be able to develop the project within County property alone. However, reducing the width of the west side of the park would decrease the amount of usable open space/park area available to the public. Issuance of a Coastal Development Permit for the Waterfront Park by the California Coastal Commission may include alternate approvals to address extension of park development into Port tidelands and City of San Diego ROW. Construction of the Park as described in this EIR would require a Coastal Development Permit issued by the Port and an amendment to the Port Master Plan. The Coastal Commission could approve the project including a 36-foot extension of the Park into the Harbor Drive ROW conditioned upon receiving Port approval for the development permits and Master Plan amendments. If Port approvals were not granted, then the Coastal Commission could approve an alternate project, which would be limited to County-owned property. The Coastal Commission could further allow an amendment to the development permit addressing County-owned property to include an extension of the Park in the future, again conditioned upon approval of required Port entitlements.

RESPONSE TO COMMENT LETTER FROM CENTRE CITY DEVELOPMENT CORPORATION, DATED FEBRUARY 27, 2003 (continued)

Response to Comment 61:
The Summary included in this Final EIR has been revised to define "slightly elevated."

Response to Comment 62:
In response to the comment, the noise discussion in Table S-1 (Chapter 2.7) has been moved to between Sections 2.6, Hazards and Hazardous Materials, and 2.8, Cultural and Paleontological Resources.

63 Page S-16. Impact Section 4.3.5 - Why is "narrowing the new park area to less than 177 feet wide" not feasible? Graphic representations of the proposed park, including dimensions, are necessary to explain the reasons this would not be feasible.

64 Page S-14. Upper left hand corner cell reads "As discussed above in, ????" Missing reference.

65 Page S-16. The first sentence under "Impact" is confusing. Write out Equivalent Noise level (Leq). Clarify "where no setback is proposed" since the project does not propose structures.

1.0 PROJECT DESCRIPTION

66 The Project Description must fully and clearly describe the project. The EIR should describe the dedication/vacation of land on Pacific Highway necessary to achieve a 130-foot right of way by showing existing and proposed conditions. Although it is stated to be a part of the project, the proposed change is not quantified or evaluated. The dedication will change the location of Pacific Highway and existing sidewalk. It will likely result in relocation of the pull-in area buses currently use. The impacts of the dedication/vacation on these and other issues (including any impacts to the historic core), must be identified clearly and evaluated. (See also page 2.5-6)

67 The project must be illustrated graphically in a manner that shows clearly the limits of the project and its relationship to surrounding uses as well as any proposed changes on the street (dedications and/or vacations of property on any adjacent street, removal of on-street parking or other). Project limits should be shown on all graphical representations of the project so there is no confusion about what is part of the proposed Waterfront Park, what not, and to provide adequate information for analysis.

68 Page 1-1. Although the document states "Therefore this EIR evaluates the project based upon the maximum potential acreage of 18.47 acres," the traffic analysis uses 11.1 acres. The figure of 18.47 acres must be used throughout this analysis and the document in order to be consistent.

69 Page 1-3. The first sentence of the third paragraph implies that the expansion of the Waterfront Park into Harbor Drive ROW is necessary to create the expanded green space and garden rooms. Expanded green space and garden rooms can be created without expansion into Harbor Drive. Revise.

70 Page 1-8. The "City of San Diego Centre City Redevelopment Plan" should be listed as "Redevelopment Plan for the Centre City Redevelopment Project" since there is more than one redevelopment plan.

RESPONSE TO COMMENT LETTER FROM CENTRE CITY DEVELOPMENT CORPORATION, DATED FEBRUARY 27, 2003 (continued)

Response to Comment 63:
Creation of a park area ranging in width between 71 feet and 177 feet would not create a usable park space under the County's park standards (Pers. Comm. Jeff Redlitz, March 7, 2003), and therefore would not meet the objectives of the proposed project. Additional information has been added to the FEIR Section 4.3.5, as well as a graphic representation, Figure 4.3-2, to conceptually demonstrate the infeasibility of narrowing the park to reduce noise impacts to a level less than significant.

Response to Comment 64:
The summary included in this Final EIR has been revised to include the missing reference pursuant to the comment.

Response to Comment 65:
The impact discussion has been revised for clarity pursuant to the comment. Since the project does not propose the development of structures, the statement "where no setback is proposed" has been deleted from the text.

Response to Comment 66:
The project description included in this Final EIR has been revised to discuss all components of the proposed project including the dedication/vacation land. Associated impacts including changes to existing side walks and historic resources are adequately addressed in Chapter 2, Significant Environmental Effects, of this Final EIR. Also, see the letter from Jeff Redlitz, County of San Diego General Services Department, dated February 27, 2003 (Comment 2).

Response to Comment 67:
See Response to Comment 59. The County Real Estate Services engineering staff have determined that the property line as shown in the current project description is not accurate. The new description would add an approximate average of ten feet along the westerly property line and eight feet along the easterly property line. The correct property boundary description is derived from granting documents related to creation of the San Diego Port District. A corrected property line is delineated on a revised site plan (Figure 1.1-4) for use as an exhibit in this Final EIR. (See Jeff Redlitz letter dated February 27, 2003).

RESPONSE TO COMMENT LETTER FROM CENTRE CITY DEVELOPMENT CORPORATION, DATED FEBRUARY 27, 2003 (continued)

Response to Comment 68:
Use of 11.1 acres in the traffic analysis does not include the existing historic core acreage that will remain functionally intact as it currently exists. The 11.1 acres comprise the proposed additional area of park space that will generate new parking requirements. The parking requirements for the remaining acreage are accounted for as a part of the existing condition at the site. As such, the analysis is consistent throughout this Final EIR.

While the project site comprises 18.47 acres, the project proposes to develop only 11.1 acres of new park. The balance of the site comprises the CAC Building itself, and existing landscaped area that will remain. The only new traffic that will be generated is related to the 11.1 acres.

Response to Comment 69:
Expanded greenspace and garden rooms can be created without expansion into Harbor Drive; however, the expansion is intended to create an adequate area of usable space for recreational activities which may take place at the site. For example, development of the expanded area would allow room for more space-intensive recreational uses, such as pick-up sports games. The County's intention is to maximize the amount of waterfront park space available for use by the public through the development of the proposed project.

Response to Comment 70:
This Final EIR has been revised to change the reference throughout the document pursuant to the comment.

Mr. Jeff Redlitz
February 27, 2003
Page 9

2.0 - SIGNIFICANT ENVIRONMENTAL EFFECTS

71 Page 2.2-1, Section 2.2.1, second paragraph, the discussion in this paragraph does not apply to the proposed Waterfront Park and is therefore not relevant. Delete.

72 Page 2.1-4. The heading of Section D should be changed to reflect the appropriate title, "Redevelopment Plan for the Centre City Redevelopment Project" and the first part of the description of CCDC should read as follows: "Centre City Development Corporation ("CCDC") was created by the City of San Diego in 1975 to address conditions of blight and to encourage economic growth and the creation of jobs."

73 Page 2.1-7. The San Diego Unified Port District Master Plan was amended more recently than October 1998. Check facts.

74 Page 2.1-16, top. References to "above ground structures taller than one story" should be eliminated since the proposed project contains no new structures.

75 Section 2.5 - Transportation/Circulation
This section appears to rely solely on the analysis that was completed for the North Embarcadero Alliance Visionary Plan almost four years ago. Conditions have changed since that time, and elements–specifically the relocation of entrances to parking, service entrances and the amount of parking available on site–of the proposed project will further change conditions. These facts warrant an updated traffic study.

76 Page 2.5-4. Trip Generation. The acreage basis of the trip generation should be consistent with the Project Description on page 1-1 (18.47 acres), which would also include the additional area requested adjacent to Harbor Drive between Grape and Ash Streets.

77 The proposed relocation of "approximately 10%" of the current CAC employees and functions to "other county offices" must be part of the proposed project and must be defined if it is to be included in the analysis. Additionally, the analysis must include when and to where will the relocation take place. (See also Page 2.5-7, Section 2.5.3.2)

78 Page 2.5-4. What is the basis for the assumption of three trips per employee per day? An industry standard should be cited and used. Also, the sentence "the reduced number of ADT from CAC employee relocation is anticipated to offset the ADT generated from the new park to some extent" is not factual. Recommend deleting this sentence and retaining the number of ADT without comment.

79 Page 2.5-6 - Street Segments. The second full paragraph discusses the narrowing of Harbor Drive and states that impacts associated with narrowing Harbor Drive are in the Visionary Plan EIR and are not significant. If the statement refers to the further narrowing of Harbor Drive by eliminating on-street parking for the proposed Waterfront Park project,

RESPONSE TO COMMENT LETTER FROM CENTRE CITY DEVELOPMENT CORPORATION, DATED FEBRUARY 27, 2003 (continued)

Response to Comment 71:
The County disagrees that the paragraph referenced in the comment is irrelevant and should be deleted. The second paragraph describes the way in which potential geologic issues associated with the proposed off-site employee parking will be addressed. This Final EIR appropriately includes the referenced paragraph.

Response to Comment 72:
This Final EIR has been revised pursuant to these editorial comments.

Response to Comment 73:
See Response to Comment 21.

Response to Comment 74:
The project contains two one-story structures that house the elevators serving the parking garages. No change will be made to this Final EIR.

Response to Comment 75:
The MEIR for the North Embarcadero Alliance Visionary Plan was certified on April 25, 2000. The MEIR traffic study assumed a larger project for the CAC site than what is currently proposed. Since the project is significantly less intense than what is included in the MEIR, there will be less calculated traffic and parking demands. In addition, MEIR traffic predictions were calculated on the assumption of the completion of a number development proposals in the proposed project area and within the Centre City Redevelopment areas. To the best of the County's knowledge, these development proposals have not been significantly modified or intensified since the completion of the MEIR traffic study. Therefore, an updated traffic analysis is not warranted. Also, see Response to Comment 35.

Response to Comment 76:
See Response to Comment 68.

Response to Comment 77:
As requested by the commentor, the proposed relocation of ten percent of CAC Building employees has been added to the project description, Section 1.1.1, as follows.

Relocation of CAC Employees to Satellite Offices
The County of San Diego maintains regional centers to provide public services in El Cajon, Vista, Kearny Mesa, and Chula Vista. With construction of the Chula Vista Assessor branch

RESPONSE TO COMMENT LETTER FROM CENTRE CITY DEVELOPMENT CORPORATION, DATED FEBRUARY 27, 2003 (continued)

Response to Comment 77: (cont'd.)
office this year, the County is beginning to extend services currently provided at the CAC site to these regional locations. This program is designed to help the public receive services in their communities, rather than having to travel to the CAC. It is planned that approximately ten percent of CAC Building employees (96 out of 961) would be relocated to the regional centers. This would reduce employee parking demand at the CAC site, and thereby reduce downtown traffic. The County does not intend to fill vacated office spaces with new employees at a later date. The County is willing to limit CAC employees to 865, as a condition of approval, unless a parking analysis demonstrates that no significant impact to area parking availability would occur.

Response to Comment 78:
According to the 6th edition Trip Generation Manual, published by the Institute of Transportation Engineers (1997), weekday trip generation for a government office building is 12 average daily trips per employee. Thus, reduction of CAC building employment by 96 employees would reduce CAC site traffic generation by 1,152 trips per day (96 x 12). The reduced traffic generation due to employee relocation would more than offset projected ADT associated with the new park area (666 trips per day). Thus, net trip generation associated with the CAC site would decrease by 486 trips per day. Section 2.5.3.1A of the EIR has been revised to include the appropriate citation, and to correct the trip generation per employee from 3 ADT to 12 ADT.

Response to Comment 79:
Harbor Drive currently contains four travel lanes, but would decrease to three lanes under the NEAVP. Further narrowing of Harbor Drive would not occur with implementation of the proposed project. The use of existing parking areas on the east side of Harbor Drive would not affect any travel lanes. A three-lane roadway can be accommodated within the resulting ROW.

a full description of the area affected is necessary, and the analysis leading to a conclusion that the impact is not significant must be complete.

80 Page 2.5-6, fourth paragraph. Future widening of Grape Street between North Harbor Drive and Pacific Highway will be required per the Airport Master Plan Constraints Analysis, with the addition of two additional turn lanes that will be required as mitigation measures. Assuming one left turn lane at Grape and Pacific Highway, and one right turn lane at Grape and Pacific Highway, the right turn from east bound Grape to south bound Pacific Highway is the movement that will impact the CAC Waterfront Park site. According to this paragraph, the County is designing a 15' wide sidewalk along the south side of Grape. Depending upon the ultimate desired width of the sidewalk, it appears as though a dedication of R.O.W. may be required along Grape. This potential impact should be included in a plan to plan analysis.

81 Page 2.6-7, Item 3. Harbor View School is within approximately 0.125 miles of the project area.

82 Page 2.7-5, Section 2.7.3.2 - Construction Noise. This section is vague and does not provide any empirical evidence of how much noise would take place during the construction of this project. The equipment that would be used would be more extensive than the short list shown. This section should be improved.

83 Page 2.7-5, Section 2.7.4 - Mitigation Measures. On the Pacific Highway side, the impact of a three foot berm would be similar to the proposed grade change on Pacific Highway. The reasons this option is not feasible should be clarified.

84 Page 3.1, Section 3.1 - List of Past, Present and Reasonably Anticipated Future Projects in the Project Area. The second sentence of the second paragraph of the section, "All of downtown San Diego is within the focus area of the redevelopment project..." is not correct. The County Administration Center is in the Expansion Sub-Area of the Centre City Redevelopment Project Area. Also, on Table 3.1-1, the City of San Diego is listed as the "Lead Agency" for all downtown projects. This is not the case. Also, the third paragraph of that section incorrectly lists the Bayfront Esplanade and the Grape Street pier as "subsequent projects" of the North Embarcadero Visionary Plan. They are the Visionary Plan improvements.

85 Page 3-2. The reference at the top of the page related to a decision by the North Embarcadero Steering Committee to consider the area "a historical waterfront for the permanent location of the [Maritime] Museum's fleet of historic vessels and museum" is not accurate, and in any case, the Steering Committee has no jurisdiction over Port Tidelands.

RESPONSE TO COMMENT LETTER FROM CENTRE CITY DEVELOPMENT CORPORATION, DATED FEBRUARY 27, 2003 (continued)

Response to Comment 80:
An additional lane could be accommodated on the south side of Grape Street if the North Embarcadero Steering Committee wished to allow narrowing of the proposed sidewalk. However, this would conflict with sidewalk width provisions in the NEAVP (15 feet). Alternatively, the street could expand to the north.

Response to Comment 81:
Section 2.6.3(3) of the Final EIR has been revised to include discussion regarding the proposed project's proximity to Harborside School.

Response to Comment 82:
The equipment listed was just an example of typical construction equipment. It is possible that other equipment may be needed in the construction process. The highest noise levels during construction will be generated by pile driving equipment used to install precast piles for the underground garage foundation. However, the key consideration is that all construction noise will be subject to, and will comply with, City of San Diego noise regulations. See EIR Section 2.7.3.2 for an expanded discussion of potential pile-driver noise impacts and mitigation. Based on City noise regulations, the noise analysis prepared for the NEAVP MEIR, and proposed pile-driver noise mitigation, no significant construction noise impact would occur.

Response to Comment 83:
As discussed in Section 2.7.4 of this Final EIR, the sound barrier would have to be continuous to be effective, thus precluding public access from the sidewalk on the west side of Pacific Highway. This would conflict with the CCDC Plaza Design Guidelines as discussed in this Final EIR. In addition, the sound barrier would be prohibitively expensive to build and to maintain, as discussed in Section 2.7.4.

Response to Comment 84:
This Final EIR has been revised to correct noted lead agencies and Redevelopment and Visionary Plan projects pursuant to the comment.

Response to Comment 85:
The North Embarcadero Steering Committee did recommend that the area be considered a historical waterfront. However, the comment is correct in that the Steering Committee has no jurisdiction over Port Tidelands. The text in this Final EIR has been revised to clarify the Steering Committee's "recommendation."

Mr. Jeff Redlitz
February 27, 2003
Page 11

86 The Waterfront Park, when complete, will be a legacy to San Diegans for generations to come. We look forward to working with you toward its successful implementation.

Sincerely,

ALEXANDRA ELIAS
SENIOR PLANNER

cc: North Embarcadero Alliance staff

/jh

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RESPONSE TO COMMENT LETTER FROM CENTRE CITY DEVELOPMENT CORPORATION, DATED FEBRUARY 27, 2003 (continued)

Response to Comment 86:
The County of San Diego appreciates CCDC's efforts in reviewing the Draft EIR and stated support for the Waterfront Park.

THE CITY OF SAN DIEGO

RECEIVED
2003 MAR -4 PM 3:34
COUNTY OF SAN DIEGO
DEPT. GENERAL SERVICES
PROJECT MANAGEMENT DIV

February 28, 2003

VIA FACSIMILE TO (858) 694-3151

Jeffrey Redlitz
County of San Diego
Department of General Services
5555 Overland Avenue
San Diego, CA 92123-1924

Dear Mr. Redlitz:

Subject: Review of Draft Environmental Impact Report; San Diego County Administration Center Waterfront Park Development and Master Plan (Project No. KK3421/SCH No. 2002081089)

Thank you for the opportunity to respond to the Draft Environmental Impact Report for the proposed San Diego County Administration Center Waterfront Park Development and Master Plan. The review of this DEIR by the City of San Diego (Responsible Agency) has been coordinated by the Environmental Analysis Section of the Development Services Department. The City offers the following comments for your consideration:

Parking/Circulation

Commentator: Kamran Khaligh, Transportation Development Section, Development Services Department

General:

87 1. The proposal to construct an employee parking structure which will not be located on the existing County Administration Center (CAC) parking lot requires a traffic study to adequately evaluate the expected trips and transportation/circulation impacts of such facility on the fronting and nearby streets, intersections, and freeways. This study is needed since the expected trips will increase in the vicinity of such a structure, which is not evaluated in the draft EIR.

Development Services
1222 First Avenue, MS 501 • San Diego, CA 92101-4155
Tel (619) 446-5460

RESPONSE TO COMMENT LETTER FROM THE CITY OF SAN DIEGO, DEVELOPMENT SERVICES, DATED FEBRUARY 28, 2003

Response to Comment 87:
The Cedar/Kettner site is located within the Centre City Community Plan area, within Land Use District "A" (Commercial/Office). Offices, hotels, support commercial and residential uses are allowed in that District. Floor Area Ratio (FAR) allowed on the site is a maximum of 6.0 (Figure 4 in the Centre City Planned District Ordinance, CCPDO). Based on a site comprising a full city block, approximately 200 feet by 300 feet, the amount of gross floor area above grade that could be constructed at that site is 360,000 square feet (200 x 300 x 6.0). According to the City of San Diego Trip Generation Manual (City of San Diego, 1998), a commercial office of that size located in Centre City would be expected to generate approximately 3,600 trips per day (Table 6, Trip Generation Manual). At 200 to 300 square feet per employee (pers. comm., Redlitz, 2003), such a building could accommodate an estimated 1,200 to 1,800 employees.

According to the Centre City Redevelopment Project MEIR, the ultimate development under the proposed Community Plan was analyzed through the year 2025. Since a commercial building with an FAR of 6.0 is the Community Plan for the Cedar/Kettner site, this intensity of development was addressed in the MEIR traffic analysis (ADT = 3,600). The MEIR identified no significant traffic impacts to streets adjacent to the Cedar/Kettner site as a result of the planned level of development. The existing Level of Service (LOS) on surrounding streets was identified in the MEIR as LOS C or better (MEIR Table 4.B-1). During morning peak hours on Kettner Boulevard southbound and Beech Street eastbound, the LOS for the Centre City Redevelopment Plan for 2025 was projected at LOS D, an acceptable urban Level of Service (MEIR Tables 4.B-5, 4.B-5b).

A future office building at the Cedar/Kettner site would require 900 to 1,350 parking spaces to serve its projected employees, based on 0.75 parking spaces per employee, the value derived from the CAC building parking analysis. The 1,350 spaces is more than twice the amount of parking that the site developer has committed to provide to the County for CAC employees (650 spaces). The ADT associated with a 650-vehicle parking structure for CAC employees would be proportionate to the ADT for the larger commercial office use assumed under the Community Plan, resulting in an estimated 1,733-2,600 ADT for the 650-vehicle garage. This compares to the 3,600 ADT associated with a commercial office on that site. Consequently, it can be concluded that a development on the site could include the County parking as well as other uses, and still be within the intensity of development assumed and addressed as part of the Centre City Redevelopment Plan MEIR. Therefore, no direct traffic impacts in excess of those identified in the MEIR are considered likely to occur.

RESPONSE TO COMMENT LETTER FROM THE CITY OF SAN DIEGO, DEVELOPMENT SERVICES, DATED FEBRUARY 28, 2003 (continued)

Response to Comment 87: (cont'd.)
Furthermore, no cumulative impacts to I-5 ramps would occur. As discussed in Response to Comment 78, trip generation associated with the CAC site (including the Cedar/Kettner parking site) would decrease by 486 trips per day, compared to existing conditions. Therefore, the project would result in no cumulative impacts to I-5 ramps.

2. The above traffic study should utilize new intersection and road segment counts, or counts that are less than two years old for the existing conditions. Consequently the intersections and road segment analysis should be based on the recent existing counts and not the counts in the North Embarcadero Alliance Visionary Plan MEIR which are more than two years old. This study should also analyze all appropriate scenarios to include existing, existing plus cumulative projects, existing plus cumulative projects plus project, horizon year, and horizon year plus project scenarios. 88

3. No reduction in trips or parking demand should be applied to the possible relocation of some of the CAC employees to other offices. This is due the fact that the office size and space at the CAC is not being reduced, and these spaces can be leased out or back filled at a later date. Furthermore, due to anticipated population growth and the expected increase in demand for County services, a reasonable increase in number of employees at CAC may be appropriate, unless it can be demonstrated that such increase is not possible due to office space constraints. Regardless, such anticipated increase in population should be correlated to the future parking demand, and at a minimum it should be applied to the future park and CAC visitors. 89

4. The anticipated off-site employee parking structure should be included as part of this project, and its impact should be fully analyzed in this document, since without it, the project will have a significant parking deficiency impact. Such facility should also be designed with adequate number of lanes, booths, and queuing distance at entry and exit points, and it should be within walking distance, not farther than 600 feet from the main entrance of the CAC building. Pedestrian safety and access to and from CAC building and such parking facility should also be evaluated and discussed. 90

5. This study should address how the proposed project will preclude the CAC employees from parking at the future underground parking structure, not impacting the parking demand for park and CAC visitors. Also, the project should not remove any fronting on-street parking spaces, even considering their replacement in the proposed underground parking structure, if such parking facility would not be open and available to the public at all times. 91

6. The Parking Demand Analysis (Appendix D) should be revised accordingly based on these comments to the DEIR. 92

Specific:

1. **Page 2.5-1, Section 2.5 "Transportation/Circulation" -** 93
   A. A new traffic study should be conducted as stated above and its excerpts utilized in this section.
   B. The existing operation, and the future project including the size and location of the employee parking structure should be stated here. 94
   C. Appendix D should be called out as the reference location for the parking demand study. 95

RESPONSE TO COMMENT LETTER FROM THE CITY OF SAN DIEGO, DEVELOPMENT SERVICES, DATED FEBRUARY 28, 2003 (continued)

Response to Comment 88:
Traffic associated with the Cedar/Kettner site will be addressed by CCDC in an Environmental Secondary Study, as is done for all development within the Centre City area. Only if aspects of the proposed development are outside the parameters of the Centre City Redevelopment Plan and MEIR would focused technical studies or an EIR be required. As discussed in the Response to Comment 87, it is expected that development proposed at the Cedar/Kettner site will be accomplished within the use and intensity parameters assumed under the Redevelopment Plan and MEIR. Therefore, no additional traffic studies will be required.

Response to Comment 89:
See Response to Comment 13 regarding relocation of CAC employees.

Anticipated increased demand on County services related to projected population increases is incorporated into the public parking increase cited in the comment. No additional increase is required relative to downtown residents. While the percentage increase in household population living in Central San Diego (SANDAG Subregional Area 1) is expected to increase by 30.6 percent from 2000 to 2020 (SANDAG Profile Warehouse, 2003), this area is not the only one that would use County services at the CAC. SRA 1 is bounded by I-8 on the north, I-805 and I-15 on the east, National City on the south, San Diego Bay on the west, and I-5 on the northwest. SRA 1 is part of larger geographic area, Major Statistical Area 0 – Central. MSA 0 contains SRAs 1 through 6, and includes all of San Diego south of I-8, plus the Cities of Coronado and National City. SANDAG projects household population in MSA 0 to increase 19.26% from 2000 to 2020, even though the area includes the faster-growing SRA (SANDAG Profile Warehouse, 2003). Thus, the 25% population growth factor incorporated into the parking analysis is considered applicable both to the County population as a whole, and to the areas nearest to the CAC site.

Response to Comment 90:
See Response to Comment 87. All of the specific issues listed in the comment will be addressed in the CEQA documentation of that private development proposal. The proposed Cedar/Kettner parking garage site is located within 600 feet of the CAC building, although "walking distance" is typically characterized as one-quarter mile (1,320 feet). Pedestrian safety is discussed in this Final EIR, Section 2.5.3.1.B.

RESPONSE TO COMMENT LETTER FROM THE CITY OF SAN DIEGO, DEVELOPMENT SERVICES, DATED FEBRUARY 28, 2003 (continued)

Response to Comment 91:
The only employees allowed to park in the underground CAC parking garages will be the ten carpool/vanpool drivers, and the 16 public officials. They will be issued identifying stickers for their vehicles, allowing them to park in the underground structures, while the rest of the employees will be issued different stickers that only allow them to park at the Cedar/Kettner site. See Responses to Comments 11 and 13.

Response to Comment 92:
As demonstrated in Responses to Comments 87 through 91, no revisions to the Parking Demand Study are necessary.

Response to Comment 93:
See Responses to Comments 78 and 87.

Response to Comment 94:
The existing operation is discussed in Section 2.5.1 of this Final EIR. The proposed project, including description of off-site employee parking, is discussed in the project description, Section 1.1.1 of this Final EIR.

Response to Comment 95:
This Final EIR has been revised to reference the Parking Demand Study included in Appendix D.

96 2. **Page 2.5-2, Section 2.5.1.1.B "Existing Traffic Volumes and Operations"** - The required traffic study should also analyze all the driveways, and fronting and nearby affected intersections and road segments for the proposed employee parking structure.

97 3. **Page 2.5-3, Section 2.5.1.1.B "Access"** - This section should not only discuss the access for service vehicles, but also the existing employee and general public access. The type of access including its direction and any turn limitations should be clearly stated for each access point to the public street system.

98 4. **Page 2.5-3, Section 2.5.1.2.D "Access"** - This section should discuss all the access points including the access off of Grape Street and the driveways for service vehicles. The type of each access including its direction and any turn limitations should be clearly stated.

5. **Page 2.5-8 Section 2.5.3.2 "Parking"** -

99 A. The 10% reduction in parking demand due to County's anticipated satellite operation as stated in the first paragraph, cannot be supported as commented above in the general comment section.

100 B. The adopted absenteeism rate should be based on the actual data for the studied days, or an average of data for CAC instead of adopting a rate from City of Chula Vista.

101 The remainder of the Transportation/Circulation section of the DEIR and the Parking Demand Analysis (Appendix D) should be revised based on the above comments in order to be able to adequately identify and mitigate any project significant impacts.

Transportation Planning

Commentator: Shahriar T. Ammi, Transportation Planning Section, Planning Department

Comments address the Parking Demand Analysis (Appendix D) of theDEIR for the proposed San Diego County Administration Center Waterfront Park Development and Master Plan:

4.2.2 Future Employee Reduction

102 The study assumes a 10% reduction in parking demand due to County's satellite operations. This reduction should not be included as part of the future parking demand. High rate of development in the downtown area is likely to justify the same level or even more County staffing needs.

4.2.5 Future Public Parking Demand Increases Due To Population Growth

103 Study includes added public parking demand due to 25% population increase for Year 2020. Due to the same population increase, the demand on County services will increase. Therefore, an upward adjustment should be made to account for increased demand on County services, given the high density of residential development in the immediate areas of the County Administration Building.

RESPONSE TO COMMENT LETTER FROM THE CITY OF SAN DIEGO, DEVELOPMENT SERVICES, DATED FEBRUARY 28, 2003 (continued)

Response to Comment 96:
See Response to Comment 87.

Response to Comment 97:
See Response to Comment 35.

Response to Comment 98:
See Response to Comment 35.

Response to Comment 99:
See Responses to Comments 13 and 46.

Response to Comment 100:
See response to Comment 46.

Response to Comment 101:
As demonstrated by Responses to Comments 87 through 100, suggested revisions to this Final EIR are not necessary.

Response to Comment 102:
See Responses to Comments 13 and 46.

Response to Comment 103:
There is no need to change the analysis in response to the City's comment. See Responses to Comments 13 and 89.

4.2.3 Employee Absence During Count Days

104 To adjust the parking demand due to the absence of County employees during the count days of July 9 and 10, 2002, a 3% increase was made. The exact figures for sick leaves, travel, and vacations can be obtained from the County's Personnel for the count days.

4.2.6 Public Parking Reductions Due to Satellite Offices

105 As indicated in Section 4.2.2, the reductions in parking demand due to County's satellite operations may not be used.

4.3 Recommended Future Parking Supply

106 The balance of the future demand and what can be supplied at the north and south lots of the County Administration Building is proposed to be supplied in a parking structure at the southwest corner of Kettner Boulevard and Cedar Street. A traffic impact study is needed to determine the traffic impact of such facility.

Historical Resources

Commentator: Angeles Leira, Program Manager, Planning Department (for the Historical Resources Board)

General:

107 1. The EIR should reflect the fact that the County Administration Center is a designated City Historical Resource, as HRB Site #203 (Civic Administration Center). The designation took place on October 22, 1986.

108 2. The EIR should also state how the site's development is going to meet the US Secretary of Interior's Standards, a requirement established by the fact that this site has been designated and is listed in the National, State, County, and City Registers.

Specific:

A. Status as a City of San Diego Historical Resource

Following is a page-by-page identification of areas where the site's status as a City Historical Resource Site #203 should be identified. New language suggested is on *underlined italics*, while suggested deleted language is shown in ~~strikeout~~:

109 1. Page S-6 paragraph 4. Add the site's status as a City Historical Resource and appropriate review of site's consistency with US Secretary of Interior's Standards.

RESPONSE TO COMMENT LETTER FROM THE CITY OF SAN DIEGO, DEVELOPMENT SERVICES, DATED FEBRUARY 28, 2003 (continued)

Response to Comment 104:
See Responses to Comments 13 and 46.

Response to Comment 105:
See Response to Comment 13.

Response to Comment 106:
See Response to Comment 87.

Response to Comment 107:
This Final EIR has been revised to include the CAC's designation as a City Historic Resource pursuant to the comment.

Response to Comment 108:
Additional details regarding this issue have been provided in Final EIR Section 2.8.3.2.

Response to Comment 109:
The Summary included in this Final EIR has been revised in response to the comment.

Page 5
Jeffrey Redlitz
February 28, 2003

110 2. Page 2.8-1, Section 2.8 Cultural and Paleontological Resources, Paragraph 2.8.1.1 add sentence: "*The site is located in the City of San Diego's jurisdiction and is listed in the City's Historical Landmarks Designated by the San Diego Historical Resources Board, as site number 203 (October 22, 1986). As such, it is subject to the City's Historical Ordinance and the application of the US Secretary of Interior's Standards*."

111 3. Page 2.8-2, Section 2.8, paragraph 2.8.1.1, new subparagraph C, add the following information:
"**C. City of San Diego Historical Resources Ordinance.**
The City of San Diego's Land Development Code establishes that development affecting a designated historical resource must be consistent with the US Secretary of Interior's Standards (Section 143.0210 et sec). Projects that impact a historical resource are required to process a Site Development Permit (Section 126.0502 et sec). It is the City's objective that projects affecting historical resources be consistent with the US Secretary of Interior's Standards."

112 4. Page 2.8-5, Section 2.8, paragraph 2.8.1.3, new subparagraph D, add the following information:
"**D. City of San Diego Historical Resource Site 203**
The existing CAC site is listed as an historic site in the City's "Historical Landmarks Designated by the San Diego Historical Resources Board" as site number 203, registered on October 22, 1986. The basis for the registration is for the site's association with the Works Progress Administration (WPA) which funded public art, and architecture and related public works. The designation is for the WPA designed building and related landscaping grounds. The designation does not include later accessory buildings. The City's designation is also based on the site's Spanish Revival architecture with strong Beaux Arts Classical influence, and for the site's association of Master Architects Samuel Wood Hamil, Richard S. Requa, William Templeton Johnson and Louis J. Gill. Since that time, and until recently, the City's Historical Site (now Resources) Board reviewed a number of proposed building modifications."

113 5. Page 2.8-9, Section 2.8.3, paragraph 2.8.3.2, first subparagraph, modify as follows:
"The CAC site is considered a significant resource under CEQA because it is listed in the National and California Register, *as well as the County and City Registers of Historical Resources as a historical resource* ~~district~~ *site*. It meets the criteria for listing....."

114 6. Page 2.8-10, Impact 2.7.b(2), add "City" following the County listing, as follows:
"...However, it is possible that the County's Historic Sites Board, *the City's Historical Resources Board*, or the SHPO could consider the proposed changes as significant impacts."

RESPONSE TO COMMENT LETTER FROM THE CITY OF SAN DIEGO, DEVELOPMENT SERVICES, DATED FEBRUARY 28, 2003 (continued)

Response to Comment 110:
City designation of the site as an historical resource is discussed in Section 2.8.1.3 D of this Final EIR. Applicability of the Secretary of the Interior's Standards is described in Section 2.8.1.1 A. Members of the City's Historical Resources Board are working with the county's Historic Sites Board to craft recommendations to ensure project compliance with Secretary of the Interior's Standards. No text addition is required.

Response to Comment 111:
No text change is required. The salient issues are addressed in Response to Comment 110.

Response to Comment 112:
Section 2.8 of this Final EIR has been revised pursuant to the comment.

Response to Comment 113:
Section 2.8.3 of this Final EIR has been revised pursuant to the comment.

Response to Comment 114:
Impact 2.7.b(2) of this Final EIR has not been revised pursuant to the comment.

In the review process that has been agreed upon between the County Historic Sites Board and the City Historical Resources Board, members of the City Board are providing input to recommendations of the County Historic Sites Board, advisor to the Board of Supervisors.

Page 6
Jeffrey Redlitz
February 28, 2003

B. Site Evaluation per US Secretary of Interior's Standards

Following is a page-by-page identification of areas where we have questions or comments suggesting greater clarification of intent:

115 1. Page 2.8-11, paragraph 5 under 2.7.b(2) impact needs to describe how the distinctive materials, features, finishes, etc. will be preserved. This information needs to be part of the documented record.

116 2. Page 2.8-11, paragraph 9 states that the parking structures, civic green, and gardens rooms will not destroy historic materials, features and spatial relationships. How is this accomplished by the proposed project? This information needs to be part of the documented record, especially given the proposed 2 foot elevation change in the south and west.

117 3. Page 2.8-11, paragraph 10 states that the underground parking structure will not impair the essential form and integrity of the CAC site. However, it is also stated that due to the underground structure the above ground level has to be raised 2 feet. How does that increase in the elevation of the surface plane impact the historical site, and specifically the perception of building height and lower level building fenestration? How will the existing mature vegetation be replaced and what are the methods for its restoration? Are seedlings going to be provided? Or will the vegetation just be of the same species. A further analysis of the impact and areas where future "detailed" design may solve the problem should be identified.

118 4. Page 2.8-12 Section 2.8.4 Mitigation Measures, MM 2.8b(1) should add the City of San Diego Historical Resources Board to the paragraph.

119 Additionally, given the impacts identified earlier, how will these impacts be addressed? It is not adequate to state generally that the project will meet the US Secretary of Interior's Standards, the documents need to clearly state how, specially if there is identification of possible impacts specifically related to the raised ground plane (2 feet).

120 5. Page 2.8-12, Section 2.8.4, MM2.8b(2). Please add the HABS (Historic American Building Survey) Level documentation that will be required.

121 6. Page 2.8-13 paragraph MM 2.8c. This statement establishes that additions shall be differentiated from the old and shall be compatible with the new. How is this be accomplished, and what are the specific details that will need to be addressed in the future.

Land Use/View Corridor/Parking/Transportation

Commentator: Lesley Henegar, Senior Planner, Planning Department

Chapter 2 Land Use/Planning

122 The proposed project, as analyzed on pages 2.1-15, is inconsistent with the North Embarcadero Alliance Visionary Plan (NEAVP). As currently proposed, the civic greenspace design is

RESPONSE TO COMMENT LETTER FROM THE CITY OF SAN DIEGO, DEVELOPMENT SERVICES, DATED FEBRUARY 28, 2003 (continued)

Response to Comment 115:
See Section 2.8.3.2(4) of this Final EIR, which has been revised in response to this comment.

Response to Comment 116:
See Section 2.8.3.2(9) of this Final EIR, which has been revised in response to this comment.

Response to Comment 117:
See Response to Comment 116 and Section 2.8.3.2(10) of this Final EIR which has been revised in response to this comment.

Response to Comment 118:
Mitigation Measure 2.8.b(1) included in this EIR has been revised in response to this comment.

Response to Comment 119:
See Responses to Comments 115 through 117 and Section 2.8.3.2(4) of this Final EIR which has been revised in response to this comment.

Response to Comment 120:
Mitigation Measure 2.8.b(2) of this Final EIR has been revised to include the level of HABS documentation required (i.e., "Level 1").

Response to Comment 121:
See Section 2.8.3.2(9) of this Final EIR, which has been revised in response to this comment.

Response to Comment 122:
See Responses to Comments 4, 5 and 28.

122 (cont'd.) inconsistent with both envisioned NEAVP "County Terrace" scenarios, namely, the Mixed-Use/Performing Art Center Development and the Office/Hotel Development. Additionally, the proposed relocation of the eastside on-street parking spaces from Harbor Drive onto the CAC site is not part of the NEAVP. The proposal to move Harbor Drive westward by 36 feet is also not part of the NEAVP. To establish consistency with the adopted land use plans, the Port Master Plan and Centre City Community Plan, Centre City Planned District Ordinance and other Centre City Policies and Ordinances may need to be amended. The EIR should provide a complete analysis comparing the NEAVP and the County Waterfront Park project and any potential impacts related to land use..

It appears that the proposed project, as described on page S-1, would result in a public esplanade design that would be inconsistent with the NEAVP. A full analysis and discussion of the potential impacts and mitigations, if any, should be included.

Chapter 2 View Corridors

123 The proposed project may be inconsistent with the NEAVP guidelines for view corridors. The NEAVP, on page 73, states that "Public view corridors are straight, largely unobstructed shafts of space with clear views to the bay or a focal element from public rights-of-way, as viewed at ground levels." The project appears to elevate the ground plane by three feet and includes large canopy trees that may impinge on the existing view corridors. The NEAVP identifies Fir, Date, and Beech Streets as view corridors that coss the CAC site and connect the City to the bay. A view corridor study should be conducted to include the short-, mid-, and distant-view analysis.

Chapter 2 Transportation/Circulation: On-Site Parking

124 The North Embarcadero Alliance Visionary Plan EIR (NEAVP-EIR) made certain assumptions regarding the parking requirements of subsequent projects within the proposed North Embarcadero project area. The NEVP-EIR assumed that the CAC site would replace the 1,100-space parking lot provided for County employee parking. The NEAVP-EIR had a deficit of parking in the area of the proposed project site. The NEAVP-EIR Parking Management Plan recommends building a 50-space parking lot or providing 50 dedicated public spaces in a future County Administration Building parking structure. The NEAVP-EIR also recommends to "designate 10 spaces for carpool/vanpool employee use only and the balance should be designated for public use only with longer than 3 hour parking allowed" (Page 19 of Appendices to the Draft Master Environmental Impact Report for the proposed North Embarcadero Alliance Visionary Plan, Volume 2). The EIR should identify the County's commitment to providing 10 spaces for carpool/vanpool employee use.

Chapter 2 Transportation/Circulation: On-Street Parking

125 While the DEIR analyzes the on-street parking demand in terms of the existing conditions, it is recommended that it also analyze the proposed project against the NEAVP-EIR. The NEAVP-EIR should be an alternative baseline condition to analyze potential direct or indirect cumulative impacts for on-street parking. This analysis and discussion should be a part of the project alternatives.

RESPONSE TO COMMENT LETTER FROM THE CITY OF SAN DIEGO, DEVELOPMENT SERVICES, DATED FEBRUARY 28, 2003 (continued)

Response to Comment 123:
See Response to Comment 23, as well as the expanded discussion of view corridors in this Final EIR Section 2.1.3.1 B.

Response to Comment 124:
See Response to Comment 5.

Response to Comment 125:
See Response to Comment 5.

126 An additional 66 parking spaces are proposed to be provided by the County at the existing Trolley Towers parking garage located at 1225 Imperial Avenue. Please provide a discussion on the "reasonable distance" criteria for providing additional parking for the County site, as mentioned in the DEIR.

Replacement of bus stops or bus layovers

127 The DEIR does not discuss or analyze the existing bus stops and layovers (on Pacific Highway and Ash Streets), and the viability of their replacement within the immediate area. This analysis should be conducted and significant impacts, if any, should be discussed.

Chapter 4 Project Alternatives

128 The DEIR should include a project alternative that analyzes the proposed project with the NEAVP/NEAVP-EIR as a baseline condition for parking and overall design and location of public streets. The NEAVP is currently in the process of being implemented and should be included as a baseline condition for project alternative analysis purposes.

129 Another project alternative should analyze the on-street parking design option contained within the NEAVP; namely, the 110 on-street parking spaces proposed on the east-side of Harbor Drive (to implement the NEVP-EIR; in Subarea 2: 329 on-street parking spaces are required, see page 4.2-6) and alternatives to the relocation of Harbor Drive.

Mitigation Measures

130 On page S-10, the DEIR states "the County shall prepare and implement a Parking Plan for the CAC, ..., prior to the start of construction of the proposed project." A Parking Management Plan should be prepared and presented prior to the certification of the EIR. Please discuss how this will be coordinated.

If you have any questions please contact Jerry Jakubauskas, Associate Planner, at (619) 446-5389.

Sincerely,

Cathy Cibit

Cathy Cibit
Environmental Review Manager (Acting)
Development Services Department

cc: Betsy McCullough, Deputy Director, Planning Department
Lesley Henegar, Senior Planner, Planning Department
Kamran Khaligh, Associate Traffic Engineer, Development Service Department
Shahriar T. Ammi, Associate Engineer-Traffic, Planning Department
Angeles Leira, Program Manager, Planning Department
Alexandra Elias, Associate Planner, Centre City Development Corporation
County of San Diego, Development & Land Use Department
City of San Diego, Environmental Review and Comments files

RESPONSE TO COMMENT LETTER FROM THE CITY OF SAN DIEGO, DEVELOPMENT SERVICES, DATED FEBRUARY 28, 2003 (continued)

Response to Comment 126:
See Response to Comment 8.

Response to Comment 127:
See Response to Comment 17.

Response to Comment 128:
The NEAVP is addressed as a project alternative in Section 4.2 of this Final EIR. The discussion provides an overview of impacts associated with implementation of the NEAVP, based on analysis from the NEAVP MEIR, which is incorporated by reference. Additional discussion of the proposed project parking in comparison to the NEAVP is included in Response to Comment 5, and in Table 2.5-8. It should be noted that the approved NEAVP contains rows of trees within the Beech Street and Date Street view corridors, virtually identical to those in the proposed project, and an office/retail building in the north parking lot which would entirely block the Fir Street view corridor (see Figure 4.2-1).

Response to Comment 129:
On-street parking and the proposed plan are addressed in Response to Comment 5, and in Table 2.5-8. Harbor Drive is not proposed for relocation. However, under the proposed project, existing parking areas located on the east side of Harbor Drive would be used for park purposes instead of vehicular parking. The proposed project includes a parking plan that addresses compensating for the loss of on-street spaces on Harbor Drive with new on-street spaces on Ash Street and in the new CAC parking structure

Response to Comment 130:
This Final EIR has been revised to include a Parking Management Plan (Table 2.5-9). Also, see Comment 2 and Responses to Comment 2.

LITTLE ITALY
residents
association

RECEIVED

2003 FEB 28 PM 4:56

COUNTY OF SAN DIEGO
DEPT. GENERAL SERVICES
PROJECT MANAGEMENT DIV

February 26, 2003

Mr. Jeffrey Redlitz
Department of General Services
5555 Overland Avenue
San Diego, CA 92123-1924

RE: San Diego County Administration Center Waterfront Park Development and Master Plan Draft EIR; SCH #2002081089

Dear Mr. Redlitz:

Our organization respectfully submits the following comments regarding the San Diego County Administration Center Waterfront Park Development and Master Plan Draft EIR.

131 We strongly support the creation of the County Administration Center Waterfront Park. Parks and open spaces are crucial to urban environments, and the completion of the Waterfront Park will significantly bolster downtown San Diego's reputation as one of the most livable urban core neighborhoods in the nation. Furthermore, this unique urban park will provide an invaluable attraction that can be enjoyed by all of San Diego's residents and visitors, and this increase of visitors to our community will provide additional benefits for our local businesses. We greatly appreciate the leadership and vision of the County in developing the Waterfront Park.

132 We are concerned however with one aspect of the current park design. As proposed, the park plan includes the planting of several large trees directly in the Ash and Beech Street view corridors. These blue water view corridors make an invaluable contribution to the aesthetic nature of Little Italy, while serving as an important historic reminder of the early days of this community and its connections to the local tuna industry. In recognition of the importance of these bay views, the corridors are protected in both the Centre City Community Plan and the Little Italy Focus Plan. We are hopeful that the proposed design can be reviewed and adjusted to preserve the view corridors on Ash, Beech, and Fir Streets and continue the precedent set by these important land use plans.

We look forward to working further with Hargreaves and Associates to accomplish this important goal. Thank you for considering our comments.

Sincerely,

Nick Watson
President
Little Italy Residents Association

P: 619 297 0111

2040 INDIA STREET SAN DIEGO, CALIFORNIA 92101

RESPONSE TO COMMENT LETTER FROM LITTLE ITALY RESIDENTS ASSOCIATION, UNDATED (RECEIVED FEBRUARY 28, 2003)

Response to Comment 131:
The County of San Diego appreciates the Little Italy Residents Association's support for the CAC Waterfront Park.

Response to Comment 132:
See Response to Comment 23.

Save Our Heritage Organisation
2476 San Diego Avenue • San Diego CA 92110 • 619/297-9327 • www.sohosandiego.org

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Executive Director

Mr. Jeffery Redlitz
Department of General Services
County of San Diego
5555 Overland Avenue
San Diego, CA 92123-1924

RE: DEIR SDCAC Waterfront Park Development and Master Plan, No KK3421

Dear Sirs,

133 We would like to express our support for the project. This includes the incorporation of "The Guardian of the Waters" sculpture, historic hardscapes and landscapes. We also support the new landscape design that will compliment the existing historic features.

134 Additionally, we think it is essential to adopt the recommendations of the NEVAP steering committee, that the area between Grape and Ash Street be considered a historical waterfront for the permanent location of the Maritime Museum Association of San Diego's fleet of historic vessels and a museum interpretive structure. This includes leaving intact the deep berthing area for visiting ships and temporary display of historic vessels.

This display is part of the historic fabric of San Diego and one of our most popular heritage tourism attractions. Heritage tourism accounts for over 50% of every tourist dollar spent in the U. S. each year and as such is essential to San Diego's economy. They are also an existing priority use under the Coastal Act.

Thank you for the opportunity to comment,

Bruce Coons
Executive Director

RESPONSE TO COMMENT LETTER FROM SAVE OUR HERITAGE ORGANIZATION, UNDATED (RECEIVED FEBRUARY 14, 2003)

Response to Comment 133:
The County of San Diego appreciates SOHO's support for the CAC Waterfront Park and its associated landscape designs.

Response to Comment 134:
The NEAVP Steering Committee recommendation for a deep berthing area is cited in Section 1.4.1 of this Final EIR.

February 21, 2003

2003 COUNTY OF SAN DIEGO
DEPT. GENERAL SERVICES
PROJECT MANAGEMENT DIV

County of San Diego
Department of General Services
5555 Overland Avenue
San Diego, CA 92123-8834
Attn: Jeff Redlitz
TEL: 858-694-8834
Project Number: KK3421

Dear Sirs:

On behalf of the San Diego Maritime Museum I wish to thank you for the opportunity to review and to respond to the *Draft Environmental Impact Report for the Proposed San Diego County Administration Center Waterfront Park Development and Master Plan.* We are especially appreciative that you included our letter of September 17, 2002 as an attachment to the document and for language in section 3.1, in which you address concerns raised in that earlier correspondence. Specifically, we appreciate reference to
135 the unanimous decision by the North Embarcadero Alliance Steering Committee that the Embarcadero area between Grape Street and Ash Street "be considered a historical waterfront for the permanent location of the Museum's fleet of historic vessels and Museum interpretive structure." We are also appreciative that this document embraces a vision of the historical waterfront as an active and vibrant reminder of our deep maritime connections, vitalized by the Museum's programs for visiting historic vessels and waterfront festivals.

We do have some concerns about the reduction and distant relocation of parking associated with this proposal. Reduction of public parking close to the water will
136 substantially impact the National and State Historic Landmark vessels of the Maritime Museum, the barque *Star of India* and the ferryboat *Berkeley*. Public access to the waterfront and the viability of these resources cannot be separated, and we recommend that potential impacts be analyzed in Sections 2.8.3.2 and 3.7.

In Section 2.5, the Draft EIR has identified a future parking demand of 893 spaces for this project, exclusive of existing on-street parking. This figure is based on theoretical calculations that appear inconsistent with projections based on existing demand. We would like to suggest therefore that this value not be used as a basis for a parking plan for the project. For example, two weekday counts taken for this project (Linscott, Law &
137 Greenspan, July 9 &10, 2002) recorded a daily maximum parking demand of 967 and 1,003 respectively. Assuming a variable rate of demand based on weather, employee vacation peaks (counts were taken mid-summer) and variable attendance levels at public hearings, it can be reasonably expected that current parking demand will frequently meet or exceed the existing supply of 1,100 spaces. Removal of the Askew Building will

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1306 North Harbor Drive San Diego, California 92101 (619) 234-9153

RESPONSE TO COMMENT LETTER FROM MARITIME MUSEUM DATED FEBRUARY 21, 2003)

Response to Comment 135:
The County of San Diego appreciates the Maritime Museum's support for the proposed project.

Response to Comment 136:
Public access to parking at the waterfront has been adequately addressed in the EIR. The proposed underground parking garages would provide public parking no more than a few hundred feet from the water. In addition, the parking garages have been designed so that their westernmost pedestrian access points are located on the eastern side of Harbor Drive, across from the waterfront. See Response to Comment 49.

Response to Comment 137:
The parking counts documented in the LLG parking study are based on the existing 1,191 employees at the CAC site. As discussed in Response to Comment 87, employee totals at the site will decrease by 326 employees under the proposed project. This represents approximately 245 parking spaces, at the 0.75 space per employee ratio determined by LLG. Thus, the comments' projection of a demand of 1,100 parking spaces should be reduced by 245 to 855. As described in Response to Comment 5, structured parking supply associated with the proposed project is 1,030 spaces (314 + 650 + 66). The proposed amount of parking is more than adequate for the projected demand.

See Response to Comment 87 for discussion regarding the capability of the Cedar/Kettner site to provide 650 parking spaces for County employees, as well as other non-County development.

reduce parking demand but, at public workshops for this project, County staff has stated that a comparable demand will be created for the proposed commercial/retail/residential uses attached to the Cedar Street parking structure.

138 We would like to suggest that the cumulative parking demand for the proposed project and the Cedar Street site include the existing 1,100 spaces (adjusted up or down as to estimated comparable demand between Askew Building and new Cedar Street uses), the 50 spaces committed to the North Embarcadero Visionary Plan, the 56 spaces calculated for the public park component and an appropriate new calculation for future population growth projected from existing actual demand.

139 Parking reduction and relocation may also be expected to impact "Consistency with Applicable Plans and Policies (Section 2.1.3.1)." Proposed elimination or relocation of existing parking on North Harbor Drive may interfere with the public's right of access to the sea (California Coastal Act, Sections 302111 and 30212) by decreasing proximate opportunities to park and by increasing the distance and inconvenience of coastal access parking. This reduction of nearby parking would also limit visitation to the historic ships listed above, reducing their economic viability and thus making the proposal inconsistent with Section 30244 of the California Coastal Act; to preserve historic resources identified by the State Historic Preservation Officer. The elimination of on-street parking on North Harbor Drive also makes the project inconsistent with the North Embarcadero Visionary Plan, which specifically includes this parking as an integrated component of planned commercial and recreational uses.

140 The San Diego County Administration Center Waterfront Park has the potential to serve as a magnificent enhancement to the natural beauty and the historic maritime setting of the Embarcadero. However, failure to establish realistic expectations for on-site parking demands and the movement of existing public parking to more distant and less obvious locations may have the unintended effect of placing the park and County offices in competition with waterfront uses. We would therefore like to suggest that the Draft EIR be considered incomplete at this time, and revised to include analysis of the above concerns.

Thank you once again for the opportunity to express our views.

Raymond Ashley, PhD
Executive Director, San Diego Maritime Museum

RESPONSE TO COMMENT LETTER FROM MARITIME MUSEUM DATED FEBRUARY 21, 2003 (continued)

Response to Comment 138:
The cumulative parking demand for the CAC has been calculated as requested and is documented in Table 4 on Page 9 in the Parking Demand Analysis prepared by LLG Engineers (Final EIR Appendix D).

Parking demand and proposed supply is discussed at length in Response to Comment 5, and in Response to Comment 137. These calculations include considerations of existing demand, relocation of 326 employees, future population growth, replacement of any lost on-street parking, and consistency with NEAVP plans and mitigation requirements.

Response to Comment 139:
Parking demand and proposed supply is discussed at length in Responses to Comments 5 and 137. Response to Comment 49 further addresses public access to the sea and consistency with the NEAVP

Response to Comment 140:
Adequate parking has been proposed as discussed in this Final EIR Section 2.5.3.2. All CAC employee, CAC visitor, park visitor, and relocation of on-street parking has been addressed. Embarcadero uses will not have to compete with the CAC or the park. See Responses to Comments 5 and 49. Adequate signage will be provided around the perimeter of the CAC site to direct waterfront and park visitors to on-street parking along Ash Street, and the underground parking garages below the CAC Waterfront Park. It seems unlikely that the need to walk a few hundred additional feet, or to read a sign directing the visitor to the nearest public parking, would result in any measurable decrease in visitation to the San Diego Embarcadero.

SAN DIEGO COUNTY ARCHAEOLOGICAL SOCIETY

RECEIVED

San Diego County Archaeological Society, Inc.

FEB 25 PM 4:08

COUNTY OF SAN DIEGO
DEPT OF GENERAL SERVICES
PROJECT MANAGEMENT DIV

Environmental Review Committee

24 February 2003

To: Mr. Jeffrey Redlitz, Project Manager
Department of General Services
County of San Diego
5555 Overland Avenue
San Diego, California 92123-1294

Subject: Draft Environmental Impact Report
San Diego County Administration Center Waterfront Park Development and Master Plan

Dear Mr. Redlitz:

I have reviewed the cultural resources aspects of the subject DEIR on behalf of this committee of the San Diego County Archaeological Report.

Based on the information contained in the DEIR, we have the following comments:

141 (1) The DEIR fails to acknowledge the role of the City of San Diego's Historical Resources Board (HRB). The County Administration Center (CAC) has been listed by the HRB and the CAC is within the jurisdiction of the City of San Diego. We defer to the evaluations by the HRB and the County's Historical Sites Board for architectural and landscape architectural impacts.

142 (2) The analysis of the potential for archaeological resources at the site of the CAC is good, but should have included an overview of the specific previous land and waterside uses within the project area.

143 (3) We are pleased to note the inclusion of archaeological monitoring of subsurface work. However, more specific details of the program should be provided. The Department of Planning and Land Use has some draft wording, and the City of San Diego's Land Development Review Division also has standard wording it applies for projects throughout the City where archaeological monitoring is deemed appropriate.

144 (4) The DEIR refers to the development of a parking structure on County-owned property at the southwest corner of Kettner Boulevard and Cedar Street, but no analysis of the potential impacts and necessary mitigation for such construction are addressed. Such impacts would be a consequence of this project and, as such, must be addressed.

P.O. Box 81106 • San Diego, CA 92138-1106 • (858) 538-0935

RESPONSE TO COMMENT LETTER FROM SAN DIEGO COUNTY ARCHAEOLOGICAL SOCIETY, INC., DATED FEBRUARY 24, 2003

Response to Comment 141:
See FEIR Section 2.8.3.2 and Responses to Comments 107 through 121.

Response to Comment 142:
Please refer to the Cultural Resources Report prepared for the NEAVP (Brandes and Lia, 1999) for further information on specific previous land and waterside uses within the project area. The Cultural Resources analysis included in this Final EIR incorporates this report by reference.

Response to Comment 143:
This Final EIR has been revised to incorporate the County's standard language referenced in the comment.

Response to Comment 144:
As discussed in the project description in the draft EIR, the proposed future mixed-use development at Cedar and Kettner Streets will be subject to subsequent environmental review in compliance with CEQA, and Centre City Development Corporation (CCDC) and City of San Diego discretionary review when a specific development proposal is defined. The site contains no historic structures, and according to the Final Master EIR for the Centre City Redevelopment Project (1992), the Cedar/Kettner site was not found to have cultural resource potential. However, the presence of such resources is possible, and when the site is developed the developer would be required to adhere to Centre City MEIR Mitigation Measure 3.1-2, as follows:

> A qualified archaeologist shall carefully monitor all excavation and grading activities while an activity is underway. If resources are encountered in the course of ground disturbance, the archaeological monitor shall be empowered to halt grading and to initiate an archaeological testing program. Every effort shall be made to preserve in place any archaeological resource that is found after commencement of the activity. If preservation in place is infeasible, a data recovery testing program shall be prepared. This testing program shall include the recordation of artifacts, controlled removal of the materials, an assessment, (i.e., interpretation) of their importance under CEQA and local guidelines, and curation of a representative sample of recovered resources within a qualified curation facility. A testing report shall be deposited with the California Historical Resources Regional Information Center. All resources found to meet the definition of a unique archaeological resource as defined in Public Resources Code §21083.2 shall be treated in accordance with that Code section.

With implementation of those provisions, no significant impact to cultural resources are anticipated at the Cedar/Kettner site.

Thank you for providing this project's environmental documents to SDCAS for our review and comment.

Sincerely,

James W. Royle, Jr., Chairperson
Environmental Review Committee

cc: SDCAS President
File

P.O. Box 81106 • San Diego, CA 92138-1106 • (858) 538-0935

Centre City Advisory Committee

Community Organizations • Core/Columbia • Core II • Cortez • East Village • Gaslamp Quarter • Horton • Little Italy • Marina

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2003 FEB 25 PM 4:08

COUNTY OF SAN DIEGO
DEPT. GENERAL SERVICES
PROJECT MANAGEMENT DIV

Mr. Jeffrey Redlitz
Department of General Services
5555 Overland Avenue
San Diego, CA 92123-1924

February 24, 2003

RE: San Diego County Administration Center Waterfront Park Development and Master Plan Draft EIR; SCH #2002081089

Dear Mr. Redlitz:

145 As the Community Planning Group elected to represent the residents, business/property owners, and community organizations of the Centre City, our members have closely followed the development of the Waterfront Park proposal. Given the current shortage of public green spaces in the Centre City, we are very supportive of the project as a whole and believe it is a vital addition to the downtown community.

146 However, we are *strongly opposed* to current plans to place trees in the Beech and Date Street view corridors, and to severely narrow the Fir Street corridor with "garden room" trees and shrubs. We also believe that other aspects of the current Waterfront Park Master Plan (*e.g.*, the parking segment) require additional discussion by our Committee and the community at large.

147 Therefore, *we urge you* to honor your originally-published deadline for the public comment period, March 28, rather than your new deadline of February 28. The public comment period presents a rare opportunity to develop a unique public park on the "front porch" of our city. Many people who live and work downtown were unaware that you shortened this time-frame. The project should not move forward without a full and thorough review by those citizens most directly affected by the final design of the project.

On February 5, the Centre City Advisory Committee voted *unanimously* on the following:

View Corridors

The members of the CCAC *oppose* landscaping that would block the view corridors along Beech, Date and Fir Streets. These precious views of San Diego Bay make an important contribution to the aesthetic charms of downtown San Diego and *must be preserved and enhanced.*

The proposed landscape design (Figure 1.1-4 in the January 15 Draft EIR) *clearly frustrates* objectives listed in the DEIR itself, and *contravenes objectives stated in four additional plans* already in force within the community:

148
- The Waterfront Park Master Plan (as set forth in the DEIR, section 1.2) states these objectives:
  - Implement the goals of the Centre City Community Plan
  - Improve the aesthetic qualities of the waterfront from City view corridors and from San Diego Bay
- The San Diego Unified Port District Master Plan and Local Coastal Program state:
  - Provide 'windows to the water' at frequent and convenient locations around the entire periphery of the bay with public right-of-way . . . .
- The Centre City Community Plan and Planned District Ordinance state:
  - Protect views of the bay by establishing view corridors that accentuate key public rights-of-way . . . .
  - Protect major bay views from key freeway points and similar locations . . . .
- The North Embarcadero Alliance Visionary Plan, and
- The Little Italy Focus Plan both hold views of the bay precious and inviolate

These documents identify 'view corridors' along numerous streets, including Beech, Date and Fir. (DEIR 2.1.3.1.B.) These view corridors run *through* the site, yet the DEIR landscape plan *blocks* them.

225 Broadway, Suite 1100 San Diego, California 92101 Tel: 619 235-2200 Fax 236-9148

RESPONSE TO COMMENT LETTER FROM CENTRE CITY ADVISORY BOARD, DATED FEBRUARY 24, 2003

Response to Comment 145:
The County of San Diego appreciates the Centre City Advisory Committee's support for the proposed CAC Waterfront Park.

Response to Comment 146:
See Response to Comment 23.

Provisions for adequate parking are discussed in Response to Comment 5, and in Table 2.5-8 in this Final EIR.

Response to Comment 147:
See Response to Comment 29.

Response to Comment 148:
See Response to Comment 23.

149 The DEIR concludes (in the same section 2.1.3.1.B) that the proposed plan "would not result in significant impact to view corridors." That conclusion is *just plain wrong*. If trees and shrubs are planted as shown in the DEIR, there will be a *significant negative impact* on the view corridors.

- 150 The conclusion seems to give the new plan extra "credit" because the Askew Building formerly blocked views along the Fir Street corridor and is being removed, and trees currently block views along the Date Street corridor. We fail to see why, if there were previous violations of accepted planning principles, that new violations, perhaps of lesser magnitude, would somehow be acceptable.
- 151 The conclusion states that the height of the canopies of the trees to be placed in the Date and Beech Street corridors will allow for "continued views of San Diego Bay across the project site." This *fails to recognize* that the Little Italy neighborhood rises steadily from the edge of the bay to the eastern edge of the community, and that ground level continues to rise through Cortez Hill. This grade change will cause view corridors to be obstructed by the tree canopies, *regardless of their heights*.
- 152 And while the Centre City Community plan allows trees within view corridors that are equivalent to street rights-of-way (typically 80 feet), it should be noted that rows of street trees *currently* in the right of way narrow the corridors by only 20 feet, *leaving 60 feet of unobstructed views*.

153 At a minimum, therefore, we believe that any trees to be installed in the CAC Waterfront Park, regardless of canopy heights (and we support the idea of utilizing trees with very high canopies), be set back from the Beech and Date Street corridors by at least 60 feet, with a full 80 feet far more preferable. We further believe there should be a minimum 60-foot-wide clear space between two "Garden Rooms" on the North side of the site to assure unobstructed views to the bay along the Fir Street corridor.

154 While the view corridors are important to the entire city, they are of particular importance to the Little Italy neighborhood, which has both a historic and modern connection to San Diego Bay, dating back to the early 20th century (when many members of the community worked on San Diego tuna boats). And they are important to the historic Cortez Hill district as well. These corridors provide views of the Bay that are and will be cherished by tens of thousands of tourists, shoppers and diners, as well as by downtown's residents and workers.

Parking

155 Upon initial review of the DEIR, many members of the CCAC expressed concerns regarding the parking elements of the plan, and expressed a desire to review these provisions in greater detail. According to the parking projections set forth in the DEIR chapter addressing Significant Environmental Effects, a total of 947 parking places will ultimately be needed for this facility. But the master plan proposes to utilize only a *portion* of the space available beneath the site and provides only 381 spaces, then concludes that no significant direct impacts to transportation/circulation would result from the proposed project. Although the master plan identifies additional off-site parking that might someday be developed, there are no guarantees that these spots will ever actually become available. *Absent the development of the full supply of parking spaces either prior to, or in conjunction with, the development of the Waterfront Park, the project will have a significant negative impact on parking.*

156 In light of these issues, the CCAC would like additional time to review the proposed parking elements of the Master Plan. Thank you for the opportunity to comment on the CAC Waterfront Park Development and Master Plan Draft EIR. We look forward to the CCAC's active participation in the discussion of this project. If you have any questions, please feel free to contact me at 619-232-6651 or jgsummer@cox.net.

Sincerely,

Joyce Summer

Joyce Summer, Chair
Centre City Advisory Committee

RESPONSE TO COMMENT LETTER FROM CENTRE CITY ADVISORY BOARD, DATED FEBRUARY 24, 2003 (continued)

Response to Comment 149:
See Response to Comment 23.

Response to Comment 150:
There was no violation of accepted planning principles by the Askew Building, whose construction predated the development of the Centre City Community Plan by many years. However, its presence does block views of the Bay from Fir Street (Final EIR Figure 2.1-3). When it is removed as a result of the proposed project, as discussed in Response to Comment 23, observers along the Fir Street view corridor east of Kettner Boulevard will view San Diego Bay over the proposed park landscaping.

The Beech Street view corridor is presently blocked by tall vegetation along the east side of the CAC site, but the proposed project will open up views of the Bay, as shown in the photosimulation in Figure 2.1-6. The Date Street view corridor is clear of obstructions at the present time, and will continue to be clear, offering a view across the CAC site similar to the Beech Street view shown in Figure 2.1-6.

Response to Comment 151:
See Response to Comment 23.

Response to Comment 152:
See Response to Comment 23.

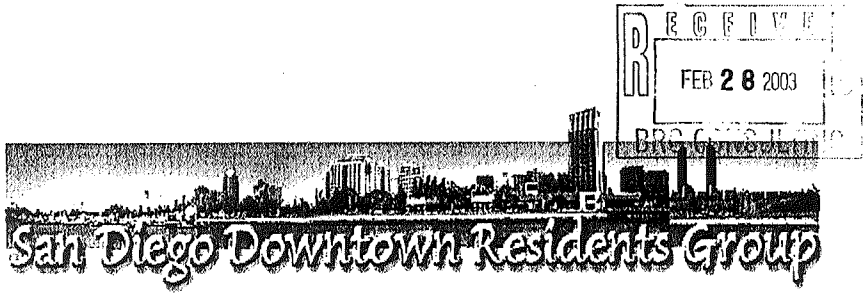
Response to Comment 153:
See Response to Comment 23.

Response to Comment 154:
It is agreed that view corridors are important to the City of San Diego, and to Little Italy. However, based on Response to Comment 23, and on the expanded discussion in Final EIR Section 2.1.3.1 B, no significant impact to such corridors has been identified. Cortez Hill is even higher than Little Italy (approximately 150 feet above MSL), and thus would incur no blockage of views to the Bay by park trees with maximum top elevations of 42 feet MSL.

RESPONSE TO COMMENT LETTER FROM CENTRE CITY ADVISORY BOARD, DATED FEBRUARY 24, 2003 (continued)

Response to Comment 155:
Adequate temporary and long-term parking for the proposed project is required, and will be provided, as discussed in detail in Comment 2, Final EIR Tables 2.5-8 and 2.5-9, and Response to Comment 5. If the approving agencies so desire, provision of the long-term off-site parking identified in the Parking Management Plan could be made a condition of project approval.

Response to Comment 156:
See Response to Comment 29.



RECEIVED
FEB 28 2003
BRG Consulting

Ralph Kingery
BRG Consulting, Inc.,
304 Ivy Street
San Diego, California 92101-2030

Dear Mr. Kingery,

Having reviewed the Draft EIR for the CAC Waterfront Park and Master Plan we forward the following comments for consideration in your final report. We would have appreciated retaining the original due date of 28 March for review but given the revised date submit the following based on our limited review of the Draft EIR and technical appendices.

First, although preservation of view corridors is mentioned prominently and illustrated in various diagrams, the illustration in Figure 2.1-1 appears to contradict that concern. Preservation (or restoration in some cases) of the view corridors at Beech, Date (and maybe Fir) would be seriously impeded
157 if the actual planting of trees is as per the various illustrations. For example in the cited illustration the trees are located in the center of the corridor rather than at the extremes as would be normal to the east of the CAC. If the corridor is the right of way, about 80 ft, the tree line would normally be about 6-10 ft and about 70-74 ft. The placement in the illustration shows the trees only 40 ft apart and interleaving canopies blocking the sight lines from various locations to the east.

Secondly, using the same illustration, the three foot berm surmounted by a hedge provides over a halfmile of "wall" broken only at Beech, Cedar, Date
158 (and possibly at Fir). This does not entice people into the garden rooms, but walls the entire park off from interaction with the City to the east. Recognizing that a rise is necessary if the water feature running north to south is to be incorporated, we feel either it should be gradual from Pacific

RESPONSE TO COMMENT LETTER FROM SAN DIEGO DOWNTOWN RESIDENTS GROUP, UNDATED (RECEIVED FEBRUARY 28, 2003)

Response to Comment 157:
See Response to Comment 23 and Final EIR Section 2.1.3.1 B.

Response to Comment 158:
A wall is not proposed along the eastern side of the CAC site. The proposed surface grade of the eastern part of the site is raised two to three feet above existing grade, in order to "enhance views to the Bay and subtly separate the garden rooms from Pacific Highway." This grade change also provides additional root zone above the local water table, located only 10-12 feet down. The edges of the grade change area would be in the form of a grassy slope two to three feet in height, similar to the slope visible on each side of the path along the view corridor. See Final EIR Figures 2.1-4 and 2.1-5. At the top of the grassy slope, a low (two feet tall) hedge would be planted to demarcate the edges of the garden rooms. It is true that the grassy slope and the hedge on top of it would block westward views of pedestrians walking on the west side of Pacific Highway. However, every 200 to 300 feet or so there would be a break in the berm/hedge for pathways into the garden rooms along the view corridors. Furthermore, there would be no berm or hedge in front of the east facade of the CAC Building. Additional entry points from Pacific Highway would conflict with the planning of the proposed Garden Rooms

Hwy to the center or more entrances from Pacific should be provided to break up this wall effect.

Third, the parking situation is not readily understandable in the formats provided. A simple table, based on the assumptions in the appendices which
159 included additions from the NEVP, new uses, etc, and subtracts from the removal of the Askew building (both personnel relocated and visitor trips eliminated to that building), etc, would be beneficial to understanding the total impact of parking. Also, since both the Master plan and the NEVP show
160 a civic plaza extending to the water beyond Harbor Drive, a sense of how the elimination of parking on the west side of Harbor Drive will be accommodated. Additionally, since the project at Cedar and Kettner is not part of this
161 Master Plan, what happens if it is not built or not built in a timely fashion is unclear.

Lastly, although noted in Chapter 2 section F, page 2.1-15, the
162 accommodations of the modifications for improving Pacific Highway, including any parking plans, bus transfers, etc, do not appear in an obvious manner in the actual plan views of the overall site master plan.

Thank you for your consideration of the foregoing.

Sincerely,

Gary Smith, President
For the Board of Directors

RESPONSE TO COMMENT LETTER FROM SAN DIEGO DOWNTOWN RESIDENTS GROUP, UNDATED (RECEIVED FEBRUARY 28, 2003) (continued)

Response to Comment 159:
See Response to Comment 5.

Response to Comment 160:
Elimination of parking along the east side of Harbor Drive would not change Harbor Drive travel lanes at all. Harbor Drive would ultimately be narrowed, in accordance with the adopted NEAVP. A wide walkway along the Embarcadero is planned under the NEAVP, as is a wide green belt between the walkway and Harbor Drive. This could still be implemented following implementation of the proposed CAC Waterfront Park, but the green belt would need to be narrowed by approximately 36 feet west of the Park. The green space would not be lost, but would simply be transferred to the western edge of the Park, where it would provide green space useable by the public.

Response to Comment 161:
See Responses to Comments 2, 5, and 155.

Response to Comment 162:
See revised Figure 1.1-4 in this Final EIR.

The Marston Building
427 C Street
Suite 300
San Diego CA
92101

RECEIVED

February 7, 2003

Mr. Jeff Redliz
Department of General Services
County of San Diego
5555 Oberlin Avenue
San Diego, CA 92123-1924

RE: Project KK3421 North Embarcadero Waterfront Park E.I.R.

Dear Mr. Redlitz:

I am writing to express my concern over several aspects of the North Embarcadero Visionary Plan, Environment Impact Report. There are both procedural and design issues with the plan as it now stands:

163 1. Public comments on the plan were originally scheduled for receipt by March 28th; this date has been accelerated to February 28th. I am aware of numerous interested parties who are not aware of the new date. To deny the public the right to comment over an administrative change such as this is troublesome.

164 2. The Proposed Landscape Plan (Figure 1.1-4) calls for large groves of Saw Leaf trees to be planted directly in the view corridors of Beech and Date Streets. According to the View Corridor Section, Looking West (Figure 2.1-1) the trees will be spaced 40' apart and are to be centered directly in the 80' view corridor. Since there will be multiple trees planted in a row, their foliage will totally obstruct the view from many portions of Beech and Date Streets. While I have no objection to the use of trees in the landscape plan, large plantings should be kept out of the precious view corridors. As you are aware no structures larger than 3' are to be placed in the view corridors.

165 3. The E.I.R. does not adequately address the parking issues. While I understand that a parking garage is to be constructed as part of the plan, it does not replace all of the lost spaces in the County lots and along Harbor Drive. The plan also does not address the staging of the parking. Will the parking garage be constructed first so that County employees can migrate to this facility when the lots are eliminated? If this is not done, there will be a very negative impact during construction as 1000+ spaces are eliminated with no alternative facilities.

166 I urge that the period for public comment on the E.I.R. be extended, that the view corridors be preserved and that further discussion ensue on the parking issues.

Sincerely,

Peter Valleau

Asset Growth Properties

RESPONSE TO COMMENT LETTER FROM ASSET GROWTH PROPERTIES, DATED FEBRUARY 7, 2003

Response to Comment 163:
See Response to Comment 29.

Response to Comment 164:
See Response to Comment 23.

Response to Comment 165:
See Comment 2, Response to Comment 5, and Final EIR Tables 2.5-8 and 2.5-9.

Response to Comment 166:
Since parking issues and view corridors have been addressed adequately in this Final EIR, no extension of the public review period is necessary or required.

Mr. Jeff Redlitz
Department of General Services
County of San Diego
5555 Overland Avenue
San Diego, CA 92123-1294

February 11, 2003

Project: CAC Waterfront Park
Project #: KK3421

re: Waterfront Park Development and Master Plan - View Corridor Issue

Mr. Redlitz,

We would like to express our concern over the proposed future blockage of the view corridor at Date Street and Beech Street as outlined by the Proposed Landscape Plan of the Waterfront Park Development Master Plan. The plan shows trees planted within the view corridor. The view corridor should respect the zone defined by the street tree and street light alignment on the view corridor streets. No vertical elements should be placed within that zone.

These view corridors have always been considered crucial to city planners, the communities effected, and the public at large. As you are aware, these view corridors are an essential component of the original City of San Diego Master Plan. The Focus Plan of Little Italy also recognizes their importance in maintaining the historical link of the community to the bay.

167

Our community has diligently worked to preserve these precious view corridors. Our design review committee has demanded that developers working in our community respect and preserve these corridors. At great expense to Cal Trans, the agency was convinced to lower their new commuter train tracks instead of building a bridge to accommodate the tracks largely to maintain the sequence of these view corridors.

Therefore, we respectfully request that this aspect of the Proposed Landscape Plan be changed to accommodate the preservation of the view corridors.

Thank you for your time and consideration of this issue.

Sincerely,

Rob Quigley

for:

Marty Poirier
Rob Quigley
Kathleen Hallahan

RESPONSE TO COMMENT LETTER FROM ROB QUIGLEY, UNDATED (RECEIVED FEBRUARY 14, 2003)

Response to Comment 167:
See Response to Comment 23.

ANN T. FATHY, AICP
ATTORNEY AT LAW

701 KETTNER BLVD. #198
SAN DIEGO, CA 92101-5933

AFATHY@COX.NET

619-238-0504
FAX: 619-238-1918

RECEIVED
FEB 28 2003
BRG CONSULTING

February 28, 2003

Ralph Kingery
BRG Consulting, Inc.
304 Ivy Street
San Diego, CA 92101-2030

Subject: DEIR for San Diego County Administration Center Waterfront Park Development and Master Plan

My particular concerns relate to the required protection of view corridors, i.e. the Fir, Date and Beech Street view corridors. I am also concerned about the potential blocking of pedestrian westward views by the walling off of the west side of Pacific Highway.

VIEW CORRIDORS

The DEIR lists as one of the project objectives, "Improve the aesthetic qualities of the waterfront from City view corridors and from San Diego Bay." [DEIR, No. 1.2, p. 1-5] Furthermore, the DEIR states, "The proposed project vicinity contains view corridors along Pacific Highway and along Ash, Beech, Cedar, Date, Fir and Grape Streets (CCCP, 1992). The proposed design would not block any of those view corridors." [DEIR, No. 6.2.4, Aesthetics, p. 6-7]

Yet, View Corridor Section, Looking West [Figure 2.1-1, p. 2.1-17], gives no assurance that the view corridor will provide adequate visibility from upland portions of the view corridor streets. This figure is a view from the Pacific Highway level and shows large shade trees within the 80' view corridor. What effect will these shade trees have on views from the upland portions of the view corridor streets?

168

Appendix B, Selected Project Plans/Perspectives [Technical Appendices to the DEIR], Analysis, View Corridors, p. 20 states, "The preservation of existing view corridors, as well as the new view corridor created by the removal of the Askew Building is an important element of the plan." And Appendix D, Parking Demand Analysis [Technical Appendices to the DEIR], 6.0 Conclusions, p. 15 states, "The project will also include the demolition of the Askew Building, which is home to County Health Services, to provide a new view corridor along Fir Street."

Yet the Program Diagram, Master Plan, [Appendix B, no page number] shows that the Fir Street view corridor is blocked by Garden Room trees. There needs to be assurance that the Fir Street view corridor will not be blocked by trees.

RESPONSE TO COMMENT LETTER FROM ANN T. FATHY, ATTORNEY-AT-LAW, DATED FEBRUARY 28, 2003

Response to Comment 168:
Regarding view corridor issues, see Response to Comment 23 and Final EIR Section 2.1.3.1 B.

PACIFIC HIGHWAY WALL

View Corridor Section, Looking West [DEIR Figure 2.1-1, p. 2.1-17] shows a wall along the west side of Pacific Highway that will block pedestrian westward views. Process, Final Scheme [DEIR Appendix B], p. 26 states, "The entire north-south Garden Room zone was raised 2-3 feet to enhance views to the Bay and subtly separate the Garden Rooms from Pacific Highway. This grade separation continues along a terrace at the front of the CAC Building." Process, Final Scheme - Program [DEIR Appendix B], p. 28 states, "The Garden Rooms, along the west edge of Pacific Highway, are a series of discrete, thematically vegetated spaces shielded from the chaos of Pacific Highway by grade change and plantings."

169 In effect, the project would block the westward views of pedestrians walking along the westside of Pacific Highway. Furthermore, the project wall–extending from Ash to Grape Streets (five blocks) would compound the adverse noise effects which those pedestrians would experience. The EIR should provide more information on the potential adverse effects of the proposed grade separation and wall along Pacific Highway.

Sincerely,

Ann T. Fathy

Ann T. Fathy, AICP
Downtown Resident and CCAC Member

2

RESPONSE TO COMMENT LETTER FROM ANN T. FATHY, ATTORNEY-AT-LAW, DATED FEBRUARY 28, 2003 (continued)

Response to Comment 169:
Regarding westward views of pedestrians on the west side of Pacific Highway, see Response to Comment 158.

No significant noise impacts to pedestrians are anticipated as a result of the proposed earthen slope and hedge. Some of the noise from Pacific Highway would be absorbed by the earth and vegetation on the slope. Any noise that is reflected would go up, not back toward the pedestrian, because of the angle of the slope. No noise reflection would occur from the side of the proposed hedge.

FERRIS JOHNSON & ASSOCIATES ARCHITECTS INC

February 26, 2003

Jim Redlitz, Project Manager
General Services
5555 Overland Drive
San Diego, Ca. 92123

The following comments are in reference to the draft environmental impact report for the proposed San Diego County Administration Center Waterfront Park Development and Master Plan, dated January 15, 2003

170 1. The County of San Diego Historical Site Board did not review the report.
171 2. The City of San Diego Historical Resources Board did not review the report.
3. In section MM2.8b(2), under recommended mitigation measures, HABS (Historic American Building Survey) documentation is called for. However, the level of HABS (levels 1 through
172 4) is not denoted. The report refers to the proposed changes as being "reversible". If it is truly intended that these proposed changes could be reproduced at some later date, I present that a level 1 HABS would be appropriate.
4. Section 2.24, Mitigation Measures states that the proposed project is required to comply with
173 the Uniform Building Code. As a qualified historical building, the State Historic Building Code also applies.
5. The property is listed on the National Register of Historic Places, yet the nomination
174 information is not contained within the report. This information is important to shed light on the features and aspects that where thought to be significant by the National Register.
6. There is no graphic representation of the proposed changes within the report. It is impossible to render an educated decision on the impacts of the proposed changes to the historic fabric.
175 *"The proposed project would result in the removal of some distinctive materials and the alteration of some features, spaces and spatial relationships that characterize the property as a result of the filling in of the two existing service entrances and driveways, construction of a new service entrance and driveway, construction of a west-facing terrace, and a two foot elevation of the existing ground plane which would impact historic elements of the site."*

What is the removal of <u>some</u> distinctive materials? What is the alteration of <u>some</u> spaces? Where is the terrace and what does it look like? Etc., etc. This all needs to be defined, illustrated and conveyed.

Sincerely,

Paul W. Johnson, A.I.A.

3254 Fourth Avenue San Diego Ca 92103 619-297-4659
fax: 619-297-2402 fjaarchitects@cox.net

RESPONSE TO COMMENT LETTER FROM FERRIS JOHNSON & ASSOCIATES ARCHITECTS, INC., DATED FEBRUARY 26, 2003 (continued)

Response to Comment 170:
The County of San Diego Historical Sites Board has reviewed the draft EIR and submitted comments in a letter dated February 24, 2003. See Response to Comment 177.

Response to Comment 171:
The City of San Diego Historical Resources Board staff has reviewed the EIR and provided comments in the City's letter dated February 28, 2003. See Responses to Comments 107 through 121.

Response to Comment 172:
See Response to Comment 120.

Response to Comment 173:
Section 2.2.4 included in this Final EIR has been revised in response to the comment to clarify that the project is required to comply with the state Historic Building Code.

Response to Comment 174:
This Final EIR has been revised to include the CAC nomination to the National Register of Historic Places as Appendix H. In addition, the "County Administration Center - Cultural Landscape Report," prepared in June 2002 by Vonn Marie May, Landscape Historian, has been included as Appendix I.

Response to Comment 175:
See Sections 2.8.3.2 (4), 2.8.3.2 (9) and 2.8.3.2 (10) of this Final EIR, which have been revised in response to public comments.

DEPARTMENT OF THE NAVY
SOUTHWEST DIVISION
NAVAL FACILITIES ENGINEERING COMMAND
1220 PACIFIC HIGHWAY
SAN DIEGO, CA 92132-5190

RECEIVED
2003 FEB 31 AM 8:52

COUNTY OF SAN DIEGO
DEPT. GENERAL SERVICES
PROJECT MANAGEMENT DIV

11000
Ser 05BP.SD/383

Mr. Jeffrey Redlitz
County of San Diego
Department of General Services
5555 Overland Avenue
San Diego, CA 92123-1924

Mr. Redlitz,

176 Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the proposed San Diego County Administration Center Waterfront Park Development and Master Plan (January 15, 2003). We understand that the County is working with Alliance members to ensure adequate parking requirements and the alignment of Harbor Drive is compatible with the North Embarcadero Alliance Visionary Plan. Hopefully these issues will be resolved. DON has no additional comments on the DEIR.

Again, thank you for the opportunity to comment on the DEIR. If you have any questions, please contact Susanah Aguilera of my staff at (619) 532-3736.

Sincerely,

for C. SCHANZE
Captain, CEC, U. S. Navy
Commander

RESPONSE TO COMMENT LETTER FROM DEPARTMENT OF THE NAVY, UNDATED

Response to Comment 176:
Comment noted. No response is required.

RECEIVED

2003 FEB 27 AM 10: 17

COUNTY OF SAN DIEGO
DEPT. GENERAL SERVICES
PROJECT MANAGEMENT DIV

RECEIVED
FEB 24 2003
DEPARTMENT OF PLANNING
AND LAND USE

February 24, 2003

San Diego County Historic Site Board
5201 Ruffin Road, Suite B
San Diego, CA 92123-1666

Mr. Jeffrey Redlitz, Project Manager
Department of General Services
County of San Diego
5555 Overland Avenue
San Diego, California 92123-1294

Subject: San Diego County Administration Center Waterfront Park Development and Master Plan

Dear Mr. Redlitz:

177 Section 1.3.1 of the Draft Environmental Impact Report for the San Diego County Administration Center Waterfront Park Development and Master Plan notes that the San Diego County Historic Sites Board (HSB) is a responsible agency for the project. The HSB is listed as having approval responsibility that the project meets the Secretary of the Interior's standards for changes to a National Register listed site.

178 This project was on the agenda for our meeting on February 18, 2003. At that time, the HSB determined that there are significant concerns with the project. However, based on the limited information provided to the HSB, we are unable at this time to find that the project meets the Secretary of the Interior Standards.

179 We invite you to arrange representation at our next meeting, on Monday, March 17 2003, to provide a presentation focused on cultural resources aspects of the project. We would expect, for example, to see how the architecture and landscape architecture of the CAC have evolved since 1939 and how the proposed project relates to that. Additional information would include, but not be limited to, the types of plantings proposed, how the elevated area on the west side of the building would visually impact the view of that side of the building, and the impact of the landscaping to the north and south of the building on the views of and past those sides of the building. Presentations of photographs of various views to present "before and after" conditions would be especially helpful.

Please coordinate with Donna Beddow, staff to the HSB, to make the necessary arrangements for a presentation. We look forward to obtaining a more complete understanding of the project and attempting to resolve our concerns.

Sincerely,

Jim Royle, Chair

RESPONSE TO COMMENT LETTER FROM SAN DIEGO COUNTY HISTORIC SITES BOARD, DATED FEBRUARY 24, 2003

Response to Comment 177:
See Response to Comment 179.

Response to Comment 178:
See Response to Comment 179.

Response to Comment 179:
County staff and consultants presented the current design information to the County's Historic Sites Board (HSB) and to members of the City of San Diego's Historical Resources Board (HRB) on March 17, 2003, as requested by the commentor. This presentation expanded upon the discussion about the project that was made to the HSB on April 15, 2002. The five members of the Board agreed that additional information about details of the project were needed in order for them to make a determination about project compliance with Secretary of the Interior standards. Consequently, an ad-hoc subcommittee of the HSB and the HRB was identified. The subcommittee members were instructed to review detailed project drawings over the subsequent few weeks and to meet with County staff and consultants to further discuss the project's compliance with the applicable standards. The ad-hoc subcommittee was instructed to present their recommendations regarding the proposed project back to the County HSB and the City HRB.

S.0 SUMMARY

S.1 Project Synopsis

The County Administration Center (CAC) is situated on a 16.62 acre parcel located at 1600 Pacific Highway, between Grape Street and Ash Street, in the City of San Diego's Centre City Community Planning Area (Figures 1.1-1 and Figures 1.1-2). That parcel is owned and operated by the County of San Diego. In addition, the maximum proposed project site includes 0.65 acres within the Harbor Drive right-of-way (ROW) to the east of the eastern curb, plus 1.2 acres from the east curb of Harbor Drive to a line 36 feet farther west (now used for access to the diagonal parking along Harbor Drive). Therefore, the total site comprises a maximum of approximately 18.47 acres. The combined western 1.85 acres of the project site are under the jurisdiction of the San Diego Unified Port District (SDUPD), and contain street and utility easements granted to the City of San Diego. The County is currently seeking an agreement with the City and Port District for the inclusion of the western 1.85 acres into the proposed project, which includes the existing on-street parking spaces and sidewalk in front of the CAC. Therefore, this EIR evaluates the project based upon the maximum potential acreage of 18.47 acres.

The project as designed incorporates the 130-foot right of way (ROW) width and design as recommended by the NEA (North Embarcadero Alliance). The site lies north of downtown San Diego and southeast of the San Diego International Airport. Specifically, the project site is bounded by Harbor Drive to the west, Grape Street and the Solar Turbines surface parking lot to the north, Pacific Highway and the neighborhood of Little Italy to the east, and Ash Street and the existing Holiday Inn to the south. The Embarcadero waterfront and San Diego Bay lie to the west of Harbor Drive. The site is unzoned, but designated for Commercial/Office uses in the Centre City Community Plan (CCCP, 1992). The proposed project site is located on Bay fill materials ~~which created~~ resulting in a relatively flat topography, approximately 10 feet above the San Diego Bay waterline. The proposed project site does not contain any water or wetland areas, agricultural areas, housing areas, or sensitive species, habitats or wildlife corridor areas.

The existing, historic CAC structure is located in the east-central portion of the property along Pacific Highway. The CAC building was built in a Spanish Renaissance and modernist architectural style, with the original landscape intended to complement this style. Existing land uses include the following:

- County Administration Center;
- South Parking Lot (483 spaces);
- North Parking Lot (617 spaces);
- Askew Building;
- Outdoor Paved Entry Walkways;
- Two Service Entryways;
- Pedestrian Sidewalks along Pacific Hwy;
- Pedestrian Sidewalks along Harbor Drive;
- Grass Lawn Area around CAC;
- Two small ancillary structures

Surrounding uses include low to medium scale commercial uses, including hotels, fast food restaurants and office buildings to the east. The Little Italy neighborhood, to the east, is currently undergoing an influx of new residential development. San Diego Bay is located west of the CAC site, Harbor Drive and the Embarcadero. The commercial waterfront area is dominated by surface parking lots. Other surrounding uses include low to medium-scale commercial uses, including hotels, fast food restaurants and office buildings to the east; and the San Diego

Maritime Museum vessels (i.e., the Star of India, Berkeley and Medea) to the west. An area recommended as a deep-berthing area for visiting ships associated with the Maritime Museum is located along the edge of the bay to the west of the CAC site.

The proposed project Master Plan for the conversion of the project site into a civic greenspace surrounding the historic County Administration Center building has the following major objectives:

- Create a design that is in harmony with the historic nature of the CAC Building and landscaping;
- Implement the goals of the NEAVP and Centre City Community Plan;
- Provide additional public park space in an otherwise built-out urban environment;
- Preserve one of the last under-utilized waterfront areas for public use and benefit; and,
- Improve the aesthetic qualities of the waterfront from City view corridors and from San Diego Bay.

The proposed project Master Plan is comprised of the following major components:

Replacement of Surface Parking Lots with Public Greenspace. The proposed Master Plan would remove the existing 1,100-space surface parking lots located to the north and south of the CAC Building in order to create a civic greenspace. The greenspace area would consist of three major tiers of public use areas. Adjacent to Pacific Highway on either side of the CAC Building, there would be a series of seven "Garden Rooms," including five diverse botanical areas, a Children's Play Garden and a Sculpture Garden. The second proposed tier, a strip running along the west side of the CAC Building, between Grape Street and Ash Street to the north and south, would incorporate a promenade and civic fountain. The third proposed tier would make up the remainder of the western side of the site, along the length of the project site between the second tier promenade and Harbor Drive, and would consist of a "Civic Green" lawn area. The public greenspace portion of the plan would incorporate design measures that would minimize water quality and water supply impacts, such as the use of drip irrigation in the garden rooms, recirculated fountain water, and permeable decomposed granite paving.

The CAC Building, "The Guardian of Water" sculpture and the landscaping surrounding the CAC Building are listed on both the California State and National Registers of Historic Places. These aspects of the existing site would be preserved and incorporated into the proposed project. As such, landscaping components of the proposed civic greenspace have been designed with the intention of complimenting the existing historic features of the site.

A proposed 17,000 square foot West Terrace slightly elevated above the grade of the surrounding landscape would provide public views out over the Bay, the Bayfront Esplanade, the Civic Green and Civic Fountain. The west terrace would extend approximately 42.5 feet west of the west wall of the CAC Building. The north and south terrace areas extend approximately 35 feet from the main north and south-facing walls of the CAC Building. The 2.5-foot-high terrace will be constructed adjacent to the western edge of the existing planting bed defining the west façade of the CAC Building.

Provision of Alternative Parking Facilities. The proposed Master Plan discusses several alternatives to replace the 1,100 surface parking spaces that would be converted to park use to the north and south of the CAC Building. A Parking Demand Study, prepared by Linscott Law & Greenspan Engineers (2002) indicated that in

order to meet the parking demand for CAC building employees, civic greenspace users and waterfront public access parking, the proposed project would need 1,071~~947~~ spaces on or near the site. The plan proposes the construction of two underground structures, totaling 250~~381~~ parking spaces. A north parking structure (approximately 152~~191~~ parking spaces) would be accessed from Pacific Highway and Grape Street, and a south structure (approximately 98~~190~~ parking spaces) from ~~Pacific Highway and~~ Ash Street. ~~Approximately 500 parking spaces would be provided with the development of a parking structure on the southwest corner of Kettner Avenue and Cedar Street, a site currently owned by the County and intended for new residential, office and/or commercial development by a private developer. That 500 stall requirement can be met entirely on the Cedar/Kettner site, or in combination with other locations deemed suitable by the developer according to the site development Request for Proposal (RFP) currently being processed by the County Department of General Services. That future mixed-use development will be subject to subsequent environmental review in compliance with CEQA, and CCDC and City of San Diego discretionary review when a specific development proposal is defined.~~

~~Finally, an additional 66 parking spaces will be provided by the County at the existing Trolley Towers parking garage, 1255 Imperial Avenue. The County has the ability to use up to 247 spaces at that facility (pers. comm., J. Redlitz, 10/02). In order to preserve most of the 381 on-site underground parking spaces for public access to the waterfront, CAC visitor use, and park use, all of the spaces provided through the development of the Cedar/Kettner project, plus the additional 66 parking spaces, would be designated as County employee parking. This designation would leave 276 onsite parking spaces available for use by the general public, and 105 spaces for County employees. Other parking needs, such as short-term needs during construction activities, would be met through the use of existing County parking areas and County lease arrangements to use other nearby parking spaces. Removal and replacement of the existing parking spaces would be subject to a phased construction schedule in order to minimize short-term loss of public access and employee parking during such construction activities.~~ Forty on-street public parking spaces would be added along the north side of Ash Street, and an additional 27 on-street parking spaces would be retained along Grape Street and Pacific Highway. Use of tandem parking on an as-needed basis would provide an additional 64 spaces in the CAC parking structure. Approximately 650 parking spaces would be provided with the development of a parking structure on the southwest corner of Kettner Avenue and Cedar Street, a site currently owned by the County and intended for new residential, office and/or commercial development by a private developer. That 650-stall requirement can be met entirely on the Cedar/Kettner site, or in combination with other locations deemed suitable by the developer, per the site development Request for Proposal. The development proposal by Lambert Development has been accepted by the Board of Supervisors as the basis of future negotiations. That future mixed-use development will be subject to subsequent environmental review in compliance with CEQA, and Centre City Development Corporation (CCDC) and City of San Diego discretionary review when a specific development proposal is defined.

Finally, an additional 66 parking spaces will be provided by the County at the existing Trolley Towers parking garage, 1255 Imperial Avenue. The County has the ability to use up to 247 spaces at that facility (pers. comm., Redlitz, 10/02) for the project. In order to preserve most of the 250 on-site underground parking spaces for public access to the waterfront, CAC visitor use, and park use, 615 of the spaces provided through the development of the Cedar/Kettner project, plus the additional 66 parking spaces, would be designated as County employee parking. This designation would leave up to 288 onsite parking spaces available for use by the general public,

ten spaces for carpool/vanpool use, and 16 spaces for elected officials and VIP employees. Other parking needs, such as short-term needs during construction activities, would be met through the use of existing County parking areas and County lease arrangements to use other nearby parking spaces. Removal and replacement of the existing parking spaces would be subject to a phased construction schedule in order to minimize short-term loss of public access and employee parking during such construction activities. Construction phasing would entail the removal of one surface parking lot at a time, and temporary parking space leasing for County employees.

Replacement of Harbor Drive On-Street Parking. The proposed project would expand the CAC site into the existing Harbor Drive right-of-way to create the expanded green space and garden rooms, thereby eliminating 48~~54~~ existing on-street parking spaces. This site expansion represents the maximum site area that may occur, and depends~~ing~~ on the outcome of the County's current negotiations with the City of San Diego and SDUPD, which each own portions of the proposed expansion area. The proposed project would~~ill~~ replace these public on-street parking spaces in the adjacent on-site subterranean parking garage. In addition, the parking demand study (LLG, 2002) recognizes the County's commitment to accommodate a minimum of an additional 50 spaces for public parking for the North Embarcadero Alliance Visionary Plan, as identified in the NEAVP MEIR (SDUPD, 2000). These 50 spaces have been~~are~~ accounted for in the parking~~ demand study calculation of a total of 201 spaces for public access parking in the on-site parking facilities.~~analysis in Section 2.5, Transportation/Circulation of this EIR.

Demolition of the Existing Askew Building. The Master Plan proposes to demolish the Askew Building, located in the North Parking Lot. The Askew Building comprises approximately 110,000 square feet of floor space, and provides office space for 230 personnel involved in the management and administration of the County Department of Health Services. These personnel would be relocated to other County office space in Kearny Mesa or the downtown area.

Relocation of CAC Employees to Satellite Offices. The County of San Diego maintains regional centers to provide public services in El Cajon, Vista, Kearny Mesa, and Chula Vista. It is planned that approximately ten percent of CAC Building employees (96 out of 961) would be relocated to the regional centers. This would have the effect of reducing employee parking demand at the CAC site, as well as reducing downtown traffic. The County does not intend to fill vacated office spaces with new employees at a later date. The County is willing to limit CAC employees to 865, as a condition of approval.

Removal and Relocation of Service Accessways. The Master Plan proposes the removal and filling of the existing trenched service accessways to the CAC Building off of Harbor Drive. These accessways are currently located in portions of the site proposed for the civic green. A new service accessway would be provided adjacent to the southeast corner of the CAC Building, with access from Pacific Highway.

S.2 Summary of Significant Effects and Mitigation Measures that Reduce the Significant Effects

The proposed Master Plan would result in significant direct impacts to Geology/Soils, Water Resources, Air Quality, Transportation/Circulation, Hazards and Hazardous Materials, Noise, and Cultural Resources. Table S-1 describes each significant environmental effect, proposed mitigation measures, and impact significance with mitigation. All direct and cumulative impacts would be mitigated to a level below significant, with the exception of ~~unavoidable cumulative impacts to nearby freeway ramps due to the project's increase of 378 downtown ADT over existing traffic generation, and~~ anticipated noise impacts to future park users near Grape Street, Harbor Drive and Pacific Highway.

S.3 Project Alternatives

Chapter 4 addresses four identified project alternatives, including the CEQA-required No Project – Visionary Plan Alternative. It was found that the No Project – No Development Alternative, although incurring no physical environmental impacts, would meet none of the project objectives. Therefore, this alternative was rejected by the County.

Three project alternatives were taken forward for further consideration: the No Project Alternative (i.e., implementation of the approved North Embarcadero Visionary Plan); the Reduced Project Alternative and the Sound Barrier Alternative.

The No Project-Visionary Plan Alternative would not attain the basic objective of the County of San Diego, which is to implement a master plan of improvements to the area surrounding the existing historic CAC Building, in order to create an aesthetically pleasing, recreational waterfront park area to serve residents and visitors to San Diego. As it currently exists, the CAC site does not provide the improved open space and recreational opportunities in an area currently lacking these amenities. The No Project-Visionary Plan Alternative would result in additional or more severe environmental impacts, as documented in the North Embarcadero Visionary Plan MEIR. The No Project-Visionary Plan Alternative represents a substantial increase in development intensity at the CAC site and thus, many of the development-related impacts associated with the proposed project would be increased. Therefore, this alternative was rejected by the County.

Impacts and mitigation measures associated with the Reduced Project Alternative would be similar to or identical to those for the proposed project, with the exceptions of water resources, hazardous materials, and noise. The major difference for the first two topics is that, because only shallow excavation is proposed to lower the surface parking areas, no dewatering would be required, and no dewatering mitigation would be needed to keep contaminated groundwater from being pulled or pumped into the Bay. For noise, although significant unmitigable noise impacts of 2 dB(A) CNEL that would affect park users near the Grape Street and Pacific Highway park edges would remain, the Reduced Project Alternative would result in substantial reductions of noise levels of 5 dB(A) CNEL along Pacific Highway, and 2 dB(A) CNEL along Grape Street.

The Sound Barrier Alternative would incorporate a clear sound barrier on the Pacific Highway side of the proposed park, in order to reduce impacts of sound levels from Pacific Highway traffic upon new park users. The sound barrier approach was found to conflict with CCDC open space design guideline provisions, as well as Master Plan objectives and economic considerations. Consequently, that Sound Barrier Alternative was found to be infeasible under CEQA.

The Reduced Project Alternative would avoid, mitigate or reduce nearly all project-related significant impacts, while meeting all of the project objectives; therefore, it is identified as the environmentally superior alternative pursuant to §15126.6(e)(2) of the CEQA Guidelines.

S.4 Areas of Controversy

The CEQA Guidelines §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. Issues raised in response to the Notice of Preparation prepared for the EIR include potential toxic hazards, proximity to the San Diego International Airport, recognition of surrounding historic maritime uses, archeological monitoring, required discretionary review and actions, adequacy of parking, changes to surrounding streets, view corridor preservation, historic review, and consistency with existing long-term planning documents.

Issues regarding potential toxic hazards were raised by the State of California Department of Toxic Substances Control (DTSC). DTSC requested that the EIR address potential contaminants from surrounding areas, potential asbestos/lead-based paint in the Askew Building, and previously existing onsite underground storage tanks. The Department of Transportation Division of Aeronautics noted that the proposed project must be evaluated for consistency with the airport (Lindbergh Field) Land Use Plan, since the project lies within two miles of the San Diego International Airport. The Maritime Museum requested acknowledgement of the existing historical ships in the proposed project vicinity, the Museum's right to the deep-berthing area along the San Diego Bay to the west of the proposed project site, and monitoring for evidence of historical maritime uses on the site. Other concerns noted by CCDC, the City of San Diego, and the SDUPD related to ensuring the proposed project's consistency with the NEAVP MEIR, including required discretionary actions, provision of adequate parking, preservation of view corridors, and street rights-of-way or encroachments along Pacific Highway, Grape Street, and Harbor Drive. The City of San Diego had further concerns over required consistency with City planning documents and project review by the County's Historic Site Board.

S.5 Issues to Be Resolved by the Decision-Making Body

As discussed in detail in Chapters 2 and 3, implementation of the proposed Master Plan would result in significant but mitigable environmental impacts to most topics. The County of San Diego Board of Supervisors must decide whether or not compliance with existing regulations and the proposed mitigation measures adequately reduce the project-related impacts to below a significant level.

Based on all information included in the Record of Proceedings, the Board of Supervisors must decide whether or not this EIR was prepared in compliance with CEQA (Public Resources Code 21000, et. seq.) and Guidelines for Implementation of CEQA (California Code of Regulations §15000, et. seq.). If deemed in compliance with CEQA,

the Board of Supervisors shall make the Findings required by CCR §15091, certify the EIR, and thus may adopt either the proposed Master Plan, one of the project alternatives, or some combination of the project components that have been adequately analyzed in the EIR.

The EIR discusses the plan to utilize parking at a County-owned site located on the corner of Cedar Street and Kettner Boulevard. The County has circulated an RFP to potential developers requesting development proposals for this site, but specific project details are yet undefined, other than that the developer will be required to provide 650~~500~~ parking spaces for use by the County. Due to the lack of Cedar/Kettner site project information, this EIR does not analyze potential impacts of that project. The Cedar/Kettner project will comply with CCDC development regulations and policies as a part of City of San Diego discretionary review, and will be subject to its own independent environmental review.

~~Because the EIR finds that the proposed project would result in a small, but cumulatively significant increase in traffic on nearby freeway ramps, the Board will have to adopt Findings and a Statement of Overriding Considerations if it wishes to approve the proposed project.~~

~~In addition, b~~Because the EIR finds that the proposed project would result in the placement of a sensitive park use in an urban environment where the surrounding noise levels exceed the 65 dB CNEL urban park use noise guideline, and that there are no feasible mitigation measures that would reduce noise impacts to less than significant while maintaining adequate public access and views, the Board will have to adopt Findings and a Statement of Overriding Considerations if it wishes to approve the proposed project.

The CAC building, sculpture and landscaping are listed in the National Register of Historic Places. Therefore, the County of San Diego Historic Site Board and the California Office of Historic Preservation must review the proposed site changes and approve the final design as consistent with U.S. Secretary of the Interior historic site rehabilitation standards. The County Administrative Center was also designated a City Historical Resource (HRB #203) by the Historic Resources Board (HRB) on October 22, 1986. The City HRB is responsible for reviewing projects relating to City-listed historical resources for consistency with the U.S. Secretary of Interior's Standards.

The proposed project falls within the Coastal Zone, and the site has been included in both the City of San Diego's Centre City Community Plan (CCCP), certified Local Coastal Program (LCP), and the SDUPD Port Master Plan (PMP) that was certified ~~LCP~~by the Coastal Commission, divided along jurisdictional boundaries. Therefore, the proposed project will be required to apply for two Coastal Development Permits, one for each ~~applicable LCP~~Coastal Commission certified plan area. However, within the CCCP LCP, the CAC site is considered a deferred certification area. Therefore, the California Coastal Commission, a responsible agency, must decide whether this portion of the proposed project and EIR are consistent with the California Coastal Act. Although the Coastal Commission and SDUPD would be the granting agencies for the required Coastal Development Permits, the County of San Diego remains the lead agency responsible for approval of the project. As such, Coastal Commission and SDUPD consideration of Coastal Development Permit applications would occur following a decision by the County Board of Supervisors to approve a final version of the Master Plan and to certify this EIR. Upon review of the proposed project, EIR and permit applications, the Commission and SDUPD may approve the proposed project as presented, deny the proposed project as presented, or approve the proposed project with modifications to ensure consistency with the California Coastal Act and their respective certified ~~LCPs~~LCP or Master Plan. If the Commission denies the proposed project, the County must decide whether to revise the proposal and

resubmit to the Commission. If the Commission approves the proposal with modifications, the Board of Supervisors must decide whether to accept the proposed modifications. Project approval is not complete until approval has been agreed upon by both the Board of Supervisors and the CDP granting agency(s).

Table S-1
Summary of Significant Impacts and Mitigation Measures for the Proposed Project

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
Chapter 2.2 - Geology and Soils		
Impact 2.2 The proposed project has potential for impacts related to unstable soils, soil settlement, lateral spreading, liquefaction and dewatering.	**MM 2.2** Design and construction of the on-site underground parking structure shall comply with the geotechnical consultant recommendations for soil preparation, construction grading and compaction, and coordination of foundation design, found in the Updated Geotechnical Investigation, Geocon, Inc., March 29, 2992 (Appendix C of this Final EIR). The geotechnical findings shall be made part of the construction documents for building plan permit review, and shall be part of the bid documents, ensuring compliance with engineering requirements. Onsite construction monitoring shall incorporate the recommendations of the existing geotechnical studies.	Not Significant
Chapter 2.3 - Hydrology and Water Quality		
Impact 2.3 Groundwater beneath the site is contaminated with gasoline, diesel and fuel oil, and MTBE. Groundwater beneath the site also contains levels of arsenic, copper, lead, nickel, and zinc above the allowable concentrations for discharge to San Diego Bay. In addition, dewatering at the site may potentially draw similar contaminants in groundwater from off-site sources towards the site. Although dewatering during construction would be completed in accordance with the requirements of the Regional Water Quality Control Board, dewatering effluent would significantly degrade water quality if discharged without treatment directly to the San Diego Bay.	**MM 2.3** *Dewatering Water Quality* Dewatering discharges from the site excavations shall be discharged into the San Diego sewer system, in accordance with City procedures and regulations for such discharges, to the satisfaction of the Director of the Metropolitan Wastewater Department. Pretreatment of the discharges shall be completed if required by the Department.	Not Significant
Chapter 2.4 - Air Quality		
Impact 2.4 Construction activities would involve the demolition of the Askew Building on the Northern Parking Lot, resulting in a potential release of hazardous or toxic air contaminants (TACs). According to the San	**MM 2.4** *Hazardous/Toxic Releases* According to a consultation with Jimmie Cooksey of APCD on January 8, 2002, an Asbestos Notification of Demolition and Renovation shall be submitted to APCD ten days prior to the	Not Significant

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
Chapter 2.4 - Air Quality (cont'd.)		
Impact 2.4 (cont'd.) Diego County Department of Environmental Health, asbestos materials were present in the Askew Building (Occupational Health Program, 2000). Therefore, impacts associated with the potential release of asbestos and/or other hazardous materials are considered significant.	**MM 2.4 (cont'd.)** demolition of the Askew Building. Upon completion of a demolition plan, APCD will determine what permits would be needed to meet all APCD regulations and requirements. In addition, a survey to test for friable asbestos materials, lead-based paint other toxic materials shall be associated with asbestos shall be conducted under the direct supervision of a certified asbestos consultant, subject to the approval of the jurisdictional agency. Analysis and removal of asbestos, lead-based paint and any other toxic material shall be performed in conformance with all applicable federal, state, and local regulations.	
Chapter 2.5 - Transportation/Circulation		
Impact 2.5 Because the parking replacement program for County employees who will continue to work at the CAC is not committed at this time, there is the potential for a significant impact to parking ~~impact~~ for County employees who work at the CAC.	**MM 2.5** The County shall prepare and implement a Parking Plan for the CAC, that conforms to the parking demand analysis prepared by LLG Engineers (2002), prior to the start of construction of the proposed project. Specifics of the Parking Management Plan are summarized in Table 2.5-9. The CAC Parking Plan shall include, but not be limited to the following elements: • The proposed project shall provide adequate employee and visitor parking throughout construction activities and ongoing facility operation through the implementation of the Parking Management Plan shown in Table 2.5-9 of this EIR. • Provision of visitor parking on site in two underground parking structures on the CAC Waterfront Park site. ~~A total of 276 visitor spaces~~ Parking for 288 visitor vehicles shall be provided onsite during working hours, to meet the demand for waterfront public access parking, CAC Building visitor parking, and CAC park visitor parking, as calculated in LLG's revised Parking Demand Analysis for the proposed project (Oct. 2002). ~~This provision shall incorporate the required 50-stall minimum stated as mitigation to the North Embarcadero Visionary Plan FEIR.~~ Parking shall be available during County business hours, after hours and on weekends for public use. Public parking during working hours is comprised of 224 striped self-park stalls, and parking for 64 additional public vehicles can be accommodated with valet parking assistance. The remaining 26 parking spaces during working hours include ten carpool/vanpool spaces and 16 spaces for elected officials and VIPs. Before or after normal working hours, or on weekends, the CAC parking garages could accommodate up to 314 vehicles from members of the general public.	Not Significant

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
Chapter 2.5 - Transportation/Circulation (cont'd.)		
	• Provision of the required 50-stall minimum stated as mitigation to the North Embarcadero Visionary Plan FEIR. • Provision for over 90 percent of required employee parking off site within 2-3 blocks of the County Administration Center. Parking shall be located in a County owned multilevel facility, which shall utilize controlled access and valet parking management for security and ease of traffic flow. The remaining 10 percent of required parking shall be provided in County owned or controlled facilities within a reasonable distance served by public transit. • During construction of the Waterfront Park all parking requirements shall be met with temporary parking facilities as follows: 1. Visitor parking shall be provided on the Park site as detailed in Table 2.5-9 by designating a portion of the existing parking lot as temporary parking subject to relocation on site during the phased construction of the Park. 2. Employee parking shall be provided on- or off-site, as detailed in Table 2.5-9. ~~Employees shall be provided with free shuttle service to the CAC as required.~~	
Chapter 2.6 - Hazards and Hazardous Materials		
Impact 2.6.a *Disposal of Hazardous Materials* Although no studies have thus far indicated contamination, soils excavated from and imported to the site could potentially be contaminated. CCDC General Mitigation Measure 5.1-2, as listed in the MEIR for the Centre City Redevelopment Project (1992), requires sampling of materials for contamination prior to disposal.	**MM 2.6.a** The appropriate sampling of excavated and imported soil to determine the presence of contamination shall be completed prior to the disposal of such materials. Should excavated or imported materials be found to be contaminated, appropriate measures shall be undertaken to ensure the proper disposal of such materials.	Not Significant

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
Chapter 2.6 - Hazards and Hazardous Materials (cont'd.)		
Impact 2.6.b *Location on or Near Known Contamination Sources* The County Administration Center is listed on both the San Diego County and State of California leaking underground storage tank (LUST) databases. There are a total of five properties with listings on the LUST database that are within a 1/8-mile radius of the site. Upon review of the file at the DEH, the status of the case is "closed", as of 1/17/02. Despite the current status the LUST case, groundwater beneath the site is impacted with gasoline, diesel and fuel oil, and MTBE. This groundwater also contains levels of arsenic, copper, lead, nickel, and zinc above the allowable concentrations for discharge to San Diego Bay. The contamination is believed to be associated with an off-site source. However, dewatering at this site may potentially draw contaminants in groundwater from off-site sources toward the site (Geocon, 2002). Therefore, impacts associated with known contaminant sources are considered significant.	**MM 2.6.b** To mitigate for contaminated location and dewatering impacts, effluent derived from dewatering activities shall meet discharge requirements for National Pollution Discharge Elimination System (NPDES) permitting and/or City of San Diego sewer system discharge. Treatment shall be implemented during dewatering and the discharge must be directed to the City of San Diego sewer system.	Not Significant
Impact 2.6.c *Dewatering* Groundwater in the project vicinity is located at a depth of approximately 6 to 20 feet below the ground surface. The project involves the construction of two underground parking structures. Due to the relative depth below grade of these parking structures, dewatering would most likely be required during construction. Based on the high groundwater table, proposed construction activities, and the intensity of land uses on and surrounding the project site, impacts associated with dewatering are considered significant.	**MM 2.6.c** See Mitigation Measure 2.6.b.	Not Significant

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
Chapter 2.6 - Hazards and Hazardous Materials (cont'd.)		
Impact 2.6.d *Construction/Demolition* The project involves the demolition of the Human Health and Services building (Askew Building) on the North Parking Lot. There is a potential that asbestos or other hazardous substances may be present in the building. Therefore, impacts associated with construction demolition and the potential release of asbestos and and/or other hazardous materials are considered significant.	**MM 2.6.d** To mitigate hazardous material-related significant impacts associated with the construction demolition of old buildings on the project site, a survey to test for asbestos-containing building materials and lead-based paint shall be performed prior to demolition, renovation, or disturbance. All activities associated with asbestos shall be conducted under the direct supervision of a certified asbestos consultant, subject to the approval of the jurisdictional agency (i.e., County of San Diego Department of Environmental Health). If the survey indicates that asbestos lead-based paint and/or other hazardous materials are present, analysis, removal and disposal shall be performed in conformance with federal, state, and local regulations. See also Air Quality MM 2.4.	Not Significant
Chapter 2.7 - Noise		
Impact 2.7.a Giroux & Associates calculated future noise levels for the project area (Table2.6-4) for conditions after area buildout of the NEAVP in 2020. Future traffic noise along North Harbor Drive and Grape Street is calculated to be 69 dBA CNEL. Future noise on Pacific Highway is calculated to be 72 dBA CNEL, while future noise on Ash Street is calculated to be 65 dBA CNEL. Based on the calculated traffic noise levels, existing and future sound levels for the proposed park would not be in conformance with the City of San Diego General Plan Noise Element, which establishes	**MM 2.7.a** The installation of a 7-foot sound barrier along Pacific Highway, North Harbor Drive and Grape Street would decrease sound levels by approximately 7dBA on the park side of the barrier. Such a barrier would need to be transparent, if taller than three feet, in order to avoid impacts to visibility from identified view corridors along Beech Street, Date Street and Fir Street. Examples of barriers that have been used in other areas include a 7-foot Lexan barrier; a 3-foot wall or earth berm with a 4-foot Lexan barrier on top; or a 3-foot earth berm with the park level behind it recessed four feet below the existing grade. (pers. comm., Hans Giroux, 2002).	Significant and Unmitgated (requires Findings and Statement of Overriding Considerations)

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
Chapter 2.7 - Noise (cont'd.)		
Impact 2.7.a (cont'd.) an allowable 65 dBA CNEL for the proposed park use. Noise impacts from the existing traffic noise on all sides of the proposed project site would be significant, including Pacific Highway, Grape Street and North Harbor Drive. The County is not subject to City standards, but, the City provides an applicable standard related to urbanized settings. However, this is only a guideline, not a standard to determine project design or acceptability of project design.	**MM 2.7.a (cont'd.)** Although Mitigation Measure 2.7 above, if implemented, would mitigate the anticipated noise impacts to new park users, it is considered infeasible under CEQA. CEQA Guidelines Section 15364 defines 'feasible" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors." First of all, installation of sound barriers along the streets surrounding the proposed park project would conflict with the goals of the proposed Waterfront Park Master Plan. The Design Structure and the Civic Park/Green components of the Master Plan envision a pedestrian circulation network with paths and view corridors that "traverse the park and extend into the bay, creating a strong link between the park and its waterfront." Any wall or barrier would block the open access and style proposed in the Master Plan, thereby altering proposed project in such a way that the goals and objectives of the proposed project could not be achieved. This is considered a social factor. Secondly, MM 2.7 represents a major economic issue. A transparent screen of the height and length required for significant sound attenuation would be expensive to install, and an ongoing expense to maintain in clear condition. Preliminary cost estimates for initial installation exceed $600,000 (J. Redlitz, pers. comm., 12/30/02). The barrier would require regular cleaning, repair of vandalism or graffiti, and replacement on a 6-8 year preventive maintenance program. Third, from an environmental standpoint, the sound barrier would result in a barrier inhibiting pedestrians on the east side of it from accessing the public park and open space that the County proposes. While several pedestrian access points through and around the barrier could be provided, the general effect would be to greatly constrain pedestrian access to the park, and from the park to the Waterfront. This conflict with pedestrian access is specifically prohibited by the Centre City Community Plan, Plaza Design Guidelines (CCDC, 1992), which require that "an urban open space shall be open to use by the public with direct access from adjoining public sidewalk or sidewalk widening along at least 50 percent of its total length of frontage." This is a legal factor. If 50 percent of the frontage were left open as required under the Guideline, the sound barrier would not function, except for very small portions of the proposed park. Conflict with this environmental guideline would be considered a significant, unmitigated impact.	

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
Chapter 2.7 - Noise (cont'd.)		
	MM 2.7.a (cont'd) As an alternative mitigation, the potential of providing a vertical separation between the park and the noise sources in the adjacent streets was considered. However, this would require elevating the park at least six or seven feet above the adjacent streets, which would not only inhibit pedestrian access, it would block designated view corridors along Beech Street, Date Street, and Fir Street. Such a mitigation measure would be considered infeasible under CEQA due to social, environmental and legal factors.	
Impact 2.7.b The NEAVP Master EIR did find that "Peak noise intrusion potential would occur if a significant amount of pile-driving is required for facility construction. Pile- drivers can generate noise levels exceeding 100 dB. Pile-drivers are more related to single event noise than to sustained average noise levels. Pile-driving noise, even within enclosed buildings, can be clearly heard as much as two to three blocks away. Pile-driving...may impact hotel guests or residents. This would result in a significant impact." (Port of San Diego, 1999, p. 4.10-14) As a result, the NEAVP Master EIR included a mitigation measure for pile-driving noise, as follows: "The significant pile-driving construction noise impact would be mitigated through an allowance for pile-driving only from the hours between 8:00 a.m. and 5:00 p.m. Monday through Friday, when there are hotels or multifamily residences within 500 feet of the pile-driving operation." This measure is also applicable to the CAC Waterfront Park project, and has been included as a project mitigation measure (MM 2.7 b). Hotels that are located within 500 feet of pile-driving areas on the CAC Park site are the Holiday Inn south of Ash Street, and the following hotels all located east of Pacific Highway, between Beech and Grape Streets: Marina Inn Suites, Days Inn, Marriott Residence Inn, Pacific Inn, and the Hampton Inn.	**MM 2.7.b** The significant pile-driving construction noise impact would be mitigated through an allowance for pile-driving only from the hours between 8:00 a.m. and 5:00 p.m. Monday through Friday, when there are hotels or multifamily residences within 500 feet of the pile-driving operation.	

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
Chapter 2.8 - Cultural and Paleontological Resources		
Impact 2.8.a The CAC site was constructed in 1938 on reclaimed tidelands filled with materials dredged from San Diego Bay in 1914. Bay deposits underlie the fill soils onsite at a depth of 9 to 12 feet, and extend to a depth of 18 to 27 feet. There is a low likelihood that the fill soils or Bay deposits contain significant prehistoric archaeological resources. Additionally, any archeological resources recovered from the fill soils would no longer be in their original position or place. The absence of any spatial context would preclude them from being considered significant. However, based upon the cultural report prepared for the NEAVP (Brandes and Lia, 1999), a number of maritime uses were present along the original waterfront prior to the placement of dredged artificial fill which created the waterfront as it appears today. The nature of the dredging operations was such that the shanties, piers and wharves, which were located along the waterfront were all buried beneath the dredged fill. Portions of these structures may be uncovered in excavation for the proposed parking garage. These materials may be of significant archeological value, as they may reflect the historical maritime uses of the San Diego Bay waterfront. Disturbance of these materials may result in a significant cultural resources impact.	**MM 2.8.a** In order to address the potential for evidence of historic maritime uses of the San Diego Bay waterfront area, archeological monitoring in accordance with County archaeological standards shall be required during any activities where excavation may extend to near the bottom of the artificial fill materials. Should any evidence of historic maritime uses be discovered at any point during project activities the site and evidence shall be recorded at the South Coastal Information Center. Any cultural material, along with associated records, shall be curated at an appropriate institution. Specific monitoring and data recovery tasks related to the excavation of the parking garages planned for the CAC Waterfront Park site shall be as described in the County of San Diego Department of Planning and Land Use Grading Monitoring and Data Recovery Program. This list of standard tasks includes provision for selection of a County-certified archaeologist/historian to implement the monitoring program; the monitor's participation in a pre-excavation meeting with excavation contractors; the monitor's full-time presence during excavations; requirements for documentation of non-significant deposits; procedures to be followed if there is discovery of previously unidentified cultural resources; halting of excavations; documentation and curation of unidentified cultural resources; and documentation of the overall monitoring program.	Not Significant

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
Chapter 2.8 - Cultural and Paleontological Resources (cont'd.)		
Impact 2.8.b(1) A portion of the western and southern facing landscaping would be altered as a result of the proposed project. However, these areas would be replanted with species used in the historic plant palette designed by Roland Hoyt. The project would seek to reestablish the original intent of the 1938 Hoyt landscape plan.	**MM 2.8.b(1)** In order to mitigate for alterations to the CAC Building, exterior architectural elements and landscaping, which are considered to be contributing elements to the historic district designation of the site, the filling in of the two existing service entrances and driveways, construction of a new service entrance and driveway, construction of a west-facing terrace, and a two foot elevation of the existing ground plane shall be designed to be consistent with the Secretary of the Interior's Standards in that they would retain and preserve changes to the property that have acquired historic significance in their own right, preserve distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize the property, not destroy historic materials, features and spatial relationships that characterize the property, and undertake new additions and related new construction in such a manner that ,if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired. The above-mentioned improvements shall be designed to the satisfaction of the California Office of Historic Preservation~~ and the County of San Diego Historic Site Board~~. The Board of Supervisors will make the determination of project compliance with Department of the Interior Standards, based on advisory findings by the County Historic Sites Board. The City Historic Resources Board has provided input to the County Sites Board in the development of joint advisory findings.	Not Significant
Impact 2.8.b(2) As discussed above in impact and mitigation measure 2.8.b(1), the project would result in the removal or covering of architectural and landscaping features associated with the filling in of the two existing service entrances and driveways, construction of a new service entrance and driveway, construction of a west-facing terrace, and a two foot elevation of the existing ground plane. However, it is possible that the County's Historic Sites Board, the City's Historic Resources Board, or the SHPO could consider the proposed changes as significant impacts.	**MM 2.8.b(2)** In order to mitigate for alterations to the CAC Building, exterior architectural elements and landscaping, which are considered to be contributing elements to the historic district designation of the site, the entire CAC site shall be documented to Historic American Building Survey (HABS) "Level 1" standards as set by the Secretary of the Interior. Full documentation of architectural and landscape features shall be provided to the satisfaction of the California Office of Historic Preservation and the County of San Diego Historic Sites Board.	Not Significant

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
Chapter 2.8 - Cultural and Paleontological Resources (cont'd.)		
Impact 2.8.c Activities associated with the filling in of the two existing service entrances and driveways, construction of a new service entrance and driveway, construction of a west-facing terrace, and a two foot elevation of the existing ground plane would result in exterior alterations to the CAC building, exterior architectural elements and landscaping. These changes may represent a significant impact if not differentiated from the original material.	**MM 2.8.c** The proposed new additions shall be differentiated from the old and shall be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.	Not Significant
Chapter 3.2 - Cumulative Transportation/Circulation		
~~**Impact 3.2.a**~~ ~~The North Embarcadero Visionary Plan MEIR identified cumulative traffic impacts to Interstate 5 and Interstate 5 ramps associated with implementation of that Plan (NEAVP MEIR, 2000). The traffic analysis provided in Section 2.5 of this EIR indicates that the proposed project would result in a decrease in traffic generation, compared to more intense development proposed as part of the CAC Parking Lots Subsequent Project (NEAVP MEIR, 2000). However, the proposed project is anticipated to result in a small increase in traffic generation relative to existing conditions (calculated at 378 ADT). Therefore, the project as proposed would contribute to cumulative traffic impacts associated with downtown redevelopment or the NEAVP. Therefore, the project would result in cumulative impacts to traffic.~~	~~**MM 3.2.a**~~ ~~Although the proposed project will incrementally contribute to I-5 impacts. The County will substantially reduce the vehicle trip generation from the CAC site assumed in the approved North Embarcadero Alliance Visionary Plan, the proposed project will continue to evaluate ways to reduce the impact with opportunities to relocate additional CAC employees to other available County office space.~~	~~Significant and Unmitigated (requires Findings and Statement of Overriding Considerations)~~

Table S-2
Summary of Significant Impacts and Mitigation Measures for the Reduced Project Alternative

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
Chapter 4.3.2.2 - Geology and Soils		
Impact 4.3.1 The Reduced Project Alternative has the potential for impacts related to unstable soils, soil settlement, lateral spreading, and liquefaction.	**MM 4.3.1** Design and construction of the on-site parking areas shall comply with the geotechnical consultant recommendations for soil preparation, construction grading and compaction. The geotechnical findings shall be made part of the construction documents for building plan permit review, and shall be part of the bid documents, ensuring compliance with engineering requirements. Onsite construction monitoring shall incorporate the recommendations of the existing geotechnical studies.	Not Significant
Chapter 4.3.2.4 - Air Quality		
Impact 4.3.2 Construction activities would involve the demolition of the Askew Building on the Northern Parking Lot, resulting in a potential release of hazardous or toxic air contaminants (TACs). According to the San Diego County Department of Environmental Health, asbestos materials were present in the Askew Building (Occupational Health Program, 2000). Therefore, impacts associated with the potential release of friable asbestos and/or other hazardous materials are considered significant.	**MM 4.3.2** *Hazardous/Toxic Releases* Prior to demolition of the Askew Building, a survey to test for friable asbestos-containing building materials, lead-based paint and other toxic materials shall be performed. If the survey reveals the presence of friable asbestos, an APCD Air Quality Permit would be required. All activities associated with asbestos shall be conducted under the direct supervision of a certified asbestos consultant, subject to the approval of the jurisdictional agency. Analysis and removal of asbestos, lead-based paint and any other toxic material shall be performed in conformance with all applicable federal, state, and local regulations.	Not Significant
Chapter 4.3.2.5 - Transportation/Circulation		
Impact 4.3.3 Because the parking replacement program for County employees who will continue to work at the CAC is not committed at this time, there is the potential for a significant parking impact for County employees at the CAC.	**MM 4.3.3** The County shall prepare and implement a Parking Management Plan for the CAC prior to the start of construction of the proposed project. For a more detailed description of this Plan, please see Mitigation Measure 2.5, in the Section 2.5,Transporation/Circulation of this EIR.	Not Significant

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
Chapter 4.3.2.5 - Transportation/Circulation (cont'd.)		
~~Impact 4.3.4~~ ~~The Reduced Project Alternative would contribute in an incremental way to cumulative traffic impacts associated with downtown redevelopment or the NEAVP. Therefore, the Reduced Project Alternative would result in very small, but cumulative impacts to traffic.~~	~~MM 4.3.4~~ ~~Although the proposed project will incrementally contribute to I-5 impacts, the County will continue to evaluate ways to reduce the impact with opportunities to relocate additional employees to other available County office space.~~	~~Not Significant~~
Chapter 4.3.2.7 - Noise		
Impact 4.3.5 On an Equivalent Noise Level (Leq) basis, the Reduced Project Alternative would incur unmitigated significant impacts along approximately 500 feet of proposed new park area adjacent to Harbor Drive, south of Grape Street~~, where no setback is proposed~~. However, since the impact criterion utilized in this EIR remains 65 dB(A) CNEL, it is anticipated that significant unmitigable noise impacts to year 2020 park users of approximately 2 dB(A) CNEL would still occur along the edges of the new park parallel to Grape Street and parallel to Pacific Highway. In addition, similar unmitigated significant impacts, but of 4 dB(A) CNEL, would occur to year 2020 new park users along Harbor Drive adjacent to areas of proposed new park, since no setback is proposed. The 1000 feet of Harbor Drive frontage use north of Ash Street is existing lawn and paved open space areas, and no use change is proposed there.	**None** The purpose of the Reduced Project alternative is to reduce the significant unmitigated noise impact on park users that would be associated with the proposed project. Only narrowing the new park area to less than 177 feet wide or installing sound barriers described in MM 2.7 around three sides of the site would eliminate the significant noise impact. However, these barriers were found to be infeasible under CEQA.	Significant and Unmitgated (requires Findings and Statement of Overriding Considerations)

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
Chapter 4.3.2.8 - Cultural and Paleontological Resources		
Impact 4.3.6 As discussed for the proposed project, CAC site was constructed in 1938 on reclaimed tidelands filled with materials dredged from San Diego Bay in 1914. Based upon the cultural report prepared for the NEAVP (Brandes and Lia, 1999), a number of maritime uses were present along the original waterfront prior to the placement of dredged artificial fill which created the waterfront as it appears today. The nature of the dredging operations was such that the shanties, piers and wharves, which were located along the waterfront were all buried beneath the dredged fill. Portions of these structures may be uncovered in excavation for the proposed project parking garage, or of soils to lower the elevation of the surface parking lots for the Reduced Project Alternative. These materials may be of significant archeological value, as they may reflect the historical maritime uses of the San Diego Bay waterfront. Disturbance of these materials may result in a significant cultural resources impact.	**MM 4.3.6** In order to address the potential for evidence of historic maritime uses of the San Diego Bay waterfront area, archeological monitoring in accordance with County archaeological standards shall be required during any activities where excavation may extend to near the bottom of the artificial fill materials. Should any evidence of historic maritime uses be discovered at any point during project activities the site and evidence shall be recorded at the South Coastal Information Center. Any cultural material, along with associated records, shall be curated at an appropriate institution. The significance of impact after mitigation would be less than significant.	Not Significant
Impact 4.3.7.a A portion of the western and southern facing landscaping would be altered as a result of the proposed project, and the Reduced Project Alternative. However, these areas would be replanted with species used in the historic plant palette designed by Roland Hoyt, seeking to reestablish the original intent of the 1938 Hoyt landscape plan.	**Impact 4.3.7.a** In order to mitigate for alterations to the CAC Building, exterior architectural elements and landscaping, which are considered to be contributing elements to the historic district designation of the site, the filling in of the two existing service entrances and driveways, construction of a new service entrance and driveway, construction of a west-facing terrace, and a two foot elevation of the existing ground plane shall be designed to be consistent with the Secretary of the Interior's Standards in that they would retain and preserve changes to the property that have acquired historic significance in their own right, preserve distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize the property, not destroy historic materials, features and spatial relationships that characterize the property, and undertake new additions and related new construction in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired. The above-mentioned improvements shall be designed to the satisfaction of the California Office of Historic Preservation~~ and the County of San Diego Historic Site Board~~.	Not Significant

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
Chapter 4.3.2.8 - Cultural and Paleontological Resources (cont'd.)		
	Impact 4.3.7.a (cont'd.) The County Board of Supervisors will make the determination of project compliance with Department of the Interior standards, based on advisory findings by the County Historic Sites Board. The City Historic Resources Board has provided input to the County Sites Board in the development of joint advisory findings. Following implementation of the mitigation measure, the significance of impact would be considered less than significant. **Impact 4.3.7.b** In order to mitigate for alterations to the CAC Building, exterior architectural elements and landscaping, which are considered to be contributing elements to the historic district designation of the site, the entire CAC site shall be documented to Historic American Building Survey (HABS) standards as set by the Secretary of the Interior. Full documentation of architectural and landscape features shall be provided to the satisfaction of the California Office of Historic Preservation and the County of San Diego Historic Sites Board. Following implementation of the mitigation measure, the significance of impact would be considered less than significant.	Not Significant
Impact 4.3.8 The proposed project would result in the removal or covering of architectural and landscaping features associated with the filling in of the two existing service entrances and driveways, construction of a new service entrance and driveway, construction of a west-facing terrace, and a two foot elevation of the existing ground plane. The Reduced Project Alternative would implement the same changes. It is possible that the County's Historic Sites Board or the SHPO could consider these changes as significant impacts.	**MM 4.3.8** The proposed new additions shall be differentiated from the old and shall be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment. Following implementation of the mitigation measure, the significance of impact would be considered less than significant.	Not Significant

Table S-3
Summary of Significant Impacts and Mitigation Measures for the Sound Barrier Alternative

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
Chapter 4.4.2.1 - Aesthetics		
Impact 4.4.1 *Pedestrian Access* The Plaza Design Guidelines require that "an urban open space shall be open to use by the public with direct access from adjoining public sidewalk or sidewalk widening along at least 50% of its total length of frontage." Based on the Sound Barrier Concept Plan, Figure 4.4-1, the proposed barrier would be approximately 1,070 feet long. As a result, less than 36% of the approximately 1670-foot Pacific Highway frontage of the proposed park would be directly available from the sidewalk along the west side of Pacific Highway. This is a basic planning conflict of the Sound Barrier Alternative, and a significant impact. This would represent a significant, unmitigated impact associated with pedestrian access associated with the alternative.	**None** No effective mitigation of that impact is apparent. Reduction of the length of the barrier by 235 feet or more to comply with the regulation would greatly reduce the anticipated effectiveness of the barrier for noise reduction. While two clear gates would provide additional public access through the barrier to the north and south of the CAC building, this would not aid compliance with the Design Guideline in any substantive way.	Significant and Unmitgated (requires Findings and Statement of Overriding Considerations)

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1.0 PROJECT DESCRIPTION AND ENVIRONMENTAL SETTING

1.1 Project Description and Location

The County Administration Center (CAC) is situated on a 16.62 acre parcel located at 1600 Pacific Highway, between Grape Street and Ash Street, in the City of San Diego's Centre City Community Planning Area (Figures 1.1-1 and 1.1-2). That parcel is owned and operated by the County of San Diego. In addition, the maximum proposed project site includes 0.65 acres within the Harbor Drive Right-of Way (ROW) to the east of the eastern curb, plus 1.2 acres from the east curb of Harbor Drive to a line 36 feet farther west (now used for access to the diagonal parking along Harbor Drive). Therefore, the total site comprises a maximum of approximately 18.47 acres. The combined western 1.85 acres of the project site are under the jurisdiction of the San Diego Unified Port District (SDUPD), and contain street ~~and utility~~ easements granted to the City of San Diego. The County is currently seeking an agreement with the City of San Diego and San Diego Unified Port District (SDUPD) for the inclusion of the western 1.85 acres into the proposed project. Therefore, this EIR evaluates the project based upon the maximum potential acreage of 18.47 acres. The project as designed incorporates the 130-foot right of way (ROW) width and design as recommended by the North Embarcadero Alliance (NEA). The County has agreed in concept to increase the ROW width on the west side of Pacific Highway in various dimensions to allow street realignment and curb side parking. Reference drawings were provided to the CAC design team by GAFCON as project management representatives for the NEA. The specific design and construction of the Pacific Highway improvements is not a part of this project. Street, median and east side curb/gutter/sidewalk improvements including all landscape planting will be a separate project under management by the City of San Diego. Any environmental impacts of that project, such as potential view corridor infringement by median tree planting, will be assessed separately at a future date. All curb/gutter/sidewalk improvements on the west side of Pacific Highway will be designed and built concurrently with Waterfront Park construction to decrease impacts on the public ROW. These improvements will be subject to a ministerial encroachment permit issued by the City of San Diego (Jeff Redlitz, Letter dated February 27, 2003).

The site lies north of downtown San Diego and southeast of the San Diego International Airport. Specifically, the project site is bounded by Harbor Drive on the west, Grape Street and the Solar Turbines surface parking lot to the north, Pacific Highway and the neighborhood of Little Italy to the east, and Ash Street and existing Holiday Inn to the south. Additionally, the Embarcadero and San Diego Bay ~~lit~~ lie to the west of Harbor Drive.

The CAC Building was constructed in 1938 to be a Civic Center for the people of the County of San Diego. The CAC Building currently functions as the County of San Diego's main administrative center, holding public offices such as the Board of Supervisors' Offices and Chambers, Assessor's Office and Recorder's Office. The remainder of the property consists of landscaping around the CAC Building and site perimeter, paved surface parking lots to the north and south of the CAC Building, and the 110,000-square-foot Askew Building, located to the northwest of the CAC Building. The Askew Building, built by the County in 1958 as a temporary structure, currently provides office space for 230 personnel involved in the management of the County Department of Health Services (J. Redlitz, pers. comm., 2002). Existing conditions at the site are shown in Figure 1.1-3.

1.1.1 Project Description

The proposed project is a Master Plan for and development of the San Diego CAC Waterfront Park ~~Development~~. The Master Plan proposes conversion of the existing surface parking lots and Askew Building site into a public waterfront park. The plan envisions providing three tiers of public use areas: 1) a series of "garden rooms" along Pacific Highway on either side of the CAC Building; 2) a fountain, promenade and terrace area forming a strip to the west of the CAC Building and extending from Grape Street on the north to Ash Street on the south, respectively; and, 3) a civic greenspace (lawn area) between the promenade and Harbor Drive, along the western portion of the project site. Specific changes associated with the proposed Master Plan are listed in Table 1.1-1.

The proposed Master Plan for the conversion of the project site into a civic greenspace surrounding the historic CAC Building is depicted in Figures 1.1-4 and 1.1-5, and would include the following major components:

Replacement of Surface Parking Lots with Public Greenspace. The proposed Master Plan would remove the existing 1,100-space surface parking lots located to the north and south of the CAC Building in order to create a civic greenspace. The greenspace area would consist of three major tiers of public use areas. Adjacent to Pacific Highway on either side of the CAC Building, there would be a series of seven "Garden Rooms," including five diverse botanical areas, a Children's Play Garden and a Sculpture Garden. The second proposed tier, a strip running along the west side of the CAC Building, between Grape Street and Ash Street, would incorporate a promenade and civic fountain. The third proposed tier would make up the remainder of the western side of the site, along the length of the project site between the second tier promenade and Harbor Drive, and would consist of a "Civic Green" lawn area. The public greenspace portion of the plan would incorporate design measures that would minimize water quality and water supply impacts, such as drip irrigation in the garden rooms, recirculated fountain water, and permeable decomposed granite paving.

The CAC Building, "The Guardian of the Water" sculpture and the landscaping surrounding the CAC Building are all listed on both the California State and National Registers of Historic Places. These aspects of the existing site would be preserved and incorporated into the proposed project. As such, the landscaping components of the proposed civic greenspace have been designed with the intention of complementing the existing historic features of the site.

A proposed 17,000 square foot West Terrace, slightly elevated above the grade of the surrounding landscape, would provide public views out over the Bay, the Bayfront Esplanade, the Civic Green and Civic Fountain. The west terrace would extend approximately 42.5 feet west of the west wall of the CAC Building. The north and south terrace areas would extend approximately 35 feet from the main north and south-facing walls of the CAC Building. The 2.5-foot-high terrace would be constructed adjacent to the western edge of the existing planting bed defining the west façade of the CAC Building.

Provision of Alternative Parking Facilities. The proposed Master Plan discusses several alternatives to replace the 1,100 surface parking spaces that would be converted to park use to the north and south of the CAC Building.

A Parking Demand Study, prepared by Linscott Law & Greenspan Engineers (2002) indicated that in order to meet the parking demand for CAC building employees, civic greenspace users and waterfront public access parking, the proposed project would need ~~947~~ 1,071 spaces on or near the site. The plan proposes the construction of two underground structures, totaling ~~381~~ 250 parking spaces. A north parking structure (approximately 152~~191~~ parking spaces) would be accessed from Pacific Highway and Grape Street, and a south structure (approximately 98~~190~~ parking spaces) from ~~Pacific Highway and~~ Ash Street. Forty on-street public parking spaces would be added along the north side of Ash Street, and an additional 27 on-street parking spaces would be retained along Grape Street and Pacific Highway. Use of tandem parking on an as-needed basis would provide an additional 64 public spaces in the CAC parking structure. Approximately ~~500~~ 650 parking spaces would be provided with the development of a parking structure on the southwest corner of Kettner Avenue and Cedar Street, a site currently owned by the County and intended for new residential, office and/or commercial development by a private developer. That ~~500~~650-stall requirement can be met entirely on the Cedar/Kettner site, or in combination with other locations deemed suitable by the developer, per the site development Request for Proposal. ~~currently being processed by the County Department of General Services.~~ The 650 spaces would provide 615 employee spaces, and 35 spaces for use by the general public. The development proposal by Lambert Development has been accepted by the Board of Supervisors as the basis of future negotiations. That future mixed-use development will be subject to subsequent environmental review in compliance with CEQA, and Centre City Development Corporation (CCDC) and City of San Diego discretionary review when a specific development proposal is defined.

Finally, an additional 66 parking spaces will be provided by the County at the existing Trolley Towers parking garage, 1255 Imperial Avenue. The County has the ability to use up to 247 spaces at that facility (pers. comm., Redlitz, 10/02) for the project. In order to preserve most of the ~~381 on~~ CAC site underground parking spaces for public access to the waterfront, CAC visitor use, and park use, ~~all~~ 615 of the spaces provided through the development of the Cedar/Kettner project, plus the additional 66 parking spaces, would be designated as County employee parking. This designation would leave ~~276~~ up to 288 ~~onsite~~ CAC site parking spaces available for use by the general public, ten spaces for carpool/vanpool use, and ~~105~~ 16 spaces for elected officials and VIP employees ~~County employees. The County is actively studying development of parking facilities with other local agencies to shift some parking from the project site or the Cedar/Kettner site to another location in the planning area. Use of additional facilities would also be required to replace the remaining 89 County employee spaces relocated for the development of the proposed project~~. Other parking needs, such as short-term needs during construction activities, would be met through the use of existing County parking areas and County lease arrangements to use other nearby parking spaces. Removal and replacement of the existing parking spaces would be subject to a phased construction schedule in order to minimize short-term loss of public access and employee parking during such construction activities. Construction phasing would entail the removal of one surface parking lot at a time, and temporary parking space leasing for County employees. Additional parking details are provided in Section 2.5, Transportation/Circulation, of this EIR, on Table 2.5-8.

The proposed subterranean parking structures would provide three surface accessways each. In each structure, two stairwells would lead from the underground parking area to surface level near Harbor Drive, in order to

facilitate public access to the waterfront area. The third accessway, near the CAC Building in each structure would contain a stairwell to the surface, an elevator to the surface, and public restroom facilities. Also housed in each parking garage would be a pump station to circulate water for the fountains along the proposed pedestrian promenade.

Replacement of Harbor Drive On-Street Parking. The proposed project would expand the CAC site into the existing Harbor Drive right-of-way to create the expanded green space and garden rooms, thereby eliminating ~~54~~ 48 existing on-street parking spaces. This site expansion represents the maximum site area that may occur, and depend~~ings~~s on the outcome of the County's current negotiations with the City of San Diego and SDUPD, which each own portions of the proposed expansion area. The proposed project ~~will~~ would replace these public on-street parking spaces in the adjacent on-site subterranean parking garages. In addition, the parking demand study (LLG, 2002) recognizes the County's commitment to accommodate ~~an~~ a minimum of an additional 50 spaces for public parking for the North Embarcadero Alliance Visionary Plan, as identified in the NEAVP MEIR (SDUPD, 2000). These 50 spaces ~~are~~ have been accounted for in the parking ~~demand study calculation of a total of 201 spaces for public access parking in the on-site parking facilities~~analysis in section 2.5, Traffic/Circulation, of this EIR.

Demolition of the Existing Askew Building. The Master Plan proposes to demolish the Askew Building, located in the North Parking Lot. The Askew Building comprises approximately 110,000 square feet of floor space, and provides office space for 230 personnel of the County Department of Health Services. These personnel would be relocated to other vacant County office space in Kearny Mesa or the downtown area. Environmental review on these spaces has already been completed based upon an assumption of full-occupancy buildings. The Askew Building was originally constructed in 1958 as a temporary structure, and has been planned for demolition since the adoption of the 1998 North Embarcadero Alliance Visionary Plan.

Relocation of CAC Employees to Satellite Offices. The County of San Diego maintains regional centers to provide public services in El Cajon, Vista, Kearny Mesa, and Chula Vista. With construction of the Chula Vista Assessor branch office this year, the County is beginning to extend services currently provided at the CAC site to these regional locations. This program is designed to help the public receive services in their communities, rather than having to travel to the CAC. It is planned that approximately ten percent of CAC Building employees (96 out of 961) would be relocated to the regional centers. This would have the effect of reducing employee parking demand at the CAC site, as well as reducing downtown traffic. The County does not intend to fill vacated office spaces with new employees at a later date. The County is willing to limit CAC employees to 865, as a condition of approval.

Removal and Relocation of Service Accessways. The Master Plan proposes the removal and filling of the existing trenched service accessways to the CAC Building off of Harbor Drive. These accessways are currently located in portions of the site proposed for the civic green. A new service accessway will be provided adjacent to the southeast corner of the CAC Building, with access from Pacific Highway. Trucks would load or unload using an underground elevator in the service accessway, leading into the basement, where two double

subterranean doors would be installed into the CAC Building. The top of the elevator would ~~lie even with~~be at ground level when not in use, and would rise up for the loading and unloading of trucks. The area would be surrounded by a protective fence.

1.1.2 Project History

The creation of a civic center on the waterfront has been envisioned since as early as 1902, and was included in the 1908 Nolen Plan for the County of San Diego, to make the project "a cornerstone of Public Buildings on the San Diego waterfront." Through the allocation of funding for dredging and filling of bay front areas, the current CAC site became suitable for construction by 1914. Additional federal funding became available after a 1935 visit from President Franklin D. Roosevelt. Samuel Hamill was selected to lead the project design team, and Roland Hoyt was hired to oversee the landscape design and installation. At that time, the plan did not include the western part of the north parking area, which was still an unfilled area of the San Diego Bay. It did, however, envision an overall effect of a grand Spanish Renaissance/modernist style building rising from a series of carefully planned garden rooms (San Diego CAC Waterfront Park Master Plan, 2001).

The landscaping theme, intended to complement the building, included a symmetrical path system and bordering planting beds displaying a variety of plants suited to San Diego's climate. A Mediterranean style garden was created between the east wings of the CAC Building. The area west of the CAC Building was planted with Washingtonia Palms, with Senegal Palms in the lawn area along Harbor Drive. The original landscaping theme has evolved over time due to changing circumstances. For example, in World War II, the planting beds were used to grow vegetables for charity. In 1984, the County installed a xeriscape garden, with arid-adapted plants, to demonstrate water conservation.

The Askew Building was constructed by the County in 1958 northwest of the CAC Building, as a temporary structure to house additional County offices.

In 1998, the North Embarcadero Alliance Visionary Plan (NEAVP), through the cooperative efforts of the County of San Diego, Centre City Development Corporation, the City of San Diego, the San Diego Unified Port District and the United States Navy, provided a common series of guidelines, goals and objectives for development of the North Embarcadero region. The NEAVP MEIR was certified by the lead CEQA agency, the San Diego Unified Port District, on April 25, 2000. Use of the project site for park space was considered as an alternative within the NEAVP Master Environmental Impact Report (MEIR) (i.e., the maximum open space alternative) however, the NEAVP ultimately recommended development of the CAC site's north and south surface parking lots with a combination of commercial hotel, office, and retail uses. Therefore, although the proposed Master Plan has been developed within the framework of the Visionary Plan's guidelines, goals and objectives, it departs from the Visionary Plan recommendations by proposing a less-intensive, public park use of the CAC site. This less-intensive proposal for park use along the waterfront ~~is more consistent with~~ implements the goals of other adopted plans, ~~particularly regarding~~ including pedestrian-oriented access and waterfront recreational areas.

1.2 Project Objectives

The objectives of the CAC Waterfront Park Master Plan include the following:

- Create a design that is in harmony with the historic nature of the CAC Building and landscaping;
- Implement the goals of the NEAVP and Centre City Community Plan;
- Provide additional public park space in an otherwise built-out urban environment;
- Preserve one of the last under-utilized waterfront areas for public use and benefit; and
- Improve the aesthetic qualities of the waterfront from City view corridors and from San Diego Bay.

1.3 Intended Uses of this EIR

This project-level EIR is intended to provide information to public agencies, the general public and decision makers regarding the anticipated environmental impacts of implementing the proposed CAC Waterfront Park Master Plan, which would convert the project site into a civic greenspace surrounding the historic CAC Building. The EIR covers both the conceptual issues and vision proposed by the Master Plan, and the actual development of the site which would need to occur in order to carry out the Master Plan. Under the provisions of CEQA, "the purpose of an environmental impact report is to identify the significant effects of a project on the environment, to identify alternatives to the 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 Supervisors when the Board considers issuance of park construction bid documents.

The EIR discusses the plan to utilize parking at a County-owned site located on the corner of Cedar Street and Kettner Boulevard. The County has circulated an RFP to potential developers requesting development proposals for this site, but specific project details are yet undefined, other than that the developer will be required to provide ~~500~~ 650 parking spaces for use by the County. The development proposal by Lambert Development has been accepted by the Board of Supervisors as the basis of future negotiations. Due to the lack of Cedar/Kettner site project information, this EIR does not analyze potential impacts of that project. The Cedar/Kettner project will comply with CCDC development regulations and policies, and will be subject to its own independent environmental review.

1.3.1 Matrix of Project Approvals/Permits

In order to certify this EIR, the County Board of Supervisors 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 of Regulations, §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
County of San Diego – Lead Agency	• Master Plan EIR • Issuance of Construction Bid Documents

Agency (cont'd.)	**Approval** (cont'd.)
California Coastal Commission – Responsible Agency	• Coastal Development Permit, Centre City Community Plan LCP, deferred certification area
California State Historic Preservation Office-Responsible Agency	• Concurrence that the proposed project meets Secretary of the Interior standards for changes to a National Register listed site.
County of San Diego Historic Sites Board-Responsible Agency	• Concurrence that the proposed project meets Secretary of the Interior standards for changes to a National Register listed site.
San Diego Unified Port District – Responsible Agency	• ~~Coastal Development Permit for underground parking structure encroachment into State Tidelands,~~ Port Master Plan ~~LCP~~text amendment • Port Encroachment Permit • Lease of 1.2-acre strip along western side of CAC property
San Diego Air Pollution Control District – Responsible Agency	• Asbestos Notification of Demolition and Renovation
California Regional Water Quality Control Board – San Diego Region – Responsible Agency	• Clean Water Act – National Pollutant Discharge Elimination System Permit-dewatering
City of San Diego – Responsible Agency	• Encroachment Permit for all public street rights of way: Harbor Drive, Grape Street, Ash Street and Pacific Highway. City Council approval of underground utility right-of-way encroachment at Harbor Drive for underground parking structure.

1.4 Environmental Setting

The setting of the CAC site is urban in nature. There is considerable development in all of the surrounding areas, including the public access areas to the west along the Embarcadero waterfront and San Diego Bay. The surrounding setting and uses, existing setting and uses of the site, and project consistency with applicable regional and general plans are discussed herein.

1.4.1 Existing Topography and Land Uses

The proposed project site is located on unzoned tidelands (Personal Communication, City of San Diego Zoning, 2002) within the City of San Diego's Centre City Community Plan (CCCP), with a land use designation of Commercial/Office use (1992). In addition, the project site falls within the following Special Regulation Areas as designated within the CCCP:

- the Waterfront District;
- the Pacific Highway CAC Design Zone;
- the Pacific Highway Landscaped Boulevard; and
- View Corridor Streets (Grape, Fir, Date, Cedar, Beech, Ash and Pacific Highway).

The proposed project site is located on Bay fill materials ~~which created~~resulting in a relatively flat topography, approximately 10 feet above the San Diego Bay waterline (Geocon, 2002). The proposed project site does not contain any water or wetland areas, agricultural areas, housing, sensitive species, natural habitats or wildlife corridor areas. The site is served by the City of San Diego's utilities and service system, including water supply, sewer and police and fire protection.

The existing historic CAC Building is located in the east-central portion of the rectangular-shaped property, with the building footprint closer to Pacific Highway and more setback from Harbor Drive (see Figure 1.1.3). The CAC Building was built in a Spanish Renaissance and modernist architectural style, with the original landscape intended to complement this style.

Existing land uses on the site include the following:

- CAC Building
- South Parking Lot (483 spaces)
- North Parking Lot (617 spaces)
- Askew Building
- Outdoor Paved Entry Walkways
- Two Service Entryways
- Pedestrian Sidewalks along Pacific Hwy
- Pedestrian Sidewalks along Harbor Drive
- Grass Lawn Area around CAC Building
- Two small ancillary structures

Surrounding land uses to the east of Pacific Highway are subject to the zoning and land use designations of the CCCP, while surrounding land uses to the west of Pacific Highway (with the exception of all but the western edge of the proposed project site) are subject to the land use regulations of the ~~San Diego Unified Port District Master Plan (SDUPDMP, revised 1996)~~Port of San Diego Port Master Plan (SDUPD, 2002). To the east of Pacific Highway, the surrounding area is designated as part of the Commercial/Office District by the CCCP. The project additionally falls within the Planning District 3, in the "Centre City Embarcadero" Precise Plan area of the Port Master Plan (PMP). To the west of Pacific Highway, to the north, south and west of the CAC site the ~~SDUPDMP~~ PMP identifies a number of use designations ~~within the vicinity of the CAC site,~~ including Park/Plaza use along both sides of Harbor Drive, and Specialized Berthing, Ship Anchorage, and Commercial Recreation in and along the waterfront. Commercial Recreational uses are also identified to the north and south of the CAC site. ~~Marine Services Berthing, Commercial Fishing, Commercial Fishing Berthing, Ship Anchorage, Commercial Recreation, Aviation Related Industrial, and Small Craft Anchorage/Mooring. The project additionally falls within the Planning District 3, "Centre City Embarcadero" Precise Plan of the SDUPDMP, which~~ The PMP also identifies a public accessway and Vista Area directly west of the CAC site at the waterfront (~~1996~~2001).

Surrounding development includes low to medium scale commercial uses, including hotels, fast food restaurants and office buildings to the east. The Little Italy neighborhood, to the east, is currently undergoing an influx of new residential development and commercial redevelopment. San Diego Bay is located west of the CAC site, across Harbor Drive and the Embarcadero. Much of the commercial waterfront area is dominated by surface parking lots. The San Diego Maritime Museum vessels (i.e., the Star of India, Berkeley and Medea) are moored in San Diego Bay opposite the southwestern most corner of the CAC site. An area recommended by the NEAVP Steering Committee as deep-berthing area for visiting ships associated with the Maritime Museum is located along the edge of the bay to the west of the CAC site.

1.4.2 Existing Operational Characteristics

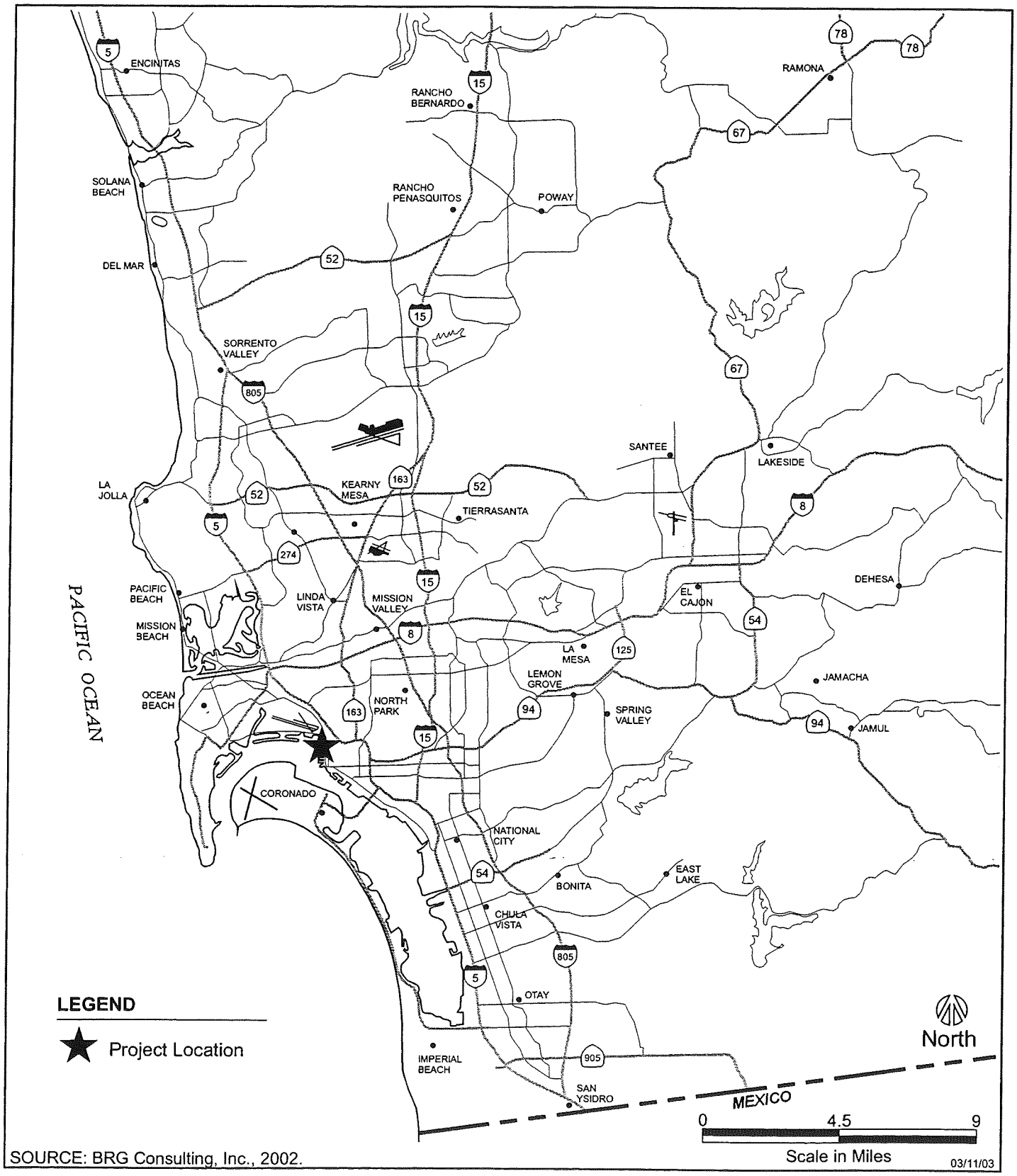
The primary use of the existing project site relates to housing the operations of various County administrative functions. In this regard, users of the project site include County elected officials, County employees and citizens requiring use of or access to County services, including public records and/or hearings available in the CAC Building. Many of the County's health services employees are currently housed in the Askew Building. Use of the Askew Building offices by non-employees is limited, due to the fact that the structure primarily houses management-oriented, rather than service-oriented, employees. The above listed uses primarily occur during weekday business hours. However, due to the site's proximity to San Diego Bay, the north and south surface parking lots are also available and utilized by visitors seeking access to the waterfront.

1.4.3 Consistency of Project with Applicable Regional and General Plans

Historically, the area west of the mean high tide line (MHTL) was transferred in trust from the State Lands Commission to the jurisdiction of the San Diego Unified Port District. Due to historic filling of the San Diego Bay shoreline, the mapped MHTL falls on what is now land, approximately along Pacific Highway. However, the County retains use and development jurisdiction on the County-owned CAC site. The CAC site is recognized in the City of San Diego's Centre City Community Plan (CCCP), but the project site has not been incorporated into the City's Local Coastal Program. Therefore improvements ~~at~~ within the CCCP portion of the CAC site are subject to the original jurisdiction of the California Coastal Commission for the purpose of complying with the California Coastal Act. The portion of the proposed project site under SDUPD jurisdiction would be subject to consistency with the Port Master Plan (PMP).

~~The~~ As discussed in EIR section 2.1.3, the proposed project would be substantively consistent with all of the following:

- County of San Diego General Plan and Resources Protection Ordinance,
- City of San Diego Progress Guide and General Plan.
- ~~City of San Diego Centre City~~ Redevelopment Plan for the Centre City Redevelopment Project,
- City of San Diego Centre City Community Plan and Planned District Ordinance,
- City of San Diego Little Italy Focus Plan
- California Coastal Act,
- San Diego Unified Port District Port Master Plan ~~and LCP~~,
- Regional Water Quality Control Board Regulations, and
- Regional Air Quality Standards.
- Lindbergh Field Land Use Plan
- North Embarcadero Alliance Visionary Plan



SOURCE: BRG Consulting, Inc., 2002.

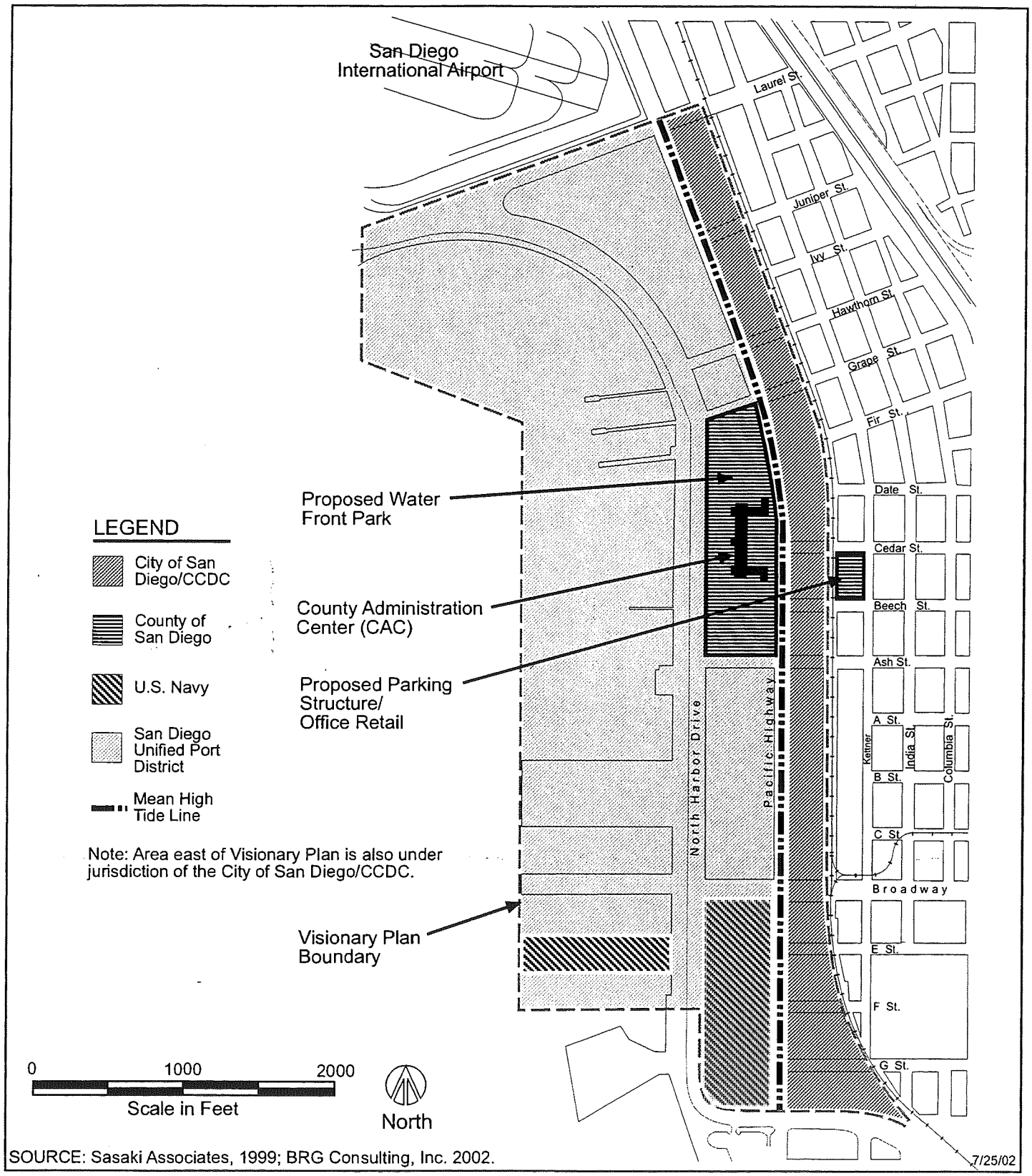
03/11/03

BRG CONSULTING, INC.

San Diego CAC Waterfront Park Development and Master Plan

Regional Location Map

FIGURE 1.1-1



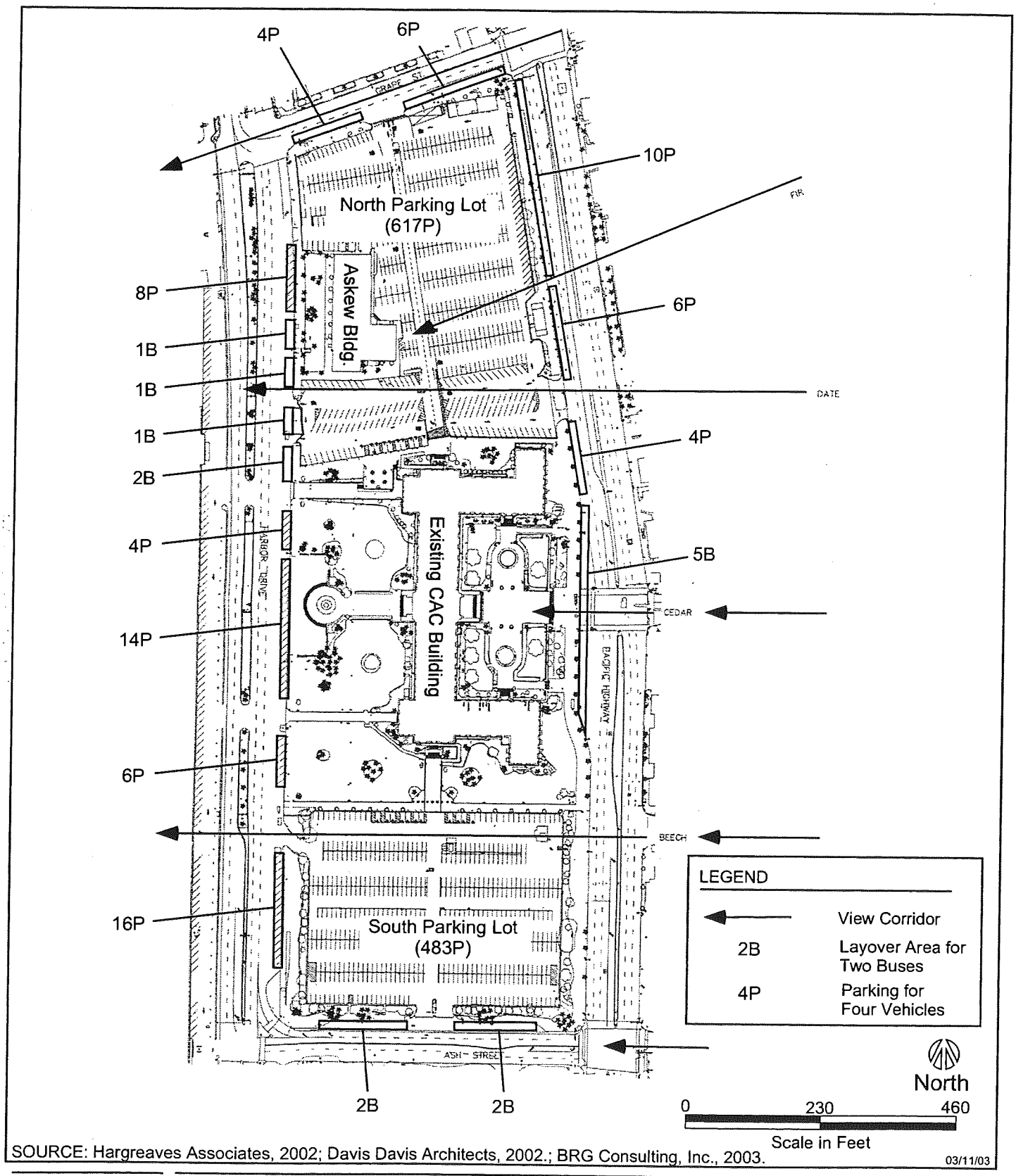
SOURCE: Sasaki Associates, 1999; BRG Consulting, Inc. 2002.

BRG CONSULTING, INC.

San Diego CAC Waterfront Park Development and Master Plan

Proposed Project Site and Jurisdictions in the North Embarcadero Visionary Plan Area

FIGURE 1.1-2



SOURCE: Hargreaves Associates, 2002; Davis Davis Architects, 2002.; BRG Consulting, Inc., 2003.

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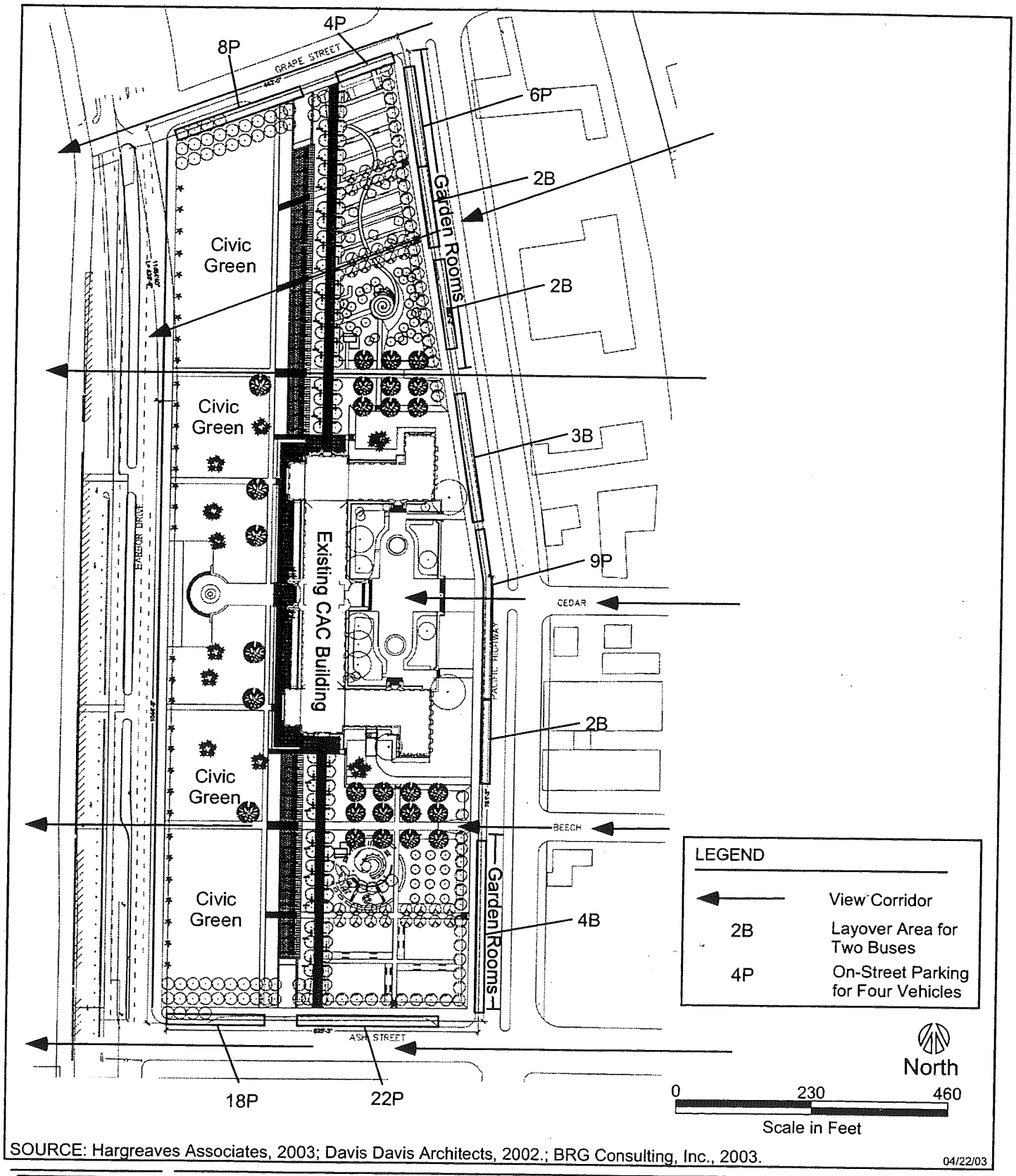
San Diego CAC Waterfront Park Development and Master Plan

Existing Development, Parking and Bus Layover Areas, CAC Site

FIGURE 1.1-3



SOURCE: Hargreaves Associates, 2003; Davis Davis Architects, 2002.; BRG Consulting, Inc., 2003.

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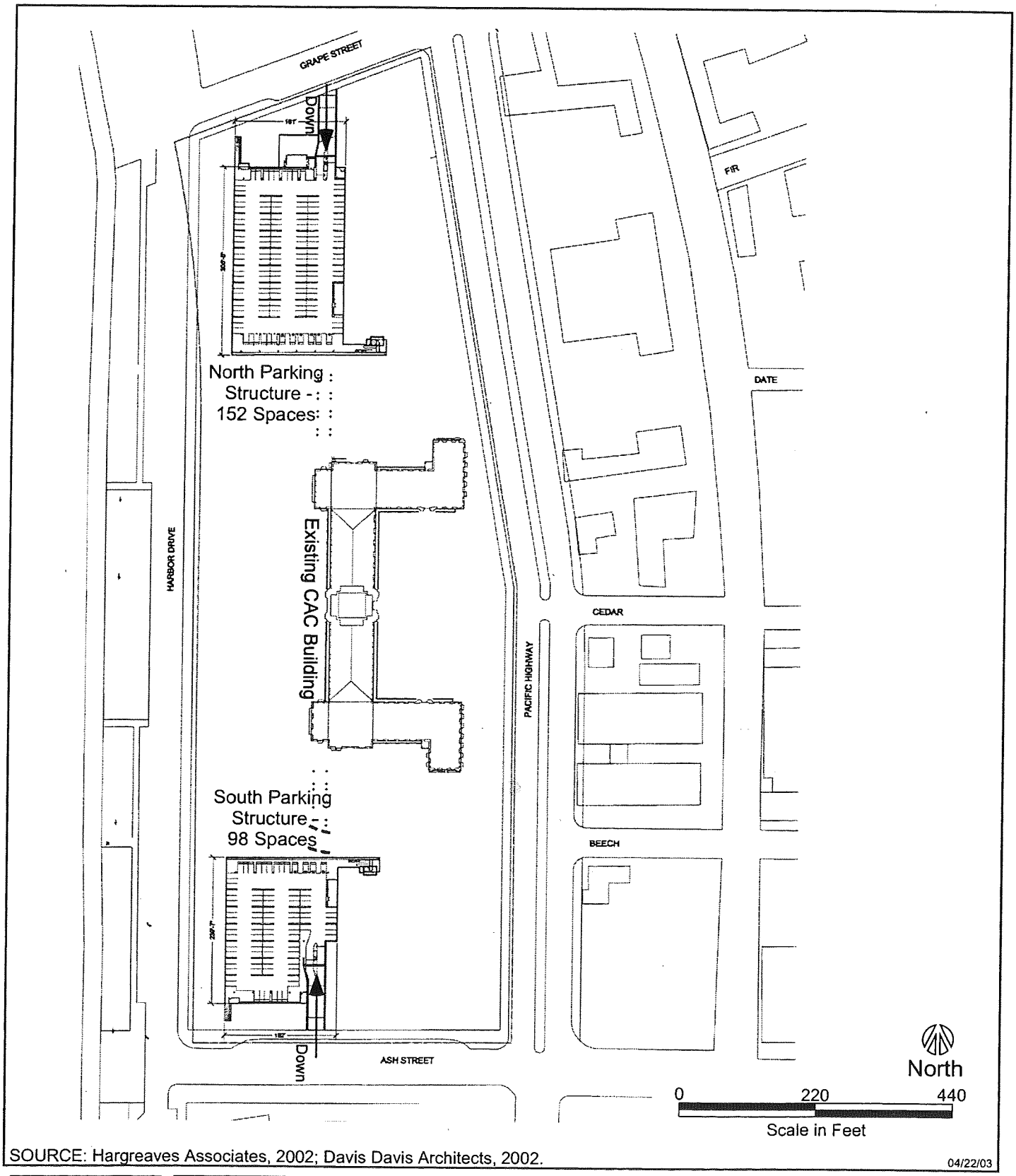
San Diego CAC Waterfront Park Development and Master Plan

Proposed Landscape and On-Street Parking Plan, CAC Site

FIGURE 1.1-4



SOURCE: Hargreaves Associates, 2002; Davis Davis Architects, 2002.

04/22/03

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San Diego CAC Waterfront Park Development and Master Plan

Proposed Below Grade Parking Structures

FIGURE 1.1-5

Table 1.1-1
CAC Waterfront Park Existing and Proposed Components

	Existing Site	Proposed Project
Buildings	CAC and Askew Buildings	CAC Building Remains Askew Building Removed Two ancillary bathroom/elevator/stairway structures for access between the underground parking structures and ground level; two other stairway access points to the surface
Parking	1,100 Surface Spaces	~~381~~ 250 Underground Spaces at CAC Site (~~276~~ 224 Public, 10 carpool/vanpool ~~105County~~ 16 selected official/VIP ~~Employee~~ and 64 tandem/valet public spaces available on an as-needed basis) 67 on-street public spaces, including 40 spaces along Ash Street, 15 of 20 spaces along Pacific Highway, and 12 spaces along the south side of Grape Street ~~500~~ 650~~County Employee~~ Spaces at Cedar/ Kettner Site and other sites per development RFP (615 County Employee spaces plus 35 spaces for the general public) 66 County Employee Spaces designated in County Trolley Towers allocated parking
Landscaped Area	Historical Landscaping	Historical Landscaping Garden Rooms Promenade/Civic Fountain/West Terrace Civic Green

Source: County of San Diego, Department of General Services, 2002 and BRG Consulting, Inc., ~~2002~~2003.

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2.0 SIGNIFICANT ENVIRONMENTAL EFFECTS

The following sections include analysis of the proposed San Diego County Administration Center Waterfront Park Development and Master Plan, as described in Chapter 1 of this EIR. This chapter identifies significant direct and indirect impacts and mitigation measures associated with the planning, construction and operation of the proposed Master Plan and its implementation. Chapter 2 provides analysis of the following issue areas: Geology and Soils, Hydrology and Water Quality, Air Quality, Transportation/Circulation, Hazards and Hazardous Materials, Noise, and Cultural and Paleontological Resources. To the extent that the analysis identifies both significant impacts and impacts that would be less than significant, the discussion in Chapter 2 includes the entire analysis for that issue area. Chapter 6, Environmental Effects Found Not to be Significant, includes the discussion of those issue areas for which no significant impacts were identified. Analysis of cumulative impacts is contained in Chapter 3, Cumulative Impacts. An analysis of direct and indirect impacts and mitigation for alternatives to the proposed project is described in Chapter 4, Alternatives.

2.1 Land Use/Planning

2.1.1 Existing Conditions

2.1.1.1 Project Area

The primary use of the existing project site relates to housing the operations of various County administrative functions. In this regard, users of the project site include County elected officials, County employees and citizens requiring use of or access to County services, including public records and/or hearings available in the CAC Building. Many of the County's health services employees are currently housed in the Askew Building. Use of the Askew Building offices by non-employees is limited, due to the fact that the structure primarily houses management-oriented, rather than service-oriented, employees. The above listed uses primarily occur during weekday business hours. However, due to the site's proximity to San Diego Bay, the north and south surface parking lots are also available to and utilized by visitors seeking access to the waterfront.

2.1.1.2 Existing Surrounding Land Uses

The proposed project site is located on unzoned tidelands (Personal Communication, City of San Diego Zoning, 2002) within the City of San Diego's Centre City Community Plan (CCCP), with a land use designation of Commercial/Office use (CCDC, 1992). In addition, the project site falls within the following Special Regulation Areas as designated within the CCCP:

- The Waterfront District;
- The Pacific Highway CAC Design Zone;
- The Pacific Highway Landscaped Boulevard; and
- View Corridor Streets (Grape, Fir, Date, Cedar, Beech, Ash and Pacific Highway).

The proposed project site is located on Bay fill materials ~~which created~~resulting in a relatively flat topography, approximately 10 feet above the San Diego Bay waterline (Geocon, 2002). The proposed project site does not contain any water or wetland areas, agricultural areas, housing, sensitive species, natural habitats or wildlife corridor areas. The site is served by the City of San Diego's utilities and service system, including water supply, sewer and police and fire protection.

The existing historic CAC Building is located in the east-central portion of the rectangular-shaped property, with the building footprint closer to Pacific Highway and ~~more setback~~ farther from Harbor Drive. The CAC Building was built in a Spanish Renaissance and modernist architectural style, with the original landscape intended to complement this style.

Existing land uses on the site include the following:

- CAC Building
- South Parking Lot (483 spaces)
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- Askew Building
- Outdoor paved entry walkways
- Two service entryways
- Pedestrian eidewalks along Pacific Highway
- Pedestrian eidewalks along Harbor Drive
- Grass lawn area around CAC Building
- Two small ancillary structures

Surrounding land uses to the east of Pacific Highway are subject to the zoning and land use designations of the CCCP, while surrounding land uses to the west of Pacific Highway (with the exception of all but the western edge of the proposed project site) are subject to the land use regulations of the ~~San Diego Unified Port District Master Plan (SDUPDMP, revised 1996)~~Port of San Diego Port Master Plan (SDUPD, 2001~~2~~). To the east of Pacific Highway, the surrounding area is designated as part of the Commercial/Office District by the CCCP. The project additionally falls within the Planning District 3, "Centre City Embarcadero" Precise Plan of the PMP. To the west of Pacific Highway, to the north, south and west of the CAC site, the ~~SDUPD~~ PMP identifies a number of use designations ~~within the vicinity of the CAC site,~~ including Park/Plaza use along both sides of Harbor Drive, and Specialized Berthing, Ship Anchorage, and Commercial Recreation in and along the waterfront. Commercial Recreational uses are also identified to the north and south of the CAC site. ~~Marine Services Berthing, Commercial Fishing, Commercial Fishing Berthing, Ship Anchorage, Commercial Recreation, Aviation Related Industrial, and Small Craft Anchorage/Mooring. The project additionally falls within the Planning District 3, "Centre City Embarcadero" Precise Plan of the SDUPDMP, which~~ The PMP also identifies a public accessway and Vista Area directly west of the CAC site at the waterfront (~~1996~~SDUPD, 2001).

Surrounding development includes low to medium scale commercial uses, including hotels, fast food restaurants and office buildings to the east. The Little Italy neighborhood, to the east, is currently undergoing an influx of new residential development and commercial redevelopment. San Diego Bay is located west of the CAC site, across Harbor Drive and the Embarcadero. Much of the commercial waterfront area is dominated by surface parking lots. The San Diego Maritime Museum vessels (i.e., the Star of India, Berkeley and Medea) are moored in San Diego Bay opposite the southwestern corner of the CAC site. An area recommended by the NEAVP Steering Committee as a deep-berthing area for visiting ships associated with the Maritime Museum is located along the edge of the bay to the west of the CAC site.

2.1.1.3 Applicable Land Use Plans and Policies

Historically, the area west of the mean high tide line (MHTL) was transferred in trust from the State Lands Commission to the jurisdiction of the San Diego Unified Port District. Due to historic filling of the San Diego Bay shoreline, the mapped MHTL falls on what is now land, approximately along Pacific Highway. However, the County retains use and development jurisdiction on the County-owned CAC site. The CAC site is recognized in the City of San Diego's Centre City Community Plan (CCCP), but the project site is considered a deferred certification area of the CCCP Local Coastal Program. Therefore improvements ~~at the~~within the CCCP portion of the CAC site are subject to permitting approval of the California Coastal Commission for the purpose of complying with the California Coastal Act. Improvements within the SDUPD portion of the site are subject to consistency with the Port Master Plan (PMP) for the purposes of complying with the California Coastal Act.

As discussed in Section 2.1.3, the proposed project would be substantively consistent with all of the following:

- County of San Diego General Plan,
- County of San Diego Resource Protection Ordinance,
- City of San Diego Centre City Community Plan and Planned District Ordinance,
- City of San Diego Progress Guide and General Plan,
- City of San Diego Centre City Redevelopment Plan,
- City of San Diego Centre City Parking Ordinance,
- City of San Diego Little Italy Focus Plan,
- California Coastal Act,
- San Diego Unified Port District Port Master Plan (PMP)~~ and Local Coastal Program (LCP)~~,
- North Embarcadero Alliance Visionary Plan (NEAVP),
- City of San Diego Airport Approach Overlay Zone (AAOZ), and the
- Lindbergh Field Land Use Plan (LUP).

A. County of San Diego General Plan

The San Diego County General Plan is a comprehensive long range planning document that outlines future development and provision of services within unincorporated San Diego County. The land area covered by the County General Plan is divided into various community planning areas that focus and refine each broad General Plan element goals and policies for specific geographic areas within the County. The County Administration Building is within the City of San Diego, and not the unincorporated portions of San Diego County. Therefore, the General Plan policies are not directly applicable to the project site.

B. The County of San Diego Resource Protection Ordinance

The Resource Protection Ordinance (RPO) prescribes prohibitions and/or management requirements for biological resources, wetlands, wetland buffer areas, floodways, floodplain fringe areas, steep slopes and significant historic and prehistoric sites. The proposed project is not subject to any discretionary permits that would trigger application of the RPO.

C. City of San Diego Progress Guide and General Plan

The General Plan provides land use policies that relate to general land use designations and locations, and do not typically apply to specific development projects. Community Plans, Planned District Ordinances (PDOs) and zoning are the vehicles used to refine and implement the Progress Guide and General Plan land use designations and policies for a particular area within the City. The Progress Guide and General Plan designates the surrounding area as "Mixed-Use." The proposed project would be consistent with this land use designation, as park uses are allowed in the Mixed-Use zone.

General plans should be updated, usually every 15 to 20 years, to reflect changes in demographic and economic data and growth patterns. The City of San Diego Progress Guide and General Plan is currently in the process of being updated. The Strategic Framework Element, adopted by the City Council, is an update of the City's General Plan that includes a strategy for addressing this growth, called the City of Villages. The City of Villages strategy will address growth and improve existing communities by combining housing, commercial, employment centers, schools and civic uses together in areas where a high level of activity already exists. Connecting villages with an improved transit system, such as MTDB's proposed Transit First initiative would help villages reach their full potential.

D. ~~City of San Diego Centre City~~ Redevelopment Plan for the Centre City Redevelopment Project

The Centre City Development Corporation (CCDC) ~~is an advisory body created in 1975 by the Redevelopment Agency of the City of San Diego to plan and implement redevelopment of downtown "Centre City" San Diego~~ was created by the City of San Diego in 1975 to address conditions of blight and to encourage economic growth and the creation of jobs. The primary objective of CCDC is to eliminate blight, and to provide for orderly development that includes residential, commercial, and public uses through the redevelopment process as guided by California Redevelopment Law (Section 33000 of the Health and Safety Code). The Centre City Redevelopment Plan (CCRP) consists of the text, the legal description of the Redevelopment Project Area boundaries, the Redevelopment Project Area map, the description of publicly owned facilities, and land use map. The proposed project falls within the "Expansion Sub Area" of the CCRP.

E. City of San Diego Centre City Community Plan

The Centre City Community Plan functions as the land use element of the City's Progress Guide and General Plan for future development in downtown San Diego, which is referred to as the "Centre City." The Community Plan was adopted in 1976 and updated in 1992. The Centre City Community Plan area consists of approximately 1,500 acres within the metropolitan core of the City of San Diego. The Community Plan area is bounded roughly to the north by Laurel Street and Interstate 5 (I-5); to the south and west by San Diego Bay; and to the east by I-5 and the communities of Golden Hill, Sherman Heights, and Logan Heights. The Community Plan consists of a number of planning objectives and policies that apply to the project area. Although the planning objectives and policies apply only to land under City jurisdiction, the Community Plan provides recommendations for land within County, Port and Navy jurisdictions. The Community Plan divides the downtown into nine land use districts. The CAC site area is located within the Commercial/Office land use district. Centre City Community Plan policies most relevant to the proposed project include the following:

1) *Land Use*

1. Minimize incompatible uses that reduce the quality of neighborhood environment.
2. Provide public facilities, services, and open space that have been determined to be amenities which enhance the downtown environment.

2) *Circulation*

1. Reduce long-term onsite parking downtown in conjunction with the provision of increased transit and viable parking alternatives. Provide intercept parking at convenient locations (focused near the points of trip origin) and implement a Parking Management Plan for downtown.
2. Aim for increased use of mass transit, especially by daily commuters, with less reliance on automobiles and long-term downtown parking.
3. Reduce conflicts between peak hour traffic flow and the delivery of goods and services in downtown.
4. Protect downtown neighborhoods from increased traffic and spillover parking.
5. Provide continuous pedestrian-orientated circulation system that connects offices in the core to the trolleys and buses, parking structures and major retail and public activity areas.

3) *Urban Design*

1. Protect views of the bay by establishing view corridors that accentuate key public rights-of-way (streets and sidewalks, both existing and proposed) with appropriate zoning, setbacks and design standards. Further, protect major bay views from key freeway points and similar locations by clustering of tall buildings, slender towers, proper building orientation, and floor area restrictions and height limits where necessary.
2. Enhance the principal streets traversing downtown with particular emphasis on Broadway and Fifth Avenue. Aim for interesting, treelined streets throughout Centre City with all buildings designed to be pedestrian friendly at ground level.
3. Plan downtown district by district giving due consideration to the special needs, constraints, and characteristics of each district.

4) *Open Space*

1. Establish the streets of downtown as a primary element of open space system as connections to the waterfront, Balboa Park, activity centers, parks, and plazas; as tree-lined open spaces; and continuous recreational paths. Utilize other public rights-of-way (view corridors, railroad tracks) and other smaller unusable areas as landscaped open space.
2. Provide major open air space (e.g. a plaza or park) for large public gatherings.
3. Provide user-friendly, safe and continuous bicycle access to and within downtown for both leisure and work trips.
4. Provide a system of small open spaces throughout downtown (e.g., vest pocket parks, plazas, fountains, landscaped streets) to supplement the large open spaces of the waterfront to Balboa Park, to link the various downtown districts, and to provide focal points for the various neighborhoods.

5) Human, Social and Educational Services

1. Design and locate human service facilities in a manner that assures easy access for consumers and promotes compatibility with the surrounding neighborhood environment.

6) Culture, Arts and Entertainment

1. Create a major plaza, town square or park for large outdoor gatherings, holiday celebrations, ethnic fairs, art festivals, jazz concerts, parades, etc.
2. Encourage uses and activities which make for a 24-hour downtown.

7) Urban Conservation

1. Enrich downtown by preserving buildings, and groups of buildings, that create a strong sense of character or theme, through a combination of architectural cohesiveness or social interest – like the Gaslamp Quarter and the Chinese/Asian Thematic Historic District. This goal specifically applies to the County Administration Center site.
2. Encourage new, infill development to respect the scale, character and architectural and visual integrity of existing and potential historic buildings and thematic districts.
3. Encourage adaptive reuse and rehabilitation of historic and nonhistoric buildings, and encourage appropriate infill development by establishing protective regulations and incentives.

F. City of San Diego Centre City Planned District Ordinance

The Centre City Planned District Ordinance (PDO) establishes specific design standards to implement the Centre City Redevelopment Plan and the Centre City Community Plan land use goals and policies. The intent is to encourage gracefully designed buildings with sculptured, articulated building tops in order to achieve a more interesting and varied skyline and to provide a pedestrian environment.

The PDO establishes design standards to implement goals and policies of the Community Plan for development within City jurisdiction. The PDO design standards address building bulk, height, massing and orientation; street walls and street level treatment and architecture; view corridors; pedestrian access; and other design features to achieve the land use goals of the Community Plan.

G. City of San Diego Centre City Parking Ordinance

The Centre City Parking Ordinance establishes policies and criteria that support the land use and transportation objectives of the Centre City Community Plan. The objectives of the Parking Ordinance include the following:

1. Encouraging a comprehensive transportation system with a major emphasis on public transit;
2. Meeting the transportation requirements generated by development in Centre City;
3. Encouraging public transit to, from, and within Centre City;
4. Reducing single occupancy vehicle trips to Centre City; and
5. Limiting the amount of off-street parking and reducing the amount of land area devoted exclusively to parking in Centre City.

Currently, the Centre City PDO identifies parking requirements for the downtown Centre City. However, the PDO identifies no numeric parking requirement for office uses.

H. City of San Diego Little Italy Focus Plan

The purpose of focus plans is to provide strategies for specific actions that implement adopted plans and programs to improve the project area. However, in no way do the focus plans change the Centre City Community Plan and the Centre City Redevelopment Plan. The focus plan for Little Italy will be coordinated with similar plans being prepared in adjoining districts insuring continuity in land use patterns, street circulation and community infrastructure.

I. California Coastal Act

The proposed project site is located within the coastal zone, and has been included in both the City of San Diego's Certified Local Coastal Program (LCP) (1988) (Centre City Segment), and the Coastal Commission certified SDUPD Port Master Plan~~ LCP (1996)~~(2001), divided along jurisdictional boundaries. Within the CCCP LCP, the CAC site is considered a deferred certification area. Therefore, in this area it is the responsibility of California Coastal Commission, as a Responsible Agency, to determine consistency with the California Coastal Act. LCPs consist of a Land Use Plan (LUP), zoning ordinances and maps, and implementing actions that bring the local government's land use plans and policies and zoning regulations into conformance with the Coastal Act. The Centre City Segment of the City's LCP consists of the following:

1) Land Use Plan

- Centre City Community Plan (April 28, 1993).
- Redevelopment Plan for the Centre City Redevelopment Project (May 11, 1992).
- Development Agreement between the City of San Diego and the Santa Fe Land Improvement Company (now Catellus Development Corporation) (1983) and related amendments thereto (1985 and 1987).
- Owner Participation Agreement between the Redevelopment Agency of the City of San Diego and Catellus Development Corporation (1983) and related amendments thereto (1985 and 1987).

2) Implementation Plan

- Centre City Planned District Ordinance (May 11, 1992)
- Centre City Streetscape Manual (April 28, 1992)
- Centre City Parking Ordinance (May 11, 1992)
- Centre City Transit Ordinance (May 11, 1992)

The SDUPD's ~~LCP consists of the~~ Port Master Plan~~,~~ was certified by the Coastal Commission on January 21, 1981. The most recent ~~LCP~~ PMP Amendment was certified by the Commission ~~in October 1998~~on February 5, 2003. The Port Master Plan~~ and LCP~~ is discussed below in section 2.1.1.3(J).

J. San Diego Unified Port District Port Master Plan ~~and Local Coastal Program~~

The Port Master Plan was originally adopted by the Board of Port Commissioners in 1980 and was certified by the California Coastal Commission (CCC) on January 21, 1981. The Port Master Plan was last amended in ~~October 1998~~2001, and certified by the CCC on February 5, 2003. The Port's coastal jurisdiction extends from the western edge of Pacific Highway coincident with the historic mean high tide line to several hundred feet into San Diego Bay. The Port Master Plan divides the tidelands under the jurisdiction of the Port District into ~~nine~~ ten Planning Districts, or precise plans. Each Planning District is further divided into Planning Subareas, or zones, which group together tideland properties into functional units, thereby facilitating planning efforts (SDUPD, 2001~~2SDUPD, 1996~~). The western portion of the project site is located within the Centre City Embarcadero Precise Plan (Planning District 3).

The Port Master Plan provides a series of goal and policy statements that guide future development within the Port jurisdiction. Those goals and policies most relevant to the proposed project include the following:

1. Develop the multiple-purpose use of the tidelands for the benefit of all the people while giving due consideration to the unique problems presented by this area, including several separate cities and unincorporated populated areas, and the facts and circumstances related to the development of tideland and port facilities.
2. Foster and encourage the development of commerce, navigation, fisheries and recreation by the expenditure of public moneys for the preservation of lands in their natural state, the reclamation of tidelands, the construction of facilities, and the promotion of their use.
3. Improve automobile linkages, parking programs and facilities, so as to minimize the use of waterfront for parking purposes.
4. Encourage development of non-automobile linkage systems to bridge the gap between pedestrian and major mass transit systems.
5. Provide "windows to the water" at frequent and convenient locations around the entire periphery of the bay with public right-of-way, automobile parking, and other appropriate facilities.
6. Provide access along the waterfront wherever possible, with promenades and paths where appropriate, and eliminate unnecessary barricades that extend into the water.
7. Provide for the multiple purpose use of land and water to promote the advantageous development of the Port District.
8. Guide the reuse of land for more appropriate purposes by the clearance and redevelopment of the obsolete.

K. North Embarcadero Alliance Visionary Plan (NEAVP)

The NEAVP provides a vision for the revitalization of San Diego's downtown waterfront from the San Diego International Airport at Lindbergh Field on the north to Seaport village on the south. The purpose of the Plan is to establish a concept for public improvements, and strategies to finance them, befitting the setting and regional significance of the area, and to guide private development in a way that optimizes property values and reinforces the public realm.

To create a vibrant, publicly-accessible bayfront, the Visionary Plan features:

- An expansive bayfront esplanade extending the length of the water's edge, animated by public art, urban scale street furnishings, public gathering places, scenic viewing areas, and pedestrian streetlights.
- Two civic "precincts" at the County Building and at the foot of Broadway, defined by publicly-accessible piers and activated by cultural facilities, public parks, overlooks, cruise and harbor boat activity, and commercial development.
- A grand tree-lined boulevard at Pacific Highway, creating an impressive image for the terminus of this historic road while accommodating through traffic.
- Commercial and residential development opportunities that enliven the area and provide critical public views and public access through the North Embarcadero and to the bay.
- A parking strategy that ensures ample public parking and public access.
- Strategies for financing and implementing the public improvements.

Central to the Visionary Plan is the notion that the downtown urban experience extends to and embraces the San Diego Bay. The current pattern of streets in the establishes very long blocks that surround the downtown core and wall off the city from the bay. The Visionary Plan establishes, as a fundamental principle, the continuation of the downtown pattern of public streets to the bayfront and, in turn, the reconnecting of the city with its bay (North Embarcadero Alliance, 2000).

The proposed project falls entirely within the boundaries of the NEAVP. In addition, the project site is designated for the creation of a pedestrian-oriented public precinct. The plan envisions two possible development scenarios for the existing parking lots at the project site. The two scenarios considered for the north and south County lots are a mixed-use office complex/performing arts center and an office/hotel development. Both would replace some or all of the existing parking spaces now on-site.

L. Lindbergh Field Land Use Plan (LUP)

Lindbergh Field is located one mile northwest of the central business district, in the City of San Diego. It is located partially on State tidelands and is operated and maintained by the San Diego County Regional Airport Authority. Occupying 485 acres, the airfield consists of two runways: Runway 27/9 – 200 feet wide by 9400 feet long; and Runway 13/31, the cross-wind runway – 75 feet wide by 4400 feet long, used by light aircraft weighing 12,500 pounds or less. The airport has two passenger terminals containing 30 jet gates and five commuter gates; both terminals are located on the south side of the airport, as are the air cargo terminals, fuel storage, and auto parking facilities.

The Comprehensive Land Use Plan for Lindbergh Field describes the actions necessary to ensure compatible land use development on and surrounding Lindbergh Field. The plan describes the Airport Influence Area determined by the aircraft-generated noise, and within which all future land uses will be reviewed and required to meet the recommendations of the plan. It explains runway protection zones; the Airport Approach Overlay Zone (AAOZ); and aviation easements and noise attenuation efforts that are intended to assist in correcting the incompatibility of current land uses (LFLUP, 1992).

The proposed site is located within the Airport Influence Area, and is between the 60 dB and 65 dB CNEL contour lines. The proposed project site is not located within a Runway Protection Zone, however, it is located within the Lindbergh Field Master Runway 13/31 for Approach Overlay Zone (AAOZ). The AAOZ identifies a maximum height limit ranging from 150 feet at the northern end near Grape Street to 250 feet at the southern end near Ash Street, with a limit of 175 feet for the CAC site. Runway 13/31 is currently inactive, and~~, although Port staff has indicated that it may reopen, no specific date has been established~~San Diego County Regional Airport Authority staff has indicated that future use of this runway will be addressed through the process of updating the Airport's long-term planning documents. This runway may reopen in the future, although no specific plans have been established at this time (Pers. Comm., Paul Webb, March 6, 2003). The proposed Waterfront Park Master Plan is consistent with, and well below the AAOZ height limitations.

M. City of San Diego Airport Approach Overlay Zone (AAOZ)

The City of San Diego Municipal Code (SDMC) establishes airport approach overlay zones (AAOZ) (Chapter 13, Article 2, Division 2). The purpose of the AAOZ is to provide supplemental regulations for property surrounding the approach path to San Diego International Airport, Lindbergh Field. These guidelines require consideration of building height to prevent hazards to the navigable airspace of Lindbergh Field. The AAOZ was adopted by the City in 1986 (Ordinance No. O-16556) and was recently amended in 1992 to establish a 50-foot buffer between the height of new structures and the height of the airport contours established by the Federal Aviation Administration for Lindbergh Field (SDMC Section 132.0205). The AAOZ ordinance establishes a procedure by which a proposed structure is evaluated for compliance with the zone's height limitation, prior to the issuance of a building permit for the structure. This ordinance is consistent with the procedures for determining potential hazards specified in Federal Aviation Regulations Part 77, and is designed to ensure construction compliance with the Federal Aviation Act of 1958 and the California Public Utilities Code Section 21659 (Centre City Redevelopment EIR, 1992). City land in the northern part of the Visionary Plan area is within the Lindbergh Field Main Runway (27/9) Airport Approach Overlay Zone. Runway 27/9 is an active runway that is used as the primary arrival and departure runway for Lindbergh Field. City land in the western part of the Visionary Plan area, west of the trolley tracks, is within the Lindbergh Field Main Runway 13/31 Airport Approach Overlay Zone. Runway 13/31 is currently inactive, and San Diego County Regional Airport Authority staff~~, although Port staff~~ has indicated that future use of this runway will be addressed through the process of updating the Airport's long-term planning documents. This runway ~~it~~ may reopen in the future, although no specific ~~date~~ plans have~~s~~ been established at this time (Pers. Comm., Paul Webb, March 6, 2003).

2.1.2 Impact Significance Criteria

Thresholds of significance are in accordance with CEQA Appendix G. Due to the fact that the proposed project falls within multiple jurisdictions, thresholds from the San Diego Unified Port District Master Plan and LCP, Centre City Community Plan and Planned District Ordinance, and the Federal Aviation Administration are discussed as well. The project would have a significant Land Use/Planning impact if it would:

- Conflict with any applicable land use plan, policy, regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect (CEQA Appendix G, IX (b)).

- Conflict with goals, objectives, policies, or implementation of the Port Master Plan, the Centre City Community Plan, the California Coastal Act, or other relevant land use regulations;
- Conflict with the adopted Port Master Plan or the Centre City Community Plan land/water use designation or zoning intensities where substantial indirect or secondary environmental impact would occur;
- Disruption or division of the physical arrangement of an established community;
- Substantial or extreme land/water use incompatibility with adjacent or nearby existing and proposed land uses, resulting in significant incompatibility or nuisance impacts;
- Substantial reduction in the amount of Commercial Recreation or Park land uses in the Port Master Plan or the Centre City Community Plan;
- Conflict with the established recreational, educational, religious, or scientific uses of the area (CEQA Appendix G, subsection (a), (u), and (w).)
- Contain structures exceeding the limits identified in the City of San Diego Approach Overlay Zone and Federal Aviation Administration Regulations, Part 77;
- Conflict with proposed amendments to the Port Master Plan or the Centre City Community Plan;
- Physically divide an established community (CEQA Appendix G, IX (a)); or
- Conflict with any applicable habitat conservation plan or natural community conservation plan (CEQA Appendix G, IX (c)).

2.1.3 Impact Analysis

2.1.3.1 Consistency with Applicable Plans and Policies

A. County of San Diego General Plan and Resource Protection Ordinance (RPO)

The site is located within the incorporated City of San Diego, and not the unincorporated land subject to the County General Plan. The project would not affect biologically sensitive habitat lands, unique vegetative communities, wetlands, or wetland buffer areas, since there are none at the site. The site contains no designated floodways or floodplain fringe areas, according to the Flood Insurance Rate Map (FIRM) for the area, #06073C1881F (FEMA, 1997). The site is flat, with a slope of less than one percent, according to review of the Point Loma 7.5-minute Quadrangle map (USGS, 1975). Thus, RPO provisions regarding steep slope lands are not applicable to the site or project. However, the site does contain significant historic resources that would be altered as a result of the proposed project. This issue is discussed in greater detail in Section 2.7 of this EIR. With incorporation of mitigation measures outlined in Section 2.7.4, potential historical site impacts would be reduced to below a level of significance. Therefore, although the proposed project is not subject to any discretionary permit that would trigger application of the RPO, the project would be consistent with the historic resource protection provisions of the County RPO.

B. City of San Diego Progress Guide and General Plan, Centre City Community Plan, Centre City Planned District Ordinance, and Little Italy Focus Plan

The proposed project is located within the boundaries of, and is consistent with the Centre City Community Plan (CCCP) (City of San Diego, 1992) and Centre City Planned District Ordinance (City of San Diego, 2001). The site is designated for commercial/office uses and is unzoned. Development of park and recreational uses are permitted in the Commercial/Office District. Implementation of the proposed Master Plan would promote development of the waterfront as a primary open space, park and playground that is both physically and visually accessible to the public, a stated objective of the Urban Design Element of the CCCP. In addition, CCCP Design Guidelines for the Pacific Highway – County Administrative Center Design Zone have been incorporated into the site design for the proposed project. These guidelines state that new development should form a visually-consistent "frame" around the historic CAC Building, and create a unified architectural district with a strong civic identity focusing on the historic CAC and grounds (CCDC, 1992). The proposal would enhance the character of the community by preserving the historic CAC Building, Guardian of Water sculpture and landscaping, while providing visual improvements to their surroundings.

The Centre City Community Plan, the Centre City PDO, the Little Italy Focus Plan, and the North Embarcadero Visionary Plan identify "view corridors" along numerous downtown streets, including Pacific Highway, Grape Street, Ash Street, Beech Street, Cedar Street, Date Street, and Fir Street (City of San Diego, 1992; San Diego Unified Port District, 2000). The Cedar Street and Beech Street view corridors end at Pacific Highway in the Community Plan and PDO, but the Beech Street corridor extends through the CAC site in the North Embarcadero Visionary Plan, and the Cedar Street corridor ends at the CAC building (San Diego Unified Port District, 2000). The Community Plan/PDO Date Street and Fir Street view corridors extend through the CAC site, while the Visionary Plan Fir Street view corridor extends only halfway across the CAC site. Location of these view corridors are shown in Figure 1.1-4.

Existing views toward the Bay along the Beech Street, Date Street and Fir Street View corridors are depicted in Figures 2.1-1, 2.1-2, and 2.1-3, respectively. These figures also provide an estimated view elevation for a pedestrian at each location, based on data from USGS topographic map, and an assumed distance of five feet for the height of the viewer's eyes above the ground. The estimated view elevations for the Beech Street corridor are 51, 44 and 35 feet above MSL, at Columbia, India, and Kettner, respectively. Comparable estimated values for the Date Street corridor are 71, 58, and 45 feet above MSL, at the intersections with the same streets. Finally, the comparable estimated view elevations for the Fir Street corridor are 80, 63 and 45 feet above MSL.

The park trees proposed for the Beech Street and Date Street view corridors in the CAC Waterfront Park plan would have heights of 25 to 30 feet, with a base elevation of approximately 12 feet above MSL. Revised side views of these two corridors are shown in Figures 2.1-4 and 2.1-5. The resulting elevations of the tree tops would be less than 42 feet above MSL. Based on the estimated view elevations in Figures 2.1-1 through 2.1-3, viewers on all three view corridors from India Street east would see the Bay above the tops of the park trees, in addition to the view between the crowns of the trees.

As shown in Figures 2.1-4 and 2.1-5, the distance between trees within the view corridors have been increased to 45 feet, in response to public comments about potential view corridor impacts. A comparison with the location of planned street trees east of the CAC site is shown in the lower part of each figure. The distance between street

trees on each side of the view corridor is estimated at 55 to 60 feet. A more important distance relative to view corridor issues is the distance between the crowns of the trees. That distance is estimated at 24 to 30 feet. The County proposes as a project feature, and will agree to a condition of approval, that selective pruning of the park trees along the view corridors will be used to maintain the north-south distance between tree crowns at 24 feet or more. As a result, Bay views between the trees will be maintained, as illustrated in Figure 2.1-6. This particular view shows the projected view from Kettner and Beech Streets. Wider views of the Bay would be provided between the trees as the viewer moves closer to the Waterfront Park, and the angular distance between the trees increases. Similar views would be maintained at Kettner and Date, and at Kettner and Fir.

All such view corridors are defined in their respective documents as relating to placement of structures. The PDO requires that building "street walls" be located along the property/ROW lines, where rights-of-way are typically 80 feet wide (San Diego Municipal Code, 103.1915 (f) and (g)), while the Visionary Plan states that "The minimum width of public view corridors shall be the same as the street right-of-way (typically 80 feet). Sky bridges or gross floor area above, over, or within public view corridors are prohibited." PDO allows trees within such view corridors, and in fact the Center City Streetscape Design Manual requires the use of specific street trees within street rights-of-way. The Visionary Plan says "Typical street furnishings associated with a public street, such as street trees, are permitted within a view corridor." Figures 2.1-~~1~~4 and 2.1-5 depict~~s an~~ elevation views of the Beech Street and Date Street~~, Fir Street, and Beech Street~~ view corridors across the project site. As can be seen there, and in the project landscape plan, Figure 1.1-4, ~~no~~ only one structure~~s~~ would intrude into those view corridors, and trees to be used ~~will~~ would have high canopies, allowing for continued views of San Diego Bay across the project site. Because of project site constraints, the park designers have proposed a small parking garage access structure that extends eight feet into the Beech Street view corridor (see Figure 2.1-4). While this is not consistent with PDO restrictions of structures within view corridors, in this case there would be no impact. As seen in the simulation in Figure 2.1-6, any views of the structure would be blocked by the park trees to be planted in the view corridor. There would be no substantive change to the view as a result of the proposed structure. As a matter of fact, the views across the site would be improved, as a result of the project, with removal of the Askew Building that currently blocks Bay views along Fir Street, and removal of the thick vegetation along Pacific Highway that blocks views from the Beech Street corridor. Therefore, the project would not result in significant impacts to view corridors.

C. City of San Diego Centre City Parking Ordinance

The proposed project would be consistent with the objectives of the Centre City Parking Ordinance for the following reasons:

1. The proposed project would not alter or diminish the existing public transit system by removing or substantially relocating existing transit stops.

2. The proposed project would meet the transportation requirements generated by development in the Centre City, because parking requirements for bayfront park use, waterfront public access, and CAC visitors were calculated through parking use surveys by Linscott, Law and Greenspan (2002), as well as through the use of parking requirements contained in the City of San Diego's Trip Generation Manual. The proposed project would provide 1030 structured parking spaces, and retain 67 on-street parking spaces, an amount adequate for projected CAC employees, CAC visitors, park users, and other visitors.

3. The proposed project would encourage public transit to, from, and within Centre City by not removing or substantially relocating existing transit stops. In addition, the Parking Demand Study (LLG, 2002) recommends the incorporation of parking reduction measures such as carpooling and the use of public transit for employees. ~~The proposed project site is bordered by two bus stops on Ash Street and one stop on Pacific Highway which would allow for~~ The existing number of bus stops/bus layover areas adjacent to the site are provided for in the project plan (see Figure 1.1-4), allowing for continued convenient site access by public transit. Further, a trolley stop is located ~~at~~ adjacent to the site of the proposed Cedar/Kettner development where the majority of County employee parking would be located. Other County employee parking, to be provided at the Trolley Towers facility, would make use of public transportation by the employees who would park there.

4. The proposed project would reduce single occupancy trips to Centre City by not removing or substantially relocating existing transit stops, making use of existing the Trolley stop at the Cedar/Kettner site, and implementing recommended parking reduction measures such as carpooling to the extent feasible.

5. The proposed project would assist in limiting the amount of off-street parking and reducing the amount of land devoted exclusively to parking by relocating existing surface public access and visitor parking spaces to subterranean structures and employee parking to off-site structures, thereby allowing for an increased amount of land available for a public park.

D. California Coastal Act

The proposed project falls within the Coastal Zone, and the site has been included in both the City of San Diego's Centre City Community Plan (CCCP) certified Local Coastal Program (LCP), and the Coastal Commission certified SDUPD Port Master Plan ~~and certified LCP~~. ~~LCP~~ Coastal Development Permit (CDP) approval authority is divided along jurisdictional boundaries, running approximately parallel to Harbor Drive, just to the east of the existing sidewalk. Therefore, the proposed project will be required to apply for two ~~Coastal Development Permits (CDPs)~~, one for each ~~applicable LCP~~Coastal Commission certified area. However, within the CCCP LCP, the CAC site is considered a deferred certification area. Therefore, the California Coastal Commission, a responsible agency, must decide whether this portion of the proposed project is consistent with the California Coastal Act. The proposed project would be consistent with the California Coastal Act, in that it:

1. Would maintain and enhance public access and recreational activities (Sections 30210 and 30252);

2. Would not interfere with the public's right of access to the sea or nearest public roadway to the shoreline (Sections 30211 and 30212);

3. Would provide a public park facility in an otherwise developed, urban environment (Section 30212.5);

4. Would provide lower cost (free) visitor and recreational facilities (Section 30213);

5. Would protect oceanfront land for recreational use (Section 30221);

6. Would not adversely affect marine resources, the biological productivity and quality of coastal waters, or environmentally sensitive habitat areas (Sections 30230, 30231, and 30240);

7. Would preserve historic resources identified by the State Historic Preservation Officer (Section 30244);

8. Would protect and enhance the scenic and visual qualities of a coastal area, protect views to and along the ocean and scenic coastal areas, and minimize alteration of natural landforms (Section 30251);

9. Would minimize risks to life and property, assure structural stability, be consistent with air pollution requirements, and protect a special visitor destination point (Section 30253); and

10, Would not contribute significantly to erosion or geologic instability, or require protective devices along bluffs or cliffs (Section 30253).

The proposed project would maintain existing public access, and would not interfere with the public's right of access to the nearest public road way to the shoreline, because it is providing public walkways and park space that would connect the project site to Harbor Drive along the shoreline, as well as the pedestrian-oriented waterfront esplanade that has been proposed as a part of the NEAVP. The proposed project would provide for a low-cost, visitor-serving, oceanfront public recreational space in an otherwise urban environment, by relocating parking facilities underground and off-site, thereby allowing for the redevelopment of surface parking lots into park space. Because the proposed project site is located in an existing urban environment, is not directly adjacent to the San Diego Bay, and does not contain any natural or wildlife habitat, the project does not pose any threat to marine resources, biological productivity, or the quality of coastal waters. Dewatering in order to construct the subterranean parking garages would require the implementation of Best Management Practices (BMPs) to ensure that no contaminants were allowed to run off-site or into the San Diego Bay. Landscape and service access features have been designed to preserve the historic status, scenic and visual qualities, and view corridors along the bay. Standards of the Geologic Technical Study and the Uniform Building Code (UBC), as well as engineering recommendations, will be implemented to ensure structural stability and minimize erosion potential and geologic instability.

E. San Diego Unified Port District Master Plan ~~and Local Coastal Program~~

According to the Port Master Plan, the proposed project is classified as being a Class I project. Class I areas include public parks, promenades, boat launching ramps, fishing piers, and bicycle corridors. The plan provides that parks and recreational activities on tidelands should provide a variety of carefully selected active and passive recreational facilities suitable for all age groups throughout all seasons of the year, and should enhance the marine, natural resources, and man-made recreational assets of San Diego Bay and make them available to the public. In addition, the proposed projects should encourage and accommodate public access to the interface zone of land and water. Applicable Master Plan goals are listed in Section 2.1.1.2.J of this EIR. The proposed project is consistent with those goals as follows:

1. The proposed project would implement the Port Master Plan goal to develop the multiple purpose use of the tidelands for the benefit of all people by providing a public park space in an otherwise urban environment.

2. The proposed project would implement the Port Master Plan goal to foster and encourage the development of commerce and recreation by providing a public open space and park facility.

3. The proposed project would implement the Port Master Plan goal to improve automobile linkage systems, parking programs and facilities, so as to minimize the use of the waterfront for parking purposes, because the project proposes the relocation of existing parking to subterranean garages, thereby minimizing the above-ground use of waterfront land for parking. The proposed project would provide ~~a total of 276~~up to 288 public access and visitor parking spaces onsite during working hours, while up to 938 public parking

spaces would be available at other times in the parking garages on site, and at the Cedar Kettner facility. Sixty-seven on-street public parking spaces would be available adjacent to the site.

Although the relocated spaces will no longer be located in the Port's jurisdiction, nearly all of the parking spaces remaining at the CAC site have been designated for public access parking. Relocating County employee parking out of the Port's jurisdiction does not affect the number of public parking spaces available to waterfront visitors. The employee spaces would be located only two blocks away, and would still be available for public parking and waterfront access during non-business hours.

4. The proposed project would implement the Port Master Plan goal to encourage development of non-automobile linkage systems to bridge the gap between pedestrian and major mass transit systems, by identifying carpooling and vanpooling as feasible ways of further reducing site parking demand (LLG Parking Demand Study, p.14). Further, the project would retain and utilize existing mass transit stops, except ~~the possibility of a minor~~for re-location ~~move for the stop located along~~of bus layover areas on Ash and Harbor Drive to Pacific Highway.

5. The proposed project would implement the Port Master Plan goal to provide "windows to the water" at frequent and convenient locations by maintaining and improving designated view corridors through the site. No structures ~~will~~ other than one pedestrian garage access stairway would be built within any of the 80-foot view corridor ROWs (as specified in the CCCP), and the removal of the Askew Building ~~will~~ would allow for an improved bay view along the Fir Street corridor~~ and from Pacific Highway~~.

6. The proposed project would implement the Port Master Plan goal to provide access along the waterfront wherever possible, with promenades and paths where appropriate, and eliminate unnecessary barricades to the water by providing a series of pedestrian pathways through the project site where surface parking spaces currently exist. Further, the onsite subterranean garages would provide ~~276~~ up to 288 public access and visitor spaces during working hours, with an elevator and two surface access stairways near North Harbor Drive in each structure. Up to 314 spaces would be available after working hours.

7. The proposed project would implement the Port Master Plan goal to provide for the multiple purpose use of land and water to promote the advantageous development of the Port District by providing a waterfront park near the existing Maritime Museum facilities and ship-berthing area, and the proposed NEAVP pedestrian-oriented waterfront esplanade.

8. The proposed project would implement the Port Master Plan goal to guide the reuse of land for more appropriate purposes by relocating existing surface parking to subterranean and off-site locations, thereby allowing for development of a recreational area available for public use.

The proposed project would result in a decrease in the NEAVP and Port Master Plan approved minimum esplanade width of 100 feet. Up to 36 feet of esplanade greenspace adjacent to the pedestrian walkway would be replaced by usable greenspace as a part of the proposed CAC park. The overall amount of waterfront public open space/ greenspace in the Harbor Drive corridor would remain the same with the implementation of the proposed project, but a 36-foot wide strip would be shifted to the east side of Harbor Drive to provide a wider, more continuous public space at the CAC park site. Because the 100-foot esplanade width is an adopted minimum width in both the Port Master Plan and the NEAVP, a land use/planning impact would occur. However, this impact is not considered significant because it would not change the amount of open space proposed within

the Harbor Drive ROW. Implementation of the proposed project would require a Port Master Plan Amendment, changing the third sentence under "Crescent Zone" on page 74 of the Port Master Plan to read "The Port Master Plan capitalizes on this attribute to establish a grand pedestrian-oriented esplanade ~~(no less than 100 feet wide)~~ and a major entryway into the Centre City district from Grape Street to Broadway." "The esplanade is comprised of a 25-foot wide pedestrian walkway adjacent to the embarcadero, and a minimum of 75 feet of landscaped open space within the Harbor Drive corridor east of the walkway."

The proposed project is also consistent with the land use objectives and criteria for public recreation uses and activities as specified in the Centre City Embarcadero Precise Plan because the portion of the proposed project site which is in Port jurisdiction is designated "Park Plaza" and the proposed project would be a park use, designed with the allowance for future development of a waterfront plaza area as a part of the NEAVP. Further, nothing in the proposed project would preclude the implementation of proposed changes along Harbor Drive, or other surrounding Port uses, such as the berthing of ships along the waterfront. Therefore the proposed project is substantively consistent with the Port Master Plan and would not impose any significant impacts to that Plan.

F. North Embarcadero Alliance Visionary Plan (NEAVP)

The purpose of the NEAVP is "to establish a concept for public improvements, and strategies to finance them, befitting the setting and regional significance of the area, and to guide private development in a way that optimizes property values and reinforces the public realm" (1998). The proposed project is consistent with this purpose in that it has been designed based upon the maps prepared by Gafcon for the CAC area during the development of the NEAVP. Further, as a part of the proposed project's development, the County has offered to coordinate the implementation of NEAVP public improvements along Pacific Highway. Implementation of the proposed project would recognize the regional significance of the area and reinforce the public realm by preserving the valuable CAC site, including the historically registered CAC Building, landscaping, and Guardian of the Water Statue, as a public park space adjacent to the waterfront. Specific aspects of the proposed project's consistency with the NEAVP are discussed below. ~~The proposed project is consistent with the NEAVP in that it has been designed to:~~

- The proposed project would accommodate and begin to implement a 130-foot ROW along Pacific Highway, ~~and~~ a 14-foot sidewalk widths along Pacific Highway, and a 15-foot sidewalk widths along east-west streets as approved by the North Embarcadero Alliance. These elements have been incorporated into the proposed project design using base maps prepared by Fafcon, Inc. during the preparation of the NEAVP; ~~accommodate 15-foot sidewalk widths along east-west streets;~~
- The proposed project would accommodate NEAVP proposals for the narrowing of North Harbor Drive and the creation of a pedestrian esplanade along the waterfront. The project proposes an expansion of greenspace into the Harbor Drive ROW, upon approval by and agreement with the San Diego Unified Port District, City of San Diego, and California Coastal Commission. The proposed 36-foot expansion would result in the need to relocate existing on-street parking spaces and would narrow the esplanade greenspace, but would not preclude the implementation of NEAVP proposals for the narrowing of Harbor Drive, or the creation of a pedestrian esplanade along the waterfront. ~~provide parking consistent with the proposed uses of the site;~~
- The proposed project would provide a minimum of 50 public access parking spaces on site. Of the 250 spaces proposed for the on-site underground parking structures, all but 26 would be designated as public

access parking spaces. Up to 314 public vehicles would be accommodated through the use of valet (tandem) parking.

- The proposed project has been designed to preserve and enhance the CAC National Register property. Proposed project plans and design are subject to review by the County Historic Sites Board, in cooperation with the City of San Diego Historic Resources Board, to ensure project consistency with U.S. Secretary of Interior, State Historic Preservation Office (SHPO), and County historic standards. The proposed project has been designed to be consistent with the historic architectural and landscape architectural plans.
- The proposed project would provide adequate parking for the uses proposed on the CAC site. Parking for all proposed sites uses, including public waterfront access, park visitors, CAC visitors, and CAC employees, as discussed in the Parking Demand Analysis by LLG Engineers (2002) and Chapter 2.5 of this EIR, would be accommodated through the implementation of a Parking Management Plan described in Table 2.5-9 of this EIR.
- The proposed project would increase the social vitality of the bayfront and provide for uses and amenities that serve the local and regional community and tourists by providing a public open space and recreational destination for neighborhood residents and visitors to the North Embarcadero region. The proposed project would provide public park space to a region where none currently exists. The proposed project would provide a variety of recreational areas, including a children's play area, garden rooms, and open greenspace. Implementation of the project as proposed would provide sufficient greenspace for pick-up sports games.
- ~~Provide for uses and amenities that serve the local and regional community and tourists;~~
- The proposed project would preserve and maximize views of the bay through the use of widely spaced tree corridors. The proposed high-canopy tree trunks along designated view corridors would be spaced 47 feet apart, and the canopies would be trimmed regularly to ensure a minimum spacing of 24 feet. No structures would be built within the 80-foot view corridor street ROWs, with the exception of a portion of a small bathroom structure. The small structure would lie behind a row of tree trunks, and therefore would not infringe upon views of the San Diego Bay.
- The proposed project would provide access to the bayfront ~~Make the Bayfront accessible~~ to all by providing improved pedestrian walkways, signs to public parking spaces, and elevators in the subterranean parking structures for those with disabilities. Each of the proposed underground structures has been designed to provide a surface accessway near the CAC Building, and a second surface accessway near Harbor Drive and the waterfront. The proposed West Terrace would provide a viewpoint to the San Diego Bay across the proposed civic greenspace.
- The proposed project would preserve the environmental integrity of the bay through the implementation of BMPs for water quality management during construction and ongoing project activities.
- The proposed project would provide a civic precinct at the County Building by maintaining the function of the County government offices, preserving the historical CAC Building, landscaping, and Guardian of the Water sculpture, and providing a public park in an area of the North Embarcadero where none currently exist.

- The proposed project would relocate large parking lots underground and offsite, such that they would be substantially hidden from public views of the bayfront.
- The proposed project would not preclude the development of an expansive, pedestrian-oriented Esplanade along the bayfront, development new recreational pier at Grape Street, continued operation of the Maritime Museum, geometric improvements to the existing intersection of North Harbor Drive and Grape Street, or establishment of Pacific Highway as a tree-lined boulevard accommodating through traffic and pedestrian circulation.
- The proposed project would emphasize driveway access to underground parking structures on east-west streets. The two existing service accessways from North Harbor Drive would be replaced with one service accessway from Pacific Highway.

G. Lindbergh Field LUP and City of San Diego Airport Approach Overlay Zone (AAOZ)

The proposed project would be consistent with the Lindbergh Field Land Use Plan and City of San Diego AAOZ. Although the project site is located within the Lindbergh Field Master Runway 13/31 Approach Overlay Zone, this runway is currently inactive. Future use of that runway will be addressed as part of the long-range airport planning process~~, and, although Port Staff has indicated that it may reopen, no specific date has been established~~. Further, the AAOZ identifies a maximum height limit ranging from 150 feet at the northern end near Grape Street to 250 feet at the southern end near Ash Street, with a limit of 175 feet for the proposed project site. The project proposes no new above ground structures taller than one story, and the proposed landscaping would remain well below the AAOZ height limitation. The proposed site is located between the 60 dB and 65 dB CNEL noise contour lines. The 65 dB CNEL threshold is the level established by the State of California Adopted Noise Standards to identify the "Noise Impact Boundary" of airports, that is, a boundary within which the noise environment is not suitable for residential or other sensitive land uses; non-residential uses are generally compatible with a higher level of noise. The project is outside of the 65 dB CNEL contour line, and does not propose any residential uses. Therefore, the proposed project would be consistent with the Lindbergh Field LUP and AAOZ.

H. Other Significance Criteria

The proposed project would be located within an existing land parcel, and therefore, would not physically divide an established community.

In the review of the project, no conflicts with environmental plans, applicable habitat conservation plans, natural community conservation plans or policies adopted by other agencies have been identified. These agencies include, but are not limited to: the California Regional Water Quality Control Board, the San Diego Air Pollution Control District, California Department of Fish and Game, the U.S. Fish and Wildlife Service, the California Department of Health Services, and the San Diego County Department of Environmental Health. The proposed project would, however, be required to acquire and comply with permits from the San Diego Regional Water Quality Control Board and Air Pollution Control District.

2.1.4 Significant Impacts

No significant impacts to land use or planning were identified in this analysis.

2.1.5 Mitigation Measures

No mitigation measures are required, since no significant land use or planning impacts were identified.

2.1.6 Conclusions

The project has been designed to be consistent with all applicable land use plans and regulations including the Resource Protection Ordinance, the County General Plan, the City of San Diego General Plan and Progress Guide, the City of San Diego Redevelopment Plan, the City of San Diego Centre City Community Plan and Planned District Ordinance, the City of San Diego Little Italy Focus Plan, the California Coastal Act, the San Diego Unified Port District Port Master Plan~~ and LCP~~, the Lindbergh Field LUP, and The City of San Diego Airport Approach Overlay Zone. No significant Land Use/Planning impacts would occur with implementation of the proposed project.

View West from
Beech / Colombia

Surface Elevation 46
Viewer Elevation 5
51

a.

View West from
Beech / India

Surface Elevation 39
Viewer Elevation 5
44

b.

View West from
Beech / Kettner

Surface Elevation 30
Viewer Elevation 5
35

c.

SOURCE: BRG Consulting, Inc., 2003.

03/11/03

BRG CONSULTING, INC.

San Diego CAC Waterfront Park Development and Master Plan

Existing Views, Beech Street View Corridor

FIGURE 2.1-1

View West from
Date / Colombia

Surface Elevation 66
Viewer Elevation 5
71

a.

View West from
Date / India

Surface Elevation 53
Viewer Elevation 5
58

b.

View West from
Date / Kettner

Surface Elevation 40
Viewer Elevation 5
45

c.

SOURCE: BRG Consulting, Inc., 2003.

03/11/03

BRG CONSULTING, INC.

San Diego CAC Waterfront Park Development and Master Plan

Existing Views, Date Street View Corridor

FIGURE

2.1-2

View West from
Fir / Colombia

Surface Elevation 75
Viewer Elevation 5
80

a.

View West from
Fir / India

Surface Elevation 58
Viewer Elevation 5
63

b.

View West from
Fir / Kettner

Surface Elevation 40
Viewer Elevation 5
45

c.

SOURCE: BRG Consulting, Inc., 2003.

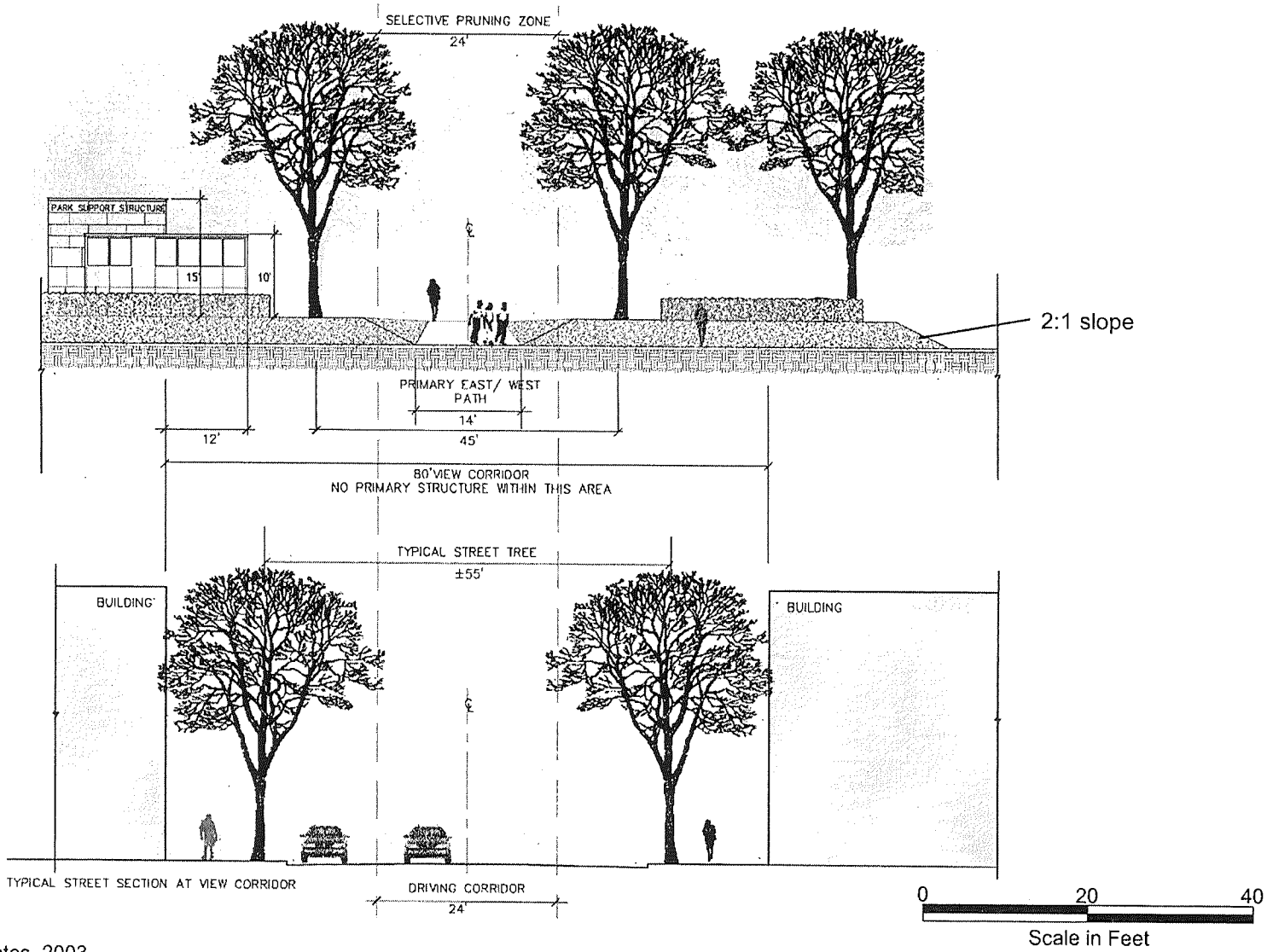
03/11/03

BRG CONSULTING, INC.

San Diego CAC Waterfront Park Development and Master Plan

Existing Views, Fir Street View Corridor

FIGURE 2.1-3



SOURCE: Hargreaves Associates, 2003.

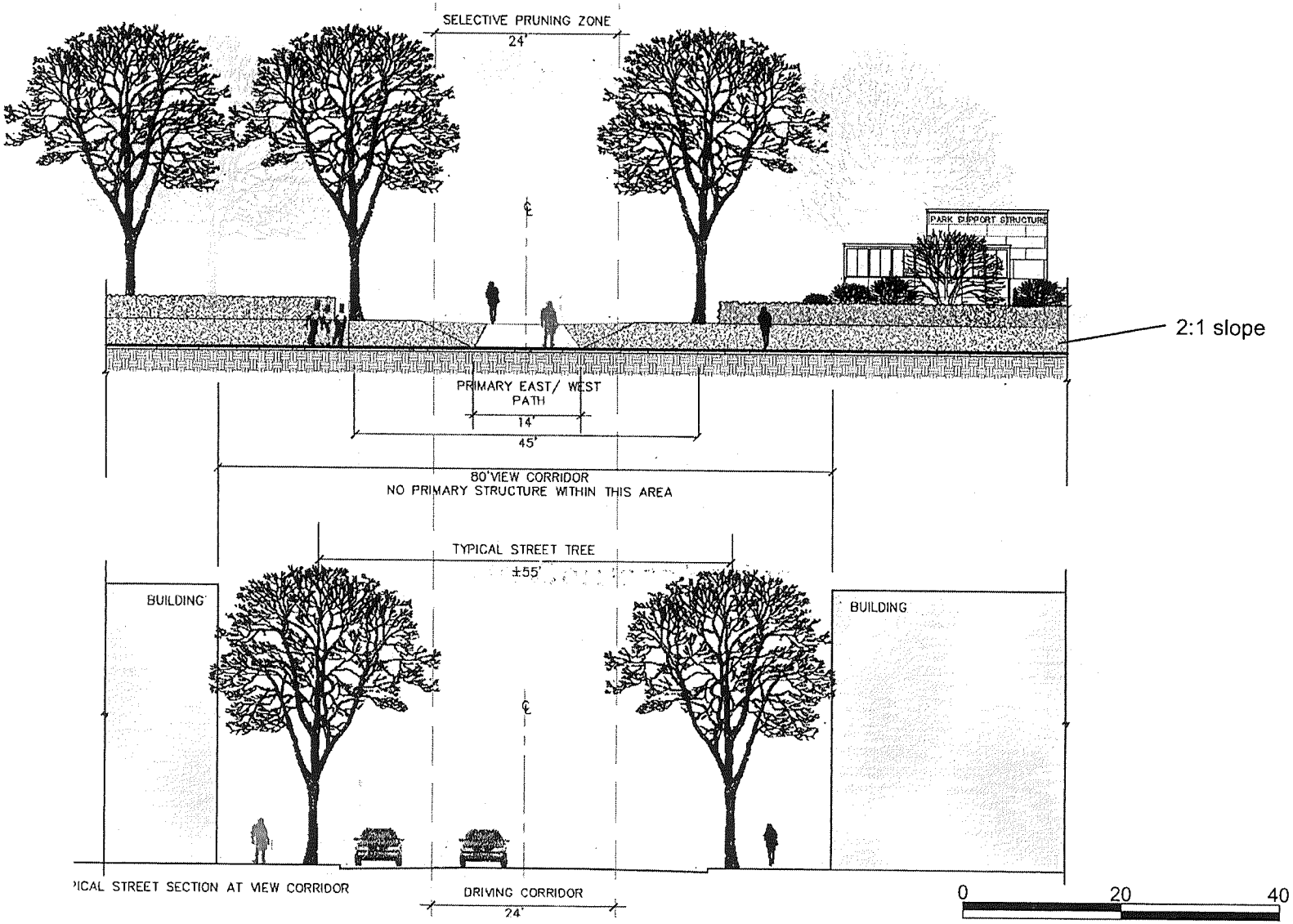
03/11/03

BRG CONSULTING, INC.

San Diego CAC Waterfront Park and Development and Master Plan

Beech Street View Corridor Facing West

FIGURE 2.1-4



SOURCE: Hargreaves Associates, 2003.

03/11/03

BRG CONSULTING, INC.

San Diego CAC Waterfront Park and Development and Master Plan

Date Street View Corridor Facing West

FIGURE 2.1-5

SOURCE: Hargreaves Associates, 2003.

03/11/03

BRG CONSULTING, INC.

San Diego CAC Waterfront Park and Development and Master Plan

Photosimulation of Beech Street View Corridor Looking West from Kettner Boulevard

FIGURE 2.1-6

Table 2.6-1
Federal, State and Local Database Review Results

Database Name	Search Radius (Mile)	Number of Listings
FEDERAL DATABASES		
NPL (National Priority List)	1	0
CERCLIS (Sites currently or formerly under review by USEPA)	_	6
RCRA TSD (RCRA permitted treatment, storage, disposal facilities)	_	1
RCRA COR (RCRA Corrective Action Sites List)	1	2
RCRA GEN (RCRA Hazardous Waste Generators)	_	11
RCRA NLR (RCRA No Longer Regulated List)	_	1
ERNS (Emergency Response Notification System of Spills)	_	3
TRIS (Toxic Release Inventory database)	_	0
STATE DATABASES		
STATE SITES (Cal-Sites and Cortese Databases)	1	10
SPILLS-1990 (California Regional Water Quality Control Board)	_	2
SWL (Permitted as solid waste landfills, incinerators, or transfer stations)	_	0
REG UST/AST (Registered underground or aboveground storage tanks)	_	20
LUST (Leaking Underground Storage Tanks)	_	85
LOCAL DATABASES		
PERMITS (San Diego County Department of Environmental Health)	_	39

Source: Geocon, March 2002.

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2.2 Geology and Soils

2.2.1 Existing Conditions

A geotechnical investigation was undertaken by Geocon, Incorporated in March 2002 to describe the CAC site soil and geologic conditions, to identify potential geotechnical constraints to site development, and to provide recommendations pertaining to the geotechnical aspects of site development. This section summarizes Geocon's March 2002 report. A field investigation (March 1, 2002 and March 7, 2002) was performed to observe in situ soil conditions and collect samples for laboratory testing. The field investigation consisted of drilling two small-diameter exploratory borings for use as monitoring wells. The wells were constructed at two locations, one in the north parking lot and one in the south parking lot. In addition, four Core Penetration Test (CPT) soundings were made at depths of 50 to 80 feet. Laboratory tests were performed on selected soil samples obtained during drilling operations for the monitoring wells to determine pertinent physical soil properties. Topographically, the site is relatively flat with an elevation of approximately 12.5 feet above mean sea level (MSL) on the eastern portion of the site, and approximately ten feet MSL on the western boundary.

Offsite parking is proposed to be provided by private development on a County owned parcel. This development will be subject to discretionary approval by the Centre City Development Corporation (CCDC) and the City of San Diego with a corresponding CEQA review. As a participant and parking condominium joint owner in this project, the County can require compliance with City imposed mitigation and conditions of permit approval. A separate site specific geotechnical investigation will be required for any mixed-use high rise construction, which would include the County-owned underground parking garage.

2.2.1.1 Geologic Formations

Geologic units encountered during the field investigation consist of fill soils, bay deposits and soils of the Quaternary-age Bay Point Formation. The undocumented fill soils are composed primarily of fine to coarse sand with shells. The bay deposits at the site consist primarily of fine sands and shells. The Bay Point Formation as encountered in the field investigation is typified by silty fine sands (Geocon, 2002).

Undocumented Fill – Undocumented fill occurs across the project site to depths of 9 to 12 feet. The fill is likely hydraulic fill. It is generally composed of loose to moderately dense, fine-to coarse-grained sand and shells. Due to the presence of near-surface groundwater and the relative loose and cohesionless nature of the fill sands, there is a significant potential for liquefaction to occur within the project site during strong ground motions. A deep foundation system will be required to transmit building loads into dense material below liquefiable deposits to mitigate structural distress in the event that the site subsoils liquefy (Geocon, 2002). The *Soil Survey, San Diego Area CA* by the U.S. Department of Agriculture (1973) identifies the soils onsite as Urban Land (Undocumented Fill), having variable shrink-swell behavior.

Bay Deposits – Bay Deposits occur across the project site underneath the fill soils to depths ranging from 18 to 27 feet. It is generally composed of loose to moderately dense, fine- to medium-grained micaceous sand and shells. The Bay deposits are also susceptible to liquefaction. The deep foundation system must extend through the Bay deposits into the dense material below (Geocon, 2002).

Bay Point Formation – Bay Point Formation was found to underlie the Bay deposits. The Bay Point Formation is relatively dense and consists of silty, fine-grained sand. The Bay Point Formation typically has satisfactory bearing characteristics for foundation support (Geocon, 2002).

The results of the geotechnical investigation indicate that the soils from the groundwater to a level of approximately 42 feet have a high potential for liquefaction under strong ground motion. Groundwater was encountered at a depth of approximately six feet in the area closest to the Bay, and was also encountered in both of the wells within the property. This liquefiable zone extends from the groundwater surface down to a depth of 42 feet, an approximately 35-foot thick layer.

2.2.1.2 Seismicity

The project is not located within a hazard zone as identified by the Alquist-Priolo Earthquake Fault Zoning Act, Special Publication 42, Revised 1994, Fault-Rupture Hazard Zones in California. However, the site is located partially within the active Rose Canyon fault zone, and in Seismic Zone 4 of the Uniform Building Code (UBC).

The site is located at the edge of the southern onshore portion of the Rose Canyon Fault Zone in an area that is transitional between right-lateral faulting associated with faults to the north of the downtown area and dip-slip faulting associated with faults making up the southern portion of the Rose Canyon Fault Zone. A maximum likely slip rate of about 2mm/yr and a best estimate of about 1.5 mm/year have been postulated based on a recent three-dimensional trenching on the Rose Canyon Fault in Rose Canyon. Stratigraphic evidence of at least three events during the past 8,100 years was observed. The most recent surface rupture displaced the modern A horizon (topsoil), suggesting that this event probably occurred within the past 500 years. Earthquakes on the Rose Canyon Fault have a maximum earthquake magnitude of 6.9 are considered to be representative of the potential for seismic ground shaking within the property. The maximum earthquake magnitude is defined as the maximum earthquake that appears capable of occurring under the presently known tectonic framework (Geocon, 2002).

2.2.2 Thresholds of Significance

In accordance with CEQA Appendix G and the Alquist-Priolo Earthquake Fault Zoning Act significant geology and soils impacts would result from the proposed project if the project would:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving i) rupture of a known earthquake fault, as delineated on the most resent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a know fault, ii) strong seismic ground shaking, iii) seismic-related ground failure, including liquefaction, or iv) landslides;
- Result in substantial soil erosion or the loss of topsoil;
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project. and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse;

- 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 waste water disposal systems where sewers are not available for the disposal of waste water.

2.2.3 Analysis of Project Effects and Determination as to Significance

The proposed project is not located in a hazard zone identified by the Alquist Priolo Earthquake Fault Zoning Act (Special Publication 42, 1994), *Fault-Rupture Hazards Zones in California*. However, the project site is located near the southern portion of the Rose Canyon Fault Zone in a transitional area between lateral faulting associated with faults to the north of the downtown area and dip-slip faulting associated with faults making up the southern portion of the Rose Canyon Fault Zone. These faults or fault zones are capable of producing a major seismic event and could cause significant ground shaking within the project area. However, the seismic design of the structures will be in accordance with the Uniform Building Code (UBC) Seismic Zone 4 standards, and all design recommendations of the geotechnical evaluation including measures that address lateral loading. Therefore, the impacts of ground shaking would be less than significant.

The proposed project would result in excavation and the creation of slopes as part of the overall construction. The project will be required to develop a Stormwater Management Plan to address erosion control and sedimentation issues relating to the grading aspects of the project. The Plan will specify and describe implementation measures of all applicable Best Management Practices (BMPs) that will address equipment operation, materials management, and prevent the erosion process from occurring. Construction activities by the County of San Diego conform to and utilize the standards promulgated by Caltrans in their Construction Site and BMPs Manual (Caltrans, 2000). The project will be required to comply with the National Pollutant Discharge Elimination System (NPDES) general construction permit requirements by incorporating the use of BMPs to reduce erosion associated with grading and construction to a less than significant level. Therefore, a significant increase in soil erosion on the project site would not occur.

The Master Plan does not propose or require the use of septic tanks or alternative wastewater disposal systems. The existing CAC Building utilizes the City of San Diego sewer system. Therefore, there would be no impact relating to the capacity of the soil to support waste disposal.

Due to the relatively loose nature of the hydraulic fill soils and permanent near-surface groundwater throughout the site, the potential for liquefaction occurring at the property is considered high. This liquefiable zone extends from the groundwater surface down to a depth of 42 feet, an approximately 35-foot-thick layer. Manifestation of liquefaction at the site could range from minor surface settlement to significant lateral movement in the event of lateral spreading. Ground surface settlement is expected to be up to about four inches. A loss of endbearing capacity can occur for shallow foundations, and lateral spreading of up to ten inches is estimated. It is unclear what the effect of the existing seawall at the bayfront would have on lateral spreading (Geocon, 2002). Therefore, there is the potential for a significant impact related to lateral spreading.

Several options were reviewed for support of the parking structures in light of the potential effects of liquefaction. Either the potential for liquefaction should be mitigated by densification of the subsurface soils or the structures

should be supported on a deep foundation system. Densification could be accomplished by vibro-compaction, vibro-replacement (stone columns), compaction grouting or deep dynamic compaction. Both conventional shallow foundations and mat foundations were evaluated for the proposed structures and neither can accommodate the effects of settlement and lateral movement anticipated unless densification is performed (Geocon, 2002).

The depth of the liquefiable zone coupled with a relatively high water table preclude the removal and recompaction of the loose sands. Therefore, densification techniques can be used, or a deep foundation system consisting of driven piles extending through the liquefiable zone and into the underlying Bay Point Formation can be used to support the proposed structures. Recommendations of the geotechnical report focus on the use of a deep foundation support system.

Because of the presence of shallow groundwater at the site, it is anticipated that dewatering would be performed within a cofferdam prior to excavation. Although variations in groundwater depths were not observed during field testing, fluctuations may occur due to precipitation, tidal changes or other factors (Geocon, 2002). Dewatering within the excavation defined cofferdam sheet piles would affect the water level outside of the excavation. This would result in an increase of effective stresses and may induce settlement of soils underlying adjacent areas. Vibrations from driving sheet piles or other piles can also induce settlement. Therefore, distress to nearby structures, including concrete curbs and asphalt concrete streets is possible. Unstable soil conditions and excavation on the project site could result in significant geologic impacts.

Concerns related to unstable soils, soil settlement, lateral spreading, liquefaction and dewatering would be addressed by the engineering design chosen for the final parking structure, combined with the recommendations of the geotechnical study. The design would be based upon the engineer's recommendation as to what type of structure, foundation type, or combination of foundation types would adequately address existing onsite geologic conditions. Further, the chosen design would be in accordance with the Uniform Building Code (UBC) Seismic Zone 4 standards. The onsite underground parking structure must comply with the geotechnical consultant recommendations for soil preparation, construction grading and compaction, and coordination of foundation design. The geotechnical findings will be made part of the construction documents for building plan permit review, and will be part of the bid documents, ensuring compliance with engineering requirements. Therefore, there would be no adverse impacts relating to unstable soils, lateral spreading, or soil liquefaction.

Impact 2.2 The proposed project has potential for impacts related to unstable soils, soil settlement, lateral spreading, liquefaction and dewatering.

2.2.4 Mitigation Measures

The proposed project is required to comply with the regulations and design standards of the UBC and the State Historic Building Code.

MM 2.2 Design and construction of the on-site underground parking structure shall comply with the geotechnical consultant recommendations for soil preparation, construction grading and compaction, and coordination of foundation design, found in the Updated Geotechnical Investigation, Geocon Inc.,

March 29, 2002 (Appendix C of this Final EIR). The geotechnical findings shall be made part of the construction documents for building plan permit review, and shall be part of the bid documents, ensuring compliance with engineering requirements. Onsite construction monitoring shall incorporate the recommendations of the existing geotechnical studies.

2.2.5 Conclusions

Significant geologic impacts that could affect the proposed project are potential seismic hazards associated with the location of the project site within the southern portion of the Rose Canyon Fault Zone. Additionally, due to the relatively loose nature of the hydraulic fill soils and permanent near-surface groundwater throughout the site, the potential for liquefaction occurring at the property is considered high. Further, dewatering during excavation will affect the water level outside of the excavation, resulting in an increase of effective stresses and may induce settlement of soils underlying adjacent areas. However, potential geologic impacts from seismic hazards, soil liquefaction, and unstable soil conditions would be below a level of significance through proper engineering design in coordination with the recommendations of the geotechnical investigation, and compliance with the Uniform Building Code Seismic Zone 4 regulations. No soil or geologic conditions were encountered during the investigation that would preclude the continued development of the property, provided the recommendations of the geotechnical investigation are followed (Geocon, 2002).

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2.3 Hydrology and Water Quality

This Hydrology/Water Quality discussion summarizes the existing site conditions, design and regulations relating to protection of surface water quality, and reports by Geocon, Incorporated (March 29 and October 17, 2002) regarding the existing condition and protection of groundwater quality.

2.3.1 Existing Conditions

According to the Regional Water Quality Control Board's (RWQCB) San Diego Hydrologic Basin Planning Area Map, the project is located in the San Diego Mesa Subarea of the Pueblo San Diego Hydrologic Area within the San Diego Hydrologic Unit. The Pueblo San Diego watershed is the smallest hydrologic unit (HU) in San Diego County, encompassing approximately 60 square miles of predominantly urban landscape in the cities of San Diego, La Mesa, Lemon Grove, and National City. The watershed contains the smallest proportion of unincorporated area (0.3 percent) of the HUs within the County. The population of the Pueblo San Diego watershed is approximately 500,000 residents, making it the County's most densely populated watershed. Approximately 75 percent of the watershed is developed. Residential, retail/ office, and industrial land uses account for 45 percent, 11 percent, and ten percent of the total area, respectively. In addition, there are relatively large percentages of land used for transportation corridors and highways. Due to the high level of existing urbanization in the watershed, only a small amount of additional land is projected for development over the next 15 years (Project Clean Water, 2002).

A. Surface Water

The beneficial uses of the inland surface waters in the Pueblo San Diego watershed are limited to contact (potential use) and non-contact recreation, warm freshwater habitat, and wildlife habitat. The San Diego Bay receiving water supports an extensive array of beneficial uses as follows:

- Industrial and Service Supply (IND). IND beneficial uses include uses that do not depend primarily on water quality such as mining, cooling water supply, hydraulic conveyance, gravel washing, fire protection and oil well re-pressurization.
- Navigation (NAV). Shipping, travel, or other transportation by private, military, or commercial vessels.
- Contact Water Recreation (REC-1). REC-1 beneficial uses include all recreational uses involving actual body contact with water, such as swimming, wading, waterskiing, skin diving, surfing, sport fishing, uses in therapeutic spas, and other uses where ingestion of water is reasonably possible.
- Non-Contact Water Recreation (REC-2). REC-2 beneficial uses include recreational uses that involve the presence of water but do not require contact with water, such as picnicking, sunbathing, hiking, beachcombing, camping, pleasure boating, tidepool and marine life study, hunting, and aesthetic enjoyment in conjunction with the above activities, as well as sightseeing.
- Estuarine Habitat (EST). Estuarine ecosystems including, but not limited to, preservation or enhancement of marine habitats, vegetation such as kelp, fish, shellfish, or wildlife (e.g. estuarine mammals, shorebirds).
- Wildlife Habitat (WILD). WILD beneficial uses provide a water supply and vegetative habitat for the maintenance of wildlife.

- Commercial and Sport Fishing (COMM). The commercial collection of various types of fish and shellfish, including those taken for bait purposes, and sport fishing in ocean, bays, estuaries, and similar non-freshwater areas.
- Biological Habitats of Special Significance (BIOL). Designated areas or habitats such as established refuges, parks, sanctuaries, ecological reserves, or Areas of Special Biological Significance (ASBS), where the preservation or enhancement of natural resources requires special attention.
- Preservation of Rare, Threatened, or Endangered Species (RARE). RARE beneficial uses provide an aquatic habitat necessary, at least in part, for the survival of certain species established as being rare and endangered species.
- Marine Habitat (MAR). Provides for the preservation of the marine ecosystem, including the propagation and sustenance of fish, shellfish, marine mammals, waterfowl, and vegetation, such as kelp.
- Migration of Aquatic Organisms (MIGR). Provided habitats necessary for migration, acclimatization between fresh and salt water, or other temporary activities by aquatic organisms, such as anadromous fish.
- Shellfish Harvesting (SHELL). The collection of shellfish such as clams, oysters, abalone, shrimp, crab, and lobster for either commercial or sport purposes (San Diego Basin Plan, 1994).

The watershed drainage consists of a group of relatively small local creeks and pipe conveyances, many of which are concrete-lined and drain directly into San Diego Bay (Project Clean Water, 2002). A seven-acre area of San Diego Bay, located near Grape Street, was added to the California 303(d) list of impaired water bodies in 1998 (RWQCB, 1998), due to point source and non-point source pollutants causing adverse effects to benthic communities and sediment toxicity. Section 303(d) listing requires preparation of a Total Maximum Daily Load (TMDL) to address the causes of pollution affecting the listed water body. No TMDL has been prepared regarding benthic communities and sediment toxicity (U.S. EPA, 1998), however, the San Diego Bay is listed as having a high priority for the preparation of a TDML (Regional Water Quality Control Board, 1998). There are no drainages that pass through or are contiguous to the project site, as identified on the Point Loma 7.5-minute USGS Quadrangle map.

B. Groundwater

Groundwater in the project vicinity is located at a depth of approximately 6 to 20 feet below the ground surface. The groundwater measured at 20 feet was located on the southeast portion of the property and was most likely affected by the existing dewatering operation adjacent to the site on the west side of Pacific Highway. In addition, fluctuations in groundwater elevations may occur due to irrigation, precipitation, tidal fluctuations, and other factors.

Groundwater beneath the site is contaminated with gasoline, diesel and fuel oil, and MTBE. This groundwater also contains levels of arsenic, copper, lead, nickel, and zinc above the allowable concentrations for discharge to San Diego Bay. Contamination is believed to be associated with an off-site source (Geocon, Oct. 2002).

The County Administration Center is listed on both the San Diego County and State of California leaking underground storage tank (LUST) databases. The County Administration Building is assigned EPA Identification Number CAL000040284, County of San Diego Department of Environmental Health (DEH) Hazmat Establishment Number H21047, and Regional Water Quality Control Board (RWQCB) Case Number 9UT3579. The case was opened on November 6, 1997, and the current status is listed as "Preliminary Assessment Underway". Upon review

of the file at the DEH, the status of the case was found to be "closed", as of 1/17/02. The Second Quarter Groundwater Report by Gradient Engineers, recommended closure of this case based on the following information; "detection of benzene was at a level well below the allowable concentration within 1,000 feet of the bay, and the source of the detected TPHg and VOCs is believed to be associated with an off-site source, since diesel fuel was stored in the tank located onsite." The release related to this case is located on the west portion of the site (Geocon, Oct. 2002).

There are a total of 180 regulatory listings within an approximate one-mile radius of the site. Many of these listing are sites with multiple listings. The site is listed on the LUST and REG UST/AST databases. There are a total of five properties with listings on the LUST database that are within a 1/8-mile radius of the site (Geocon, Oct. 2002).

2.3.1.1 Existing Regulations

Water quality objectives outlined in the *Water Quality Control Plan for the San Diego Basin* (1994) are to be met in order to maintain the many beneficial uses of the San Diego Bay. These objectives include limiting levels of chemical constituents in runoff, including bacteria (fecal coliform, E. coli and enterococci), nitrogen, phosphorus, oils, greases, organic and inorganic chemicals, and chlorides.

The National Pollutant Discharge Elimination System (NPDES) is the portion of the Federal Clean Water Act that applies to protection of receiving waters. All discharges of groundwater related to construction dewatering activities into the San Diego Bay, including conveyances or tributaries to San Diego Bay, require enrollment under the RWQCB general NPDES Permit No. CAG919001 (Order No. 2000-90). The County of San Diego is a co-permittee under the RWQCB "Municipal Permit" requirements and utilizes joint Caltrans/County BMPs and other procedures to assure adherence to Municipal Permit requirements. Regulations set forth in NPDES permits are enforceable by the RWQCB and local municipality. Although the proposed project is located within the City of San Diego, it is a County project not subject to City requirements or procedures. General permit conditions address notifications, prohibitions, effluent limitations, preparation and implementation of a stormwater pollution prevention plan (SWPPP), and monitoring program and record keeping requirements. The SWPPP addresses such topics as schedule; source identification; erosion and sediment control; non-stormwater management; post-construction stormwater management; waste management and disposal; maintenance, inspection and repair; and training.

Any future development sites, where more than five acres would be graded, are subject to the provisions of the California NPDES construction activity permit. Furthermore, construction activity resulting in soil disturbances of less than five acres also requires a permit if the construction activity as part of a larger common plan of development or sale. The proposed project would involve greater than five acres of grading. Construction activities are covered by Order Number 92-08-DWQ General Permit Number CAS 000002.

2.3.2 Thresholds of Significance

In accordance with CEQA Appendix G, the proposed project would result in a significant impact to Hydrology/Water Quality if it would:

- Violate any water quality standards or waste discharge requirements;
- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that three would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted);
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site;
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
- Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;
- Otherwise 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 floodplain area structures which would 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
- Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow.

2.3.3 Analysis of Project Effects and Determination as to Significance

The proposed project is required to comply with all local, state, and federal regulations regarding water quality and waste discharge for project approval. Therefore, the project would not violate any water quality standards or waste discharge requirements.

Impact 2.3 Groundwater beneath the site is contaminated with gasoline, diesel and fuel oil, and MTBE. Groundwater beneath the site also contains levels of arsenic, copper, lead, nickel, and zinc above the allowable concentrations for discharge to San Diego Bay. In addition, dewatering at the site may potentially draw similar contaminants in groundwater from off-site sources towards the site. Although dewatering during construction would be completed in accordance with the requirements of the Regional Water Quality Control Board, dewatering effluent would significantly degrade water quality if discharged without treatment directly to the San Diego Bay.

The project does not propose to use groundwater for any purpose. Therefore, impacts associated with an increase in demand on groundwater quantity, or groundwater recharge rate, would be less than significant. Further, the project would result in more permeable surface area and therefore would benefit groundwater recharge. The Master Plan proposes removal of approximately 9.25 acres of existing impervious surface (parking lots and the Askew Building),

to be replaced primarily with permeable, vegetated surfaces. Even with construction of the proposed underground parking structures and Upper Promenade, the project would leave more permeable surface area than currently exists at the site. Thus, there would be no adverse effect on drainage patterns, the rate or amount of runoff, on- or off-site flooding, or the capacity of existing storm drainage systems.

The proposed project would require excavation, dewatering, temporary construction and grading activities that would have the potential to release pollutants and increase turbidity of total suspended solids (TSS) into nearby streams and drainages. However, the implementation of runoff related regulatory requirements, previously discussed in Section 2.3.1.1 of this chapter, would result in less than significant impacts to water quality.

Runoff from the project area flows into the San Diego Bay. The *Update Geotechnical Investigation* states that adequate drainage is critical to the future performance of the project. Infiltration of irrigation excess and storm runoff into the supporting soils can adversely affect the performance of planned improvements. Positive site drainage should be provided away from structures, pavement, and the tops of slopes to swales or other controlled drainage structures. The building pad and pavement areas should be fine graded such that water is not allowed to pond (Geocon, March 29, 2002). Increased use of fertilizers associated with the increase in landscaped areas has potential to otherwise degrade water quality. However, pursuant to County regulations, the final design features relating to protection of water quality, runoff and site drainage patterns would be required to meet the standards of, and incorporate appropriate BMPs from, the Caltrans *Stormwater Quality Handbooks* (November 2000), and the County of San Diego Department of Public Works *Construction Stormwater Best Management Practices for Soil Disturbing Activities* (August 22, 2001). In addition, mandatory compliance with the requirements and BMPs of the post-construction SWPPP would reduce potential water quality degradation to a level of less than significant.

The proposed project lies outside of the 500-year floodplain (Flood Insurance Rate Map 06073C1881F, 1997) and proposes no new housing or other structures on the project site. Therefore, the proposed project would not place housing or structures that would impede or redirect flood flows within the 100-year floodplain, or expose people or structures to a significant risk or loss, injury, or death as a result of flooding. Further, the project lies outside any mapped inundation area for major dams/reservoirs within San Diego County, as identified on inundation maps prepared by the dam owners (Tom Amabile, Office of Disaster Preparedness, Personal Communication, 7/25/2002). Therefore, there are no significant impacts relating to flooding.

The site is approximately three miles from the Pacific Ocean and 150 feet at its closest from San Diego Bay at an elevation of roughly ten to 12.5 feet above MSL. The site is protected from ocean waves by Coronado. Therefore, tsunamis (seismic sea waves) from the Pacific Ocean are not considered a significant hazard at the site. However, there is some risk of inundation due to a seiche generated in the San Diego Bay (Geocon, 2002).

2.3.4 Mitigation Measures

MM 2.3 Dewatering Water Quality

Dewatering discharges from the site excavations shall be discharged into the San Diego sewer system, in accordance with City procedures and regulations for such discharges, to the satisfaction of the Director of the Metropolitan Wastewater Department. Pretreatment of the discharges shall be completed if required by the Department.

2.3.5 Conclusions

The proposed project will comply with all local, state, and federal regulations regarding water quality and waste discharge. Therefore, implementation of the recommended mitigation measure would reduce impacts to Hydrology and Water Quality to below a level of significance.

2.4 Air Quality

An Air Quality Impact Analysis was prepared by Giroux & Associates for the NEAVP MEIR (Giroux, 1999). This report describes existing air quality conditions in the proposed Master Plan project area. However, it assesses potential impacts that would result from implementation of the previously proposed CAC Parking Lots project. That project proposed the maximum amount of development that could be achieved on the project site. For purposes of analysis, the existing and regulatory conditions remain the same, but the proposed Waterfront Park would have significantly lower traffic-related air quality impacts.

2.4.1 Existing Conditions

This section addresses climate, meteorology and ambient air quality. The discussion of ambient air quality includes a description of local climate and meteorology national and state ambient air quality standards, baseline air quality, pollution sources and air quality management planning.

2.4.1.1 Climate

The climate of San Diego is characterized by a repetitive pattern of frequent early morning cloudiness, hazy afternoon sunshine, clean daytime onshore breezes and little temperature change throughout the year. The average daily maximum in downtown San Diego during the summer is in the upper 70s Fahrenheit (F) with an average daily maximum of 65° F in winter. The thermostat action of the nearby oceanic heat reservoir keeps the daily oscillation of temperature close to 15 degrees. Summer nights in the downtown area where the Plan is located are around 65° F, while early winter mornings drop to the upper 40s F.

Limited rainfall occurs in winter, while summers are often completely dry. An average of ten inches of rain falls each year from November to early April. Year-to-year variations in rainfall amounts are the rule rather than the exception. Rainfall amounts of one-half or twice the annual average are not uncommon. Rain typically falls only 20 days per year with only six days of moderate (0.5" in 24-hours) rainfall per year.

The same atmospheric conditions that create a desirable living climate combine to limit the ability of the atmosphere to disperse the air pollution generated by the large regional population. The onshore winds across the coastline diminish quickly when they reach the foothill communities east of San Diego, and the sinking air within the offshore high pressure system forms a massive temperature inversion that traps all air pollutants near the ground. The resulting horizontal and vertical stagnation, in conjunction with ample sunshine, cause a number of reactive pollutants to undergo photochemical reactions and form smog that degrades visibility and irritates tear ducts and nasal membranes. High air pollution levels in coastal communities often occur when polluted air from the South Coast (Los Angeles) Air Basin drifts seaward and southward at night, and then blows onshore the next day. Such weather patterns and interbasin transport can cause unhealthy air over much of San Diego County despite its best air pollution control efforts.

2.4.1.2 Meteorology

A. Local Wind Patterns

Local meteorological conditions in downtown San Diego conform well to the regional patterns of strong onshore winds by day (especially in summer), and weak offshore winds at night (especially in winter). These local wind patterns are driven by temperature differences (gradient) between the normally cool ocean and the warmer interior. In summer, moderate and light onshore breezes of approximately eight-12 miles per hour (mph) or less blow onshore by day and may continue all night as the land remains warmer than the ocean. In winter, the onshore flow reverses direction (offshore) in the evening, as the land becomes cooler than the ocean. The two dominant wind directions in the area run northwesterly and southwesterly and are based on measurements north of the proposed project at nearby Lindbergh Field.

B. Temperature Inversions

There are two types of temperature inversions which affect air quality at the project site: warm-season marine/subsidence inversions and cold-season radiation inversions.

1. Warm-Season Marine/Subsidence Inversions

The warm atmospheric conditions in San Diego limit the ability of the atmosphere to disperse the air pollution generated by such a large basin population. Temperature inversions develop when the interface between the cool layer near the ground and the warm layer aloft creates a boundary where the normal decrease of temperature with height is reversed (an inversion). This inversion acts like a giant lid over the coastal airshed and results in pollutants being continually added from below, but without any vertical dilution due to the impermeability of the inversion boundary. The resulting horizontal and vertical stagnation allows a number of pollutants to react with sunlight to form photochemcial smog (expressed in terms of ozone, [O_3]), which degrades visibility and irritates tear ducts and nasal membranes.

In downtown San Diego, where the proposed project site is located, such an inversion is created when strong, cool onshore flows undercut a deep layer of warm sinking air within the Pacific Ocean high pressure cell. As the pollutant-laden onshore flow moves inland towards the foothills, where the surface topography rises, pollutants are concentrated into progressively more shallow layer creating smog.

2. Cool-Season Radiation Inversions

During winter nights, the air near the ground cools from contact with the radiating ground surface while the air aloft remains warm. The resulting radiation inversions formed are very shallow and occur in conjunction with nearly calm winds. The shallow vertical barrier and lack of horizontal transport lead to a marked stagnation of emissions from localized sources such as freeways, large parking lots, and occasionally, within the "street canyons" of the downtown area. Such microscale "hot spots," associated with these cool-season radiation inversions are less pervasive and severe (and more amenable to mitigation) than the regional photochemical air pollution that occurs in conjunction with the regional, warm-season marine/subsidence inversions.

2.4.1.3 Ambient Air Quality

In order to gauge the significance of the air quality impacts of the proposed project and any associated changes in area traffic patterns, those impacts, together with existing background air quality levels, must be compared to the applicable ambient air quality standards. These standards are the levels of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. They are designed to protect those people most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise, called "sensitive receptors."

A. National Ambient Air Quality Standards (NAAQS)

Pursuant to the 1970 Federal Clean Air Act (42 U. S. C. 7401), as amended in 1977 and 1990, the Federal Environmental Protection Agency (EPA) has developed National Ambient Air Quality Standards (NAAQS). In 1971, NAAQS were established for six known pollutants: ozone (O_3); carbon monoxide (CO); nitrogen oxides (NO_x); sulfur dioxide (SO_2); lead; and, total suspended particulate matter smaller than ten microns in diameter (PM_{-10}). Ambient federal and state air quality levels are presented in Table 2.3-1. The entries in this table do not include the federal standards adopted in 1997 for chronic (8-hour) ozone exposure or for ultra-small diameter particulate matter of 2.5 microns or less in diameter (PM-2.5). Compliance with these new national standards will be addressed during the next update of the regional clean air plan (ozone), or must await several years of data collection to determine baseline levels. Implementation of these standards has been put on hold through an order issued by the U.S. Circuit Court of Appeals. The fate of these standards depends upon action expected to be taken by the U.S. Supreme Court.

Federal standards for these pollutants are not to be exceeded more than once per year. The EPA has also allowed states the option of developing stricter standards than the NAAQS. Since California had established standards before the federal action, there is considerable difference between California and Federal clean air standards. In those instances where State and Federal standards differ, the more restrictive standards apply.

B. California Ambient Air Quality Standards (CAAQS)

Due to the unique air quality problems in California, the California Air Resources Board (CARB) has developed more stringent standards for the six NAAQS pollutants, and has included sulfates, hydrogen sulfide, vinyl chloride (cholorethylene), and visibility-reducing particulates in its California Ambient Air Quality Standards (CAAQS). State standards for O_3, CO, NO_x, SO_2, and PM_{-10} are not to be exceeded. The standards for the other air pollutants are not to be equaled or exceeded.

C. Baseline Air Quality

Plan area air quality can be readily characterized from ambient measurements made by the San Diego County Air Pollution Control District (APCD), the agency responsible for air quality planning, monitoring and enforcement in the San Diego Air Basin (SDAB). The APCD monitors a relatively complete spectrum of air pollutants at its downtown air monitoring station at 330A 12th Street. Table 2.3-2 summarizes the last seven years of monitoring data from the downtown station. Healthful air quality is seen in almost every pollution category. The only national standard that was exceeded with the last seven years (one violation per year is allowed under federal

guidelines) was an occasional violation of the national ozone standard. The more stringent state standards for ozone and for particulates were also exceeded. However, improvement trends are seen for almost all pollutants.

D. Sources of Pollution

Nitrogen oxides (NO_X) and reactive organic gases (ROG) are the two precursors to photochemical smog formation. In San Diego County, 68 percent of the 310 tons per day of ROG emitted come from mobile (cars, ships, planes, heavy equipment, etc.) sources. For NO_X, 88 percent of the 240 tons emitted daily are from mobile sources. Computer modeling of smog formation has shown that a reduction of approximately 25 percent each of NO_X and ROG would allow the San Diego Air Basin to meet the federal ozone standard on days when there is no substantial transport of pollution from the South Coast Air Basin or other airshed.

E. Air Quality Management Planning

The continued violations of national AAQS in the SDAB, particularly those for ozone in inland foothill areas, requires that a plan be developed outlining the pollution controls that will be undertaken to improve air quality. In San Diego County, this attainment planning process is embodied in a regional air quality management plan developed jointly by the APCD and SANDAG. Several plans had been adopted in the late 1970s and early 1980s under the title Regional Air Quality Strategies (RAQS). Until recently, the 1982 RAQS was the last federally-approved (EPA) air quality plan for attainment of the federal ozone standard. More recent planning efforts have included modifications, improvements and updates of the earlier RAQS efforts.

The California Clean Air Act (AB-2595) required that a state clean air plan be developed to address meeting state standards as well as the often less stringent federal criteria. A basin plan was therefore developed and adopted in 1991 that predicted attainment of all national standards by the end of 1997 from pollution sources within the air basin, but little can be done about the problem of interbasin transport. Since the South Coast Air Basin is predicted to exceed the national ozone standard beyond the year 2000, the San Diego Air Basin is not expected to experience completely healthful air for the next several decades.

A plan to meet the federal standard for ozone was developed in 1994 through an update of the 1991 State Plan. This local plan was combined with those from all other California non-attainment areas with serious (or worse) ozone problems to create the California State Implementation Plan (SIP). The SIP was adopted by the Air Resources Board (ARB) after public hearings on November 9-10, 1994, and forwarded to the U.S. EPA for its approval. After considerable analysis and debate, particularly regarding airsheds with the worst smog problems, EPA approved the SIP in mid-1996.

During the planning process and smog formation modeling, it was discovered that the SDAB can meet the federal ozone standard by the year 1999 without the creation of any new control programs not already in progress. Airsheds demonstrating an ability to meet standards by 1999 (in the absence of transport from one basin to another) are classified as having a "serious" ozone problem instead of being classified as "severe". With this in mind, the SDAPCD requested that EPA reclassify the San Diego Air Basin from severe to serious. This request was subsequently approved.

All progress towards attainment, including offsetting the effects of growth, is expected to be met through implementation of existing local, state and federal rules and regulations. Controversial rules previously evaluated

that were judged by some people as overly intrusive into personal lifestyles (i.e., mandatory trip reduction programs or minimum average vehicle occupancy goals) are not needed to predict attainment. Any violations of federal ozone standards in the year 2000 or beyond are forecast to occur only on days when transport from the Los Angeles Basin creates substantially elevated baseline levels upon which any local basin impacts would be superimposed.

Attainment of federal clean air standards is presumed to occur if the standard is exceeded on an average of no more than once per year over a three-year period. Downtown San Diego, where the proposed project site is located, has had only one minor (0.01 ppm) violation of the federal ozone standard in the last six years (1993-98, inclusive). Downtown San Diego thus meets the criteria for an "attainment" designation for ozone.

2.4.2 Thresholds of Significance

Impact significance criteria for air quality include significance determinations for regional (basinwide) and localized (microscale) impacts. Localized impacts include determinations for construction, vehicular emissions and air pollution buildup. Since the APCD does not have thresholds for emissions of VOCs, County staff recommends the use of the threshold for ROCs from the CEQA Air Quality Handbook for the South Coast Air Quality Management District (SCAQMD). Therefore, this document follows County staff recommendations and use thresholds of ROCs, in place of VOCs, for the purposes of analysis.

2.4.2.1 Regional (Basinwide) Impacts

San Diego County staff considers air quality impacts to be potentially significant, based on the County's recommended screening process, when:

1. The proposed project would conflict or obstruct the implementation of the San Diego Regional Air Quality Strategy (RAQS) or applicable portions of the State Implementation Program (SIP); or
2. The proposed project would result in emissions that would violate any air quality standard; or contributes substantially to an existing or projected air quality violation or, contribute substantially to an existing or projected air quality violation; or
3. The proposed project would exceed quantitative thresholds for 0_3 precursors, NO_X and ROCs; or
4. The proposed project would expose sensitive receptors (schools, hospitals, resident care facilities, or day-care centers) to substantial pollutant concentrations; or
5. The proposed project would create objectionable odors affecting a substantial number of people.

County staff has established the following screening criteria to be used as numeric methods to demonstrate that a project's total emissions would or would not result in a significant impact to air quality.

- 55 pounds per day (lbs./day) of ROC,
- 550 lbs./day of CO,
- 250 lbs./day of NO_X,
- 250 lbs./day of sulfur oxides (SO_X), and
- 100 lbs./day of PM-10.

A proposed project would also have a significant air quality impact if it exceeds the following San Diego Air Pollution Control District (APCD) Rule 20.2 standards (APCD, 1999). These criteria are also used by the City of San Diego.

- 100 lbs./day of reactive organic compounds (ROC)
- 550 lbs./day of CO
- 100 lbs./day of NO_X
- 100 lbs./day of SO_X
- 100 lbs./day of PM-10

2.4.2.2 Localized (Microscale) Impacts

A. Construction

Criteria for construction impacts, as established in the NEAVP MEIR, include significance determinations for fugitive dust, soiling, equipment exhaust, spill-over construction, and hazardous/toxic emission releases.

Fugitive Dust

A proposed project would have a significant fugitive dust impact associated with construction, if it would result in the generation of more than of 100 lbs./day of airborne particulates.

Soiling

A proposed project would have a significant soiling impact associated with construction dust, if it generates substantial large particles such that parked cars, benches and other nearby horizontal surfaces would be covered, resulting in health hazards.

Equipment Exhaust

A proposed project would have a significant equipment exhaust impact associated with construction, if the site lacks adequate ventilation and if it would result in daily emissions that exceed the Rule APCD 20.2 standards mentioned above under Regional (Basinwide) Impacts.

"Spill-Over" Construction

A proposed project would have a significant "spill-over" impact associated with construction, if trucks track or drop substantial quantities of dirt onto public streets, or result in congestion effects such that detours, lane closures, or construction vehicle competition with non-project, peak-hour traffic slows traffic beyond the immediate construction site to less pollution-efficient travel speeds.

Hazardous/Toxic Releases

A proposed project would have a significant hazardous/toxic release impact associated with construction, if it involves soil remediation and/or structural demolition such that releases of hazardous or toxic air contaminants (TACs), asbestos containing materials (ACMs) or lead-based paint (LBP) would occur in a manner that adversely affects public health.

B. Vehicular Emissions Impacts

Criteria for vehicular emission impacts include significance determinations for intersection and parking structure CO "hot spots."

A significant impact would occur if the CO "hot spot" analysis of vehicular intersection emissions exposes sensitive receptors to concentrations that are in excess of the following thresholds:

- 20 parts per million (ppm) for 1-hour average, and/or
- 9.0 ppm for 8-hour average

Parking Structures

A proposed project would have a significant air pollution buildup impact associated with parking structures, if it would expose sensitive receptors to CO pollution concentrations that are in excess of the following thresholds:

- 50 ppm for 8-hour average for attendants, and
- 9.0 ppm for 8-hour average for the general public.

2.4.3 Analysis of Project Effects and Determination as to Significance

2.4.3.1 A. Regional (Basinwide) Impacts

1. The RAQS incorporate the land use and growth assumptions adopted for the area. If a proposed project is consistent with the City of San Diego General Plan and other applicable planning documents, then the project has been anticipated within the regional air quality planning process. The proposed Master Plan is consistent with the adopted Port Master Plan and Centre City Community Plan; therefore, it has already been incorporated into the RAQS.

2. The previously proposed CAC Parking Lot air quality study estimated a total of up to 37.4 lbs./day of ROG and 117.0 lbs./day of NO_X. This was based on a trip generation of 6,170 ADT. However, the currently proposed Master Plan would decrease traffic by 486~~378~~ ADT from~~ever the~~ existing conditions, and result in ~~5,504~~ 6,656 fewer ADT than the previously proposed project. ~~A minimal increase in~~ Vehicular emissions would ~~result as discussed in Item 3 (below)~~decrease on both a plan-to-ground and plan-to-plan basis; therefore, vehicular air pollution impacts associated with the proposed project are not considered significant.

~~3. Nitrogen oxides (NO_X) and reactive organic gases (ROG) are the two precursors to photochemical smog formation. The substantial difference in projected traffic numbers, as discussed in the previous paragraph, indicate that ROG would be less than 3.1 lbs./day and NO_X would be less than 9.6 lbs./day, far less than the respective significance thresholds. Regional ozone precursors associated with the proposed Master Plan would be below a level of significance.~~

3~~4~~. Although one ~~No~~ sensitive receptor~~s~~ (~~schools, hospitals, resident care facilities, or day care centers~~Harborside School) is~~are~~ located within one-eighth ~~the immediate vicinity~~ mile of the proposed

project, it~~and~~ would not be exposed to substantial pollutant concentrations as a result of the proposed project (NEAVP MEIR, 2000). Therefore, impacts to sensitive receptors would not be significant.

4~~5~~. The proposed Master Plan is a development of park uses. Such uses would not create objectionable odors affecting a substantial number of people; therefore, the project would not create a significant impact.

5~~6~~. ROC – Total construction-related ROC emissions would be 2.4 lbs./day and future park-related vehicular ROC emissions are estimated at 2.2 lbs./day. These amounts are well below the County staff standard of 55 lbs./day and the APCD/City standard of 100 lbs./day. Impacts would be less than significant.

6~~7~~. CO – Total construction-related CO emissions would be 7.6 lbs./day and future park-related vehicular CO emissions are estimated at 20.6 lbs./day. These amounts are well below the County staff and APCD/City standard of 550 lbs./day. Impacts would be less than significant.

7~~8~~. NO_X – Total construction-related NO_X emissions would be 34.4 lbs./day and future park-related vehicular NO_X emissions are estimated at 6.8 lbs./day. These amounts are well below the County staff standard of 250 lbs./day and the APCD/City standard of 100 lbs./day. Impacts would be less than significant.

8~~9~~. SO_X – Total construction-related SO_X emissions would be 2.4 lbs./day. This amount is well below the County staff standard of 250 lbs./day and the APCD/City standard of 100 lbs./day. SO_X emissions are a direct cause of the construction vehicles and equipment using diesel fuel. The majority of publicly owned transportation vehicles use fuels that do not create SO_X emissions. Therefore, no SO_X air quality impacts would result from vehicular emissions and construction-related impacts would be less than significant.

9~~10~~. PM-10 – PM-10 emissions from construction vehicles and equipment would be 1.2 lbs./day, with soil disturbance particulate amounts estimated at 55 lbs./day. Future park-related vehicular PM-10 emissions are estimated at 3.6 lbs./day. These amounts are well below the County staff and APCD/City standards of 100 lbs./day. Impacts would be less than significant.

2.4.3.2 Localized (Microscale) Impacts

A. Construction

Fugitive Dust (PM-10)

The proposed project would be constructed in phases in order to accommodate on-site parking during construction (pers. comm., Jeff Redlitz, August 9, 2002). It is estimated that the largest portion of any phase would not be more than three acres. Based on the analysis for the air quality report prepared for the NEAVP MEIR, the total suspended particulate (TSP) emissions, for a worst-case scenario of a 5-acre site, are estimated to be 275 lbs./day, or 55 lbs. an acre. The study also states that the respirable (PM-10) fraction of TSP in a construction area is less than 50 percent, or 27.5 lbs. an acre, of the total particulate emission. The proposed phased construction would not exceed three acres, or 82.5 lbs., per phase area, which is below the significance threshold of 100 lbs./day. Therefore, impacts associated with fugitive dust (PM-10) are not considered significant.

Soiling

Construction generates many large diameter particles that are easily filtered by human breathing passages, but settle out rapidly on parked cars and other nearby horizontal surfaces. Large particle emissions thus comprise

more of a soiling nuisance rather than any potentially unhealthful air quality impact. Good control of fine particulates also results in reduction in nuisance potential from larger particulate matter. While dust deposition can be minimized, it often can not be completely eliminated. Although soiling is adverse, it is not considered a significant impact because it is a temporary effect.

Equipment Exhaust

The following equipment exhaust emissions were measured for the Visionary Plan, which would directly relate to the proposed project. Equipment exhaust would be released during temporary construction activities, particularly from mobile sources during site preparation and from onsite equipment during actual construction. Construction activities were assumed to require the expenditure of about 200,000 Brake Horsepower Hours (BHP-HR) of onsite equipment and offsite trucks to build out each acre. Assuming that all such equipment is diesel-powered, heaviest equipment operations occur in approximately 100 days and a daily disturbance of a maximum of three-acres then the following daily emissions would result during buildout:

Pollutant	***Emissions (lb/day)***	***Significance Level (lb/day)***
Reactive Organic Gases	3.6	100
Carbon Monoxide	11.4	550
Nitrogen Oxides	51.6	100
Exhaust Particles	1.8	100
Sulfur Dioxide	3.6	100

It is reasonable to conclude that since the projected daily vehicle exhaust emissions were found to be less than the applicable significance thresholds for the Visionary Plan, emissions would also be less for the proposed Master Plan. Therefore, impacts associated with pollutant emissions from equipment exhaust are not considered significant.

"Spill-Over" Construction

Construction activities are most noticeable in the immediate vicinity of the construction site. There is, however, some potential for "spill-over" into the surrounding community. Spillage may be physical, such as dirt tracked onto public streets or dropped from trucks. Spill-over may also occur from congestion effects, where detours, lane closures or construction vehicle competition with non-project peak hour traffic slows traffic beyond the immediate construction site to less pollution-efficient travel speeds. However, the County implements BMPs from the Caltrans Construction Manual (2000) to minimize potentially adverse effects of construction on traffic slowing and congestion. These BMPs include, but are not limited to, the use of flaggers, barricades, flashing arrow signs, portable delineators, portable flashing beacons, construction area signs, channelizers, temporary railings, traffic cones, portable changing message signs, temporary crash cushion modules, temporary traffic screens, temporary signal systems, traffic plastic drums, and traffic control systems. Further, the equipment and traffic plan chosen is subject to field adjustments to ensure adequate sight distances and lane closure tapering, complete installation of the traffic management system before any construction work begins, a drive through inspection, and ongoing maintenance of the system throughout the duration of construction activities. While construction spill-over is considered adverse, it is not considered a significant impact because it is a temporary effect that would be minimized through the implementation of traffic management BMPs.

Hazardous/Toxic Releases

Impact 2.4 Construction activities would involve the demolition of the Askew Building on the Northern Parking Lot, resulting in a potential release of hazardous or toxic air contaminants (TACs). According to the San Diego County Department of Environmental Health, asbestos materials were present in the Askew Building (Occupational Health Program, 2000). Therefore, impacts associated with the potential release of asbestos and/or other hazardous materials are considered significant.

B. Vehicular Emissions Impacts

Regional Ozone Precursors

The greatest air quality concern from land use redevelopment and intensification usually derives from the mobile source emissions that result from project-related transportation. The CAC Parking Lot air quality study estimated a total up to 37.4 lbs./day of ROG and 117.0 lbs./day of NO_X. This was based on a trip generation of 6,170 ADT. However, the currently proposed project would de~~in~~crease traffic 486~~378~~ ADT ~~over the~~ from existing conditions, and have 6,656~~5,504~~ fewer ADT than the previously proposed project. ~~The substantial difference in projected traffic numbers indicate that ROG would be less than 301 lbs./day and NO_x would be less than 9.6 lbs./day, far less than the respective significance thresholds.~~ Vehicular ADT and emissions associated with the proposed project would decrease on both a plan-to-ground and plan-to-plan basis. Therefore, regional ozone precursors associated with the proposed Waterfront Park would be below a level of significance.

Localized CO "Hot Spots"

Two localized CO "Hot Spots" were identified for the Visionary Plan; one of these intersections is located just north of the CAC site at Grape and Pacific Highway. As mentioned above, the daily vehicle trips for the proposed project would create ~~5,504~~6,656 ~~fewer~~ ADT than the previously proposed project. According to the air quality study, CO emissions for the CAC Parking Lots site were 358.7 lbs/day, which is under the significance threshold of 550 lbs/day. CO emissions associated with the proposed project would be much lower than the 358.7 lbs./day of the prior CAC Parking Lots development proposed and impacts associated with localized CO "Hot Spots" would not be considered significant.

2.4.4 Mitigation Measures

MM 2.4 *Hazardous/Toxic Releases*

According to a consultation with Jimmie Cooksey of APCD on January 8, 2002, an Asbestos Notification of Demolition and Renovation shall be submitted to APCD ten days prior to the demolition of the Askew Building. Upon completion of a demolition plan, APCD will determine what permits would be needed to meet all APCD regulations and requirements. In addition, a survey to test for friable asbestos materials, lead-based paint other toxic materials shall be performed. If the survey reveals the presence of friable asbestos, a control method will be determined to meet all APCD regulations for handling friable asbestos. All activities associated with asbestos shall be conducted under the direct supervision of a certified asbestos consultant, subject to the approval of the jurisdictional agency. Analysis and removal of asbestos, lead-based paint and any other toxic material shall be performed in conformance with all applicable federal, state, and local regulations.

2.4.5 Conclusions

Project-related air quality impacts regarding fugitive dust, soiling, equipment exhaust, spill-over construction, regional ozone precursors, and localized CO "Hot Spots" are considered less than significant. The proposed project will comply with California Ambient Air Quality Standards (CAAQS), National Ambient Air Quality Standards (NAAQS), and Air Pollution Control District Standards. Therefore, the implementation of recommended mitigation measures would reduce potentially significant demolition impacts associated with hazardous/toxic releases to below a level of significance.

Table 2.4-1
Ambient Air Quality Standards

Air Pollutant	State Standard	Federal Primary Standard	Most Relevant Effects
	Concentration/ Averaging Time	Concentration/ Averaging Time	
Ozone	0.09 ppm, 1-hr. avg.>	0.12 ppm, 1-hr. avg.>	(a) Short-term exposures: (1) Pulmonary function decrements and localized lung edema in humans and animals. (2) Risk to public health implied by alterations in pulmonary
Carbon Monoxide	9.0 ppm, 8-hr. avg.> 20 ppm, 1-hr. avg.>	9 ppm, 8-hr. avg.>	(a) Aggravation of angina pectoris and other aspects of coronary heart disease; (b) Decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (c) Impairment of central nervous system functions; (d) Possible increased risk to fetuses
Nitrogen Dioxide	0.25 ppm, 1-hr. avg.>	0.053 ppm, ann. avg.>	(a) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (b) Risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; (c) Contribution to atmospheric discoloration
Sulfur Dioxide	0.04 ppm, 24-hr. avg.> 0.25 ppm, 1-hr. avg.>	0.03 ppm, ann. avg.> 0.14 ppm, 24-hr. avg.>	(a) Bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma
Suspended Particulate Matter (PM_{10})	30 $\mu g/m^3$, ann. geometric mean> 50 $\mu g/m^3$, 24-hr. average>	50 $\mu g/m^3$, annual arithmetic mean> 150 $\mu g/m^3$, 24-hr. avg.>	(a) Excess deaths from short-term exposures and exacerbation of symptoms in sensitive patients with respiratory disease; (b) Excess seasonal declines in pulmonary function, especially in children
Sulfates	25 $\mu g/m^3$, 24-hr. avg.>=		(a) Decrease in ventilatory function; (b) Aggravation of asthmatic symptoms; (c) Aggravation of cardio-pulmonary disease; (d) Vegetation damage; (e) Degradation of visibility; (f) Property damage
Lead	1.5 $\mu g/m^3$, 30-day avg.>=	1.5 $\mu g/m^3$, calendar quarter>	(a) Increase body burden; (b) Impairment of blood formation and nerve conduction
Visibility-Reducing Particles	In sufficient amount to reduce the visual range to less than 10 miles at relative humidity less than 70 percent, 8-hour average (10am-6pm)		Visibility impairment on days when relative humidity is less than 70 percent

Source: Giroux & Associates, 1999.

Table 2.4-2
Downtown San Diego Air Quality Monitoring Summary

(Number of Days Standards Were Exceeded and Maximum Levels During Such Violations)

Pollutant/Standard	1992	1993	1994	1995	1996	1997	1998
Ozone							
1-Hour > 0.09 ppm	8	5	0	3	1	5	1
1-Hour > 0.12 ppm	1	0	0	1	0	0	0
1-Hour ≥ 0.20 ppm	0	0	0	0	—	—	—
Max. 1-Hour Conc. (ppm)	0.13	0.11	0.09	0.13	0.11	0.12	0.10
Carbon Monoxide							
1-Hour > 20. ppm	0	0	0	0	0	0	0
8-Hour > 9. ppm	0	0	0	0	0	0	0
Max. 1-Hour Conc. (ppm)	11	9	10	8	8	8	—
Max. 8-Hour Conc. (ppm)	7.0	6.5	7.3	5.9	5.5	5.5	4.8
Nitrogen Dioxide							
1-Hour > 0.25 ppm	0	0	0	0	0	0	0
Max. 1-Hour Conc. (ppm)	0.14	0.13	0.13	0.14	0.11	0.11	0.09
Sulfur Dioxide							
1-Hour > 0.25 ppm	0	0	0	0	0	0	0
24-Hour ≥ 0.05 ppm	0	0	0	0	0	0	0
Max. 1-Hour Conc. (ppm)	0.09	0.05	0.07	0.06	0.05	0.05	—
Max. 24-Hour Conc. (ppm)	0.020	0.019	0.013	0.017	0.013	0.014	—
Respirable Particulates (pm-10)							
24-Hour ≥ 50 _g/m^3	—	6/30	5/61	9/59	1/59	3/60	0/60
24-Hour > 150 _g/m^3	—	0/30	0/61	0/59	0/59	0/60	0/60
Max. Daily Conc. (_g/m^3)	—	73	76	115	92	74	48
Particulate Lead							
1-Month ≥ 1.5 _g/m^3	0/12	—	—	—	—	—	—
Max. 1-Month Conc. (_g/m^3)	0.03	—	—	—	—	—	—
Particulate Sulfate							
24-Hour ≥ 25. _g/m^3	0/29	—	—	—	—	—	—
Max. 24-Hour Conc. (_g/m^3)	9.9	—	—	—	—	—	—

Note: — = No Data

Source: California Air Resources Board (1998).

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2.5 Transportation/Circulation

The information provided in this section is summarized from the Parking Demand Study, prepared by LLG (2002) (see Appendix ~~C~~ D of this document), and the MEIR for the NEAVP, prepared by the San Diego Unified Port District (SDUPD) (2000). The MEIR addresses the CAC Parking Lots as a subsequent project.

2.5.1 Existing Conditions

2.5.1.1 Traffic and Circulation

A. Existing Circulation System

The proposed CAC Waterfront Park would affect streets within the jurisdiction of the City of San Diego and the SDUPD. Major streets in the vicinity of the proposed project include North Harbor Drive, Pacific Highway, Kettner Boulevard, Broadway, A Street, Ash Street, Hawthorn Street, Grape Street, and Laurel Street. Of these, Harbor Drive is within SDUPD jurisdiction, with the City maintaining a right-of-way for street and curb repairs and an underground utility easement. The following is a brief description of these streets.

North Harbor Drive is classified as a Prime Arterial from Laurel Street to Grape Street, and as a Major Street from Grape Street to Harbor Drive. North Harbor Drive becomes Harbor Drive at Market Street. North Harbor Drive currently provides six lanes north of Grape Street, four lanes between Grape Street and Broadway and two lanes south of Broadway. Curbside parking is generally permitted along the CAC Building frontage, and off-street parking is provided along the length of the Embarcadero. The posted speed limit is generally 35 mph within the project area.

Pacific Highway is classified as a Major Street and currently provides three lanes in each direction from Laurel Street to Broadway. From Broadway to Harbor Drive, Pacific Highway is two-way with two lanes in each direction. Curbside parking is generally permitted within the project area. No speed limits are posted on Pacific Highway within the project area.

Kettner Boulevard is classified as a Major Street from Laurel Street to Broadway, and as a Collector Street from C Street to Harbor Drive. Kettner Boulevard generally provides two lanes in each direction between A Street and Broadway, and one lane in each direction south of Broadway. Curbside parking is generally permitted. There are no posted speed limits in the project area.

Broadway is classified as a Collector Street within the project area, and currently provides two lanes of travel in each direction. Curbside parking is generally prohibited within the project area, and no speed limits are posted. Bus stops are provided at regular intervals.

A Street is classified as a Major Arterial from Kettner Boulevard to First Avenue, and as a Collector from First Avenue to beyond the project area boundary. Three lanes are provided in the eastbound direction.

Ash Street is classified as a Major Arterial from North Harbor Drive to First Avenue, and as a Collector Street from First Street to beyond the project boundary. From North Harbor Drive to Kettner Boulevard, Ash Street provides two

lanes in each direction. Ash Street is one-way from Kettner Boulevard eastward and provides three lanes in the westbound direction. Curbside parking is generally prohibited within the project area, and bus stops are provided at regular intervals. No speed limit is posted on Ash Street within the project area.

Hawthorn Street is classified as a Major Street from North Harbor Drive to India Street, and as a Collector Street from India Street to First Avenue. Within the project area, Hawthorn Street is a one-way street that currently provides three lanes of travel in the westbound direction. Curbside parking is generally permitted and the posted speed limit in the project area is generally 25 mph.

Grape Street is classified as a Major Street from North Harbor Drive to India Street, and as a Collector Street from India Street to First Avenue. Within the project area, Grape Street is a one-way street that currently provides three lanes of travel in the eastbound direction. Curbside parking is generally permitted in the project area, and no speed limit is posted.

Laurel Street is classified as a Major Street from North Harbor Drive to I-5, with the exception of the segment between Pacific Highway and Kettner Boulevard, which is classified as a Collector Street. It currently provides two lanes of travel in each direction. Curbside parking is generally prohibited and no speed limit is posted in the project area.

B. Existing Traffic Volumes and Operations

Signalized Intersections

Intersections in the vicinity of the proposed Waterfront Park site include the following:

1. Intersections along Hawthorn Street at North Harbor Drive, Pacific Highway and Kettner Boulevard;
2. Intersections along Grape Street at North Harbor Drive, Pacific Highway and Kettner Boulevard;
3. Intersections along Laurel Street at North Harbor Drive, Pacific Highway and Kettner Boulevard;
4. Intersections along Ash Street at North Harbor Drive, Pacific Highway and Kettner Boulevard; and
5. Intersections along Broadway at North Harbor Drive, Pacific Highway and Kettner Boulevard.

The existing intersection volumes and LOS in the vicinity of the CAC site are provided in Table 2.5-1. This table shows that all signalized intersections in the vicinity of the CAC site are calculated to currently operate at LOS D or better during both the AM and PM peak hours.

Street Segments

As described above, major streets in the vicinity of the proposed CAC site include North Harbor Drive, Pacific Highway, Kettner Boulevard, Broadway, A Street, Ash Street, Hawthorn Street, Grape Street, and Laurel Street. The existing street segment volumes and LOS in the vicinity of the CAC site are provided in Table 2.5-2. This table shows that all street segments in the vicinity of the CAC site are calculated to currently operate at LOS E or better during both the AM and PM peak hours.

Access

Existing service vehicles traveling to and from the CAC site are currently accommodated by two service driveways located off North Harbor Drive, on the western side of the CAC Building. The west façade of the building was originally conceived as the back, or service side of the building, and the drives appear to cut across the historic landscape west of the site. The northwestern service drive extends to the lower level of the CAC Building, while the southwestern drive extends across the lawn to the first floor of the CAC Building.

2.5.1.2 Parking

A. Existing Parking Supply

The existing CAC site has a total parking supply of 1,100 spaces divided between the north and south parking lots. The north lot contains 617 spaces, while the south parking lot has 483 spaces.

B. Existing Weekday Parking Demand

The existing weekday parking demand was determined by a field survey conducted on Tuesday, July 9, 2002 and Wednesday, July 10, 2002 on an hourly basis from 7:00 AM to 9:00 PM. Table 2.5-3 summarizes the hourly peak parking demand for disabled, public and employee users for July 9, 2002 and Table 2.5-4 summarizes the use for July 10, 2002. The highest observed employee weekday demand of 843 spaces was on Wednesday between 3:00 PM and 4:00 PM. The highest observed public weekday demand of 168 spaces was on Wednesday between 11:00 AM and 12:00 PM.

C. Existing Saturday Parking Demand

The existing Saturday parking demand was determined by a field survey conducted on Saturday, July 6, 2002 on an hourly basis from 12:00 PM to 10:00 PM (Table 2.5-5). Table 2.5-5 shows the overall peak parking demand on July 6, 2002 was 270 spaces between 8:00 PM and 9:00 PM.

It was determined from the July 6, 2002 field survey that the highest parking demand at the site occurs on weekdays. No further weekend analysis was conducted.

D. Access

Currently, the CAC and Askew Buildings are served by the existing north and south parking lots. Driveways along North Harbor Drive and Pacific Highway both provide in and out access to the northern lot. A single driveway from Ash Street provides both in and out access to the south parking lot. On weekdays, during normal business hours, an exit drive off North Harbor Drive also provides access from the southern lot.

2.5.2 Thresholds of Significance

2.5.2.1 Transportation/Circulation

The City of San Diego criteria for significance for the Centre City area were used to determine whether impacts to traffic and circulation are considered significant. Based on the City's criteria for Centre City, LOS E or better is

acceptable. Significance criteria for traffic and circulation are applied to signalized intersections, street segments and arterials, as follows:

1. If the project would cause an intersection, street segment or freeway to worsen from an acceptable LOS E or better to LOS F, an impact is considered to be significant.
2. If LOS F is calculated at an intersection, street segment or freeway, and the impact is not direct, a significant cumulative impact is calculated.
3. A proposed project would have a significant circulation impact if it: 1) does not provide adequate site ingress and egress such that it negatively affects public street operations; or 2) requires any substantial onsite access improvements to avoid peak congestion that would affect public street operations.

2.5.2.2 Parking

The City of San Diego criteria for significance for the Centre City area were used to determine whether impacts to parking are considered significant, due to the fact that these are the standards employed in the NEAVP MEIR, which previously included the parking spaces at the CAC site in the planning for the NEAVP. The use of City standards for this portion of the proposed County project, therefore, is intended to achieve consistency with the NEAVP MEIR. The proposed project would have a significant parking impact if it:

1. Results in parking shortfalls during major events,
2. Removes parking lots designated for public use which are heavily utilized and not replaced, or
3. Does not meet the City's shared parking standards or other applicable standards.

2.5.3 Analysis of Project Effects and Determination as to Significance

2.5.3.1 Transportation/Circulation

A. Trip Generation

Trip generation rates from the *City of San Diego Draft Trip Generation Manual* (September 1998) were used to determine traffic generation for the proposed CAC Waterfront Park. The Trip Generation Manual establishes a vehicle trip rate of 60 trips/acre for a park use by the Bay. Since approximately 11.1 acres on the CAC site would be converted from existing parking to proposed park use, the new Waterfront Park would generate approximately 666 ADT (11.1 acres x 60 trips/acre).

The NEAVP MEIR addresses the CAC Parking Lots project as a subsequent project under the Visionary Plan. As described in the 2000 MEIR, the planned uses for the CAC Parking Lots project at that time included office and ancillary retail uses on the existing north parking lot and a hotel and ancillary retail uses on the existing south parking lot. The MEIR calculated the trip generation for these new uses to be 6,170 ADT. However, since the proposed CAC Waterfront Park is a less intensive development than was previously planned for the site, the trip generation would be lower.

The project proposes to remove the Askew Building from the CAC site. The removal of this building would result in a decrease in ADT to the site because County Department of Health Services employees would no longer work on-site.

However, the majority of employees would be relocated to other downtown areas, and, therefore, their contribution to downtown traffic would remain. The County also anticipates the relocation of approximately ten percent of its current CAC employees and functions to other County offices in Kearny Mesa or elsewhere in San Diego County (pers. comm. Redlitz, 2002). Relocated County employees would fill vacant spaces in existing or proposed county buildings, where trip generation impacts have already been calculated based upon full occupancy of such buildings during their respective environmental review or community plan reviews. Therefore, relocating employees to these sites would not result in an unanticipated impact to trip generation in the relocation areas. Currently, approximately 961 employees work in the 276,688-square-foot CAC Building. A ten percent reduction of CAC employees would result in relocation of approximately 96 CAC employees. If it is assumed that each employee would account for ~~three~~ 12 trips per day (ITE, 1997), this would amount to a decrease in ~~288~~ 1,152 ADT ~~to~~ at the CAC site. The reduced number of ADT from CAC employee relocation is anticipated to be offset by the ADT generated from the new park use to some extent. Because the new park uses would generate approximately 666 new ADT, and the employee relocation is expected to result in a decrease of ~~288~~ 1,152 ADT, the total trip generation change is anticipated to be ~~+378~~ 486 ADT.

B. Trip Distribution/Assignment

The proposed project is calculated to generate ~~approximately 378 new~~a reduction of 486 ADT with implementation of the CAC Waterfront Park Master Plan. The trip distribution/assignment of that reduced project traffic on local roadways is expected to be proportionate to trip distribution/assignment determined in the NEAVP MEIR.

C. Intersections

The MEIR states that all intersections in the North Embarcadero area would continue to operate at LOS E or better and that no direct significant impacts to intersections would occur with the implementation of the Visionary Plan. This includes implementation of the CAC Parking Lots Subsequent Project, which would generate approximately 6,170 ADT. Since the proposed Waterfront Park is a less intensive land use than the former Parking Lots subsequent project, ~~net increase in~~ the ADT decrease from ~~over~~ existing conditions generated from the ~~Waterfront Park~~CAC site would be approximately ~~378~~ 486 ADT, or ~~six percent of the area~~ 5,665 trips per day fewer than were projected for the CAC Parking Lots Subsequent Project. Given the lack of significant impacts from the Visionary Plan, the proposed project would not have a significant direct impact on intersections.

D. Street Segments

The MEIR states that no significant direct impacts to street segments in the North Embarcadero area would occur with the implementation of the Visionary Plan, including the ADTs generated by the CAC Parking Lots Subsequent Project. All area streets would continue to operate at LOS D or better in the Year 2020, with the exception of two street segments which would continue to operate at LOS E (First Avenue from I-5 to Ash Street and Laurel Street from Pacific Highway to Kettner Boulevard.) However, neither of these two street segments has a greater than 0.02 increase in V/C ratio. Since intersections along both of these street segments are calculated to operate at LOS D or better during peak hours, impacts to these two street segments would not be significant.

Trip generation in the NEAVP MEIR for the CAC Parking Lots Subsequent Project was calculated at 6,170 ADT. The proposed Waterfront Park would generate approximately 666 new ADT, which is 5,504 ADT less than was anticipated for the site in the MEIR. Additionally, the County ~~anticipates~~ is planning a ten percent reduction in

employees and operations, which is expected to result in a decrease of ~~288 existing~~1,152 ADT. Since the proposed project would contribute fewer new ADT than was previously planned for the site in the MEIR, and for which no significant impact was found, the proposed Waterfront Park would not result in a significant direct impact to street segments.

The NEAVP MEIR addresses the narrowing of Harbor Drive into a three-lane, pedestrian-oriented roadway. The intention is to transform Harbor Drive into a connective element between the Bay and the Bayfront Esplanade. Impacts associated with the narrowing of Harbor Drive were addressed in the MEIR and determined not to be significant. The proposed project would not preclude narrowing of Harbor Drive.

The proposed project has been designed to maintain consistency with the NEAVP MEIR requirement to incorporate a 130-foot ROW along Pacific Highway. ~~Further, because no changes to the curb would occur along Ash Street, there would be no change to the MTDB bus stops in this area. The MTDB bus stop currently located near the south parking lot along Pacific Highway would likewise remain intact, but may be slightly relocated southward, subject to discussion with MTDB (pers. comm. Jacob Petersen, Oct, 29, 2002).~~The County is committed to implementation of the adopted plan for Pacific Highway. Under the proposed project, transit layover areas on Harbor Drive and Ash Street would be relocated to the west side of Pacific Highway, subject to discussion with MTDB (Figure 1.1-3 and Figure 1.1-4).

According to William Chopyk of the San Diego Unified Port District (letter, October 1, 2002), the Airport Master Plan Constraints Analysis predicts failure of the Grape Street/Pacific Highway intersection by 2010, and failing levels of service along the Grape Street segment between Pacific Highway and Harbor Drive, unless mitigation measures are implemented. The mitigation measures include a recommendation to widen Grape Street at Pacific Highway to provide additional turn lanes. The proposed project would not preclude the possible implementation of this mitigation measure, as it would not extend north past the County's existing property line along Grape Street, or infringe into the City's ROW along the edge of the property. In addition, in conformance with the requirements of the NEAVP, the proposed project has been designed to allow for the creation of 15-foot wide sidewalks along Grape Street. Upon agreement by the members of the North Embarcadero Alliance, a reduction in the width of this sidewalk would allow for the creation of an additional travel lane or turn lane along Grape Street. Further, nothing in the proposed project would preclude the expansion of the Grape Street ROW into the Port District property on the north side of Grape Street. Therefore, the proposed project would not preclude the potential future widening of Grape Street.

E. Freeways

Year 2020 traffic with or without the proposed Waterfront Park would result in all freeway ramps in the study area operating at LOS F (Table 2.5-6). Because of this situation, any additional ADT generated in the vicinity of the freeway ramps would have a significant cumulative impact. However, since implementation of the CAC Waterfront Park Master Plan, combined with the ten percent decrease in CAC employees and functions, is expected to result in a~~n in~~ decrease of ~~378~~ 486 ADT~~. Therefore~~, the proposed Waterfront Park would not contribute to a significant cumulative impact to the I-5 freeway ramps (see Chapter 3.2.4).

F. Access

According to the Master Plan for the proposed CAC Waterfront Park, traffic access to the CAC site is proposed at three locations. The first driveway would be located off Grape Street, the second driveway is proposed along Pacific Highway and the last one would be from Ash Street. The Parking Demand Study recommends that the access driveways on Grape Street and Pacific Highway be right-in/right-out only (no left turn) and that the driveway on Ash Street be full access (right and left turn), in order to facilitate a steady traffic flow to and from the site. Therefore, adequate site ingress and egress would be provided and public street operations would not be negatively affected.

The project proposes to remove the two service drives and delivery platforms located off North Harbor Drive. This would allow for the development of a large Civic Green to the west of the CAC Building, where the current service drives and delivery platforms are located. Only one of the two service drives would be relocated. This service drive would be moved to south of the CAC Building and have an entrance off Pacific Highway. Loading docks would be at-grade and unload into a service elevator which would descend to new below-grade service doors on the south side of the CAC Building. The new service drive would be limited to right-turn in and right-turn out access restriction per the recommendation of the Parking Demand Analysis (LLG, 2002), and because a median exists down the middle of Pacific Highway. Additionally, time restrictions for large service or delivery trucks are included as part of the project description (see Chapter 9.0) in order to minimize the disruption of traffic on Pacific Highway during peak travel hours. The relocation of the service drive would be consistent with the NEAVP's proposed role of Harbor Drive as a pedestrian-oriented local access road. No significant impact to access would result.

G. Bus Stops and Layover Areas

Under the proposed project, the number of transit bus stops and the extent of bus layover areas adjacent to the site would remain unchanged, accommodating 13 buses. This is conceptually illustrated in revised Figures 1.1-3 and 1.1-4. As shown there, the four bus layover areas currently located along Harbor Drive south of Grape Street would be moved to the west side of Pacific Highway south of Grape Street. The bus area east of the project site would be split, and moved north and south in order to improve the views of the east facade of the CAC building from Pacific Highway. The bus stop/layover area on the north side of Ash Street would be moved around the corner to Pacific Highway, in order to utilize that area of Ash Street for on-street parking. Since no bus use areas would be lost under the proposed project, and the proposed relocations are minor, significant impacts to transit operations would not occur. As such, mitigation is not required.

If the County subsequently desires to adjust the bus layover areas proposed and shown in Figure 1.1-4, it would be done as part of the North Embarcadero Visionary Plan Schematic Design. The County has volunteered to represent the Alliance in the design and construction of the ROW improvements on Pacific Highway, Grape and Ash Streets and Harbor Drive and will coordinate design details with Alliance agencies for consistency with the Embarcadero Plan and City of San Diego street design guidelines. Any changes proposed to the bus area would need to be reviewed and approved by MTDB and the Alliance agencies prior to implementation

2.5.3.2 Parking

A. Future Parking Demand

The Parking Demand Study prepared for the proposed CAC Waterfront Park (LLG 2002) identifies future parking demand at the site. The future weekday parking demand was calculated based on multiple variables, including

employee parking demand, employee reduction due to planned satellite offices, employee increase due to absence, public parking demand, general population growth, public parking demand reduction due to planned satellite offices, parking demand for the proposed new park, and public parking demand from adjacent on-street parking. The overall future parking demand for the CAC site, based on the aforementioned variables, is calculated at ~~947~~ 928 spaces (Table 2.5-7). Of these, disabled parking would comprise 38 spaces, in accordance with the required ratio of 1 disabled space per 25 total parking spaces. The number of van-accessible disables parking spaces would be one in a proposed 152-vehicle garage, one in a 98-vehicle garage, and two in a 650-vehicle garage (County of San Diego, Department of Public Works Parking Requirements). A brief explanation of the variables used to calculate the future parking demand is provided below.

Future Employee Parking Demand

The future employee parking demand was determined using an existing ratio of parking space demand per employee. The existing number of CAC employees is 1,191 and the future number of CAC employees is estimated at 961, after the demolition of the Askew Building. The existing ratio of parking spaces per employee was calculated by dividing the peak parking demand of 843 spaces by the existing employee count of 1,191. Using this method, the existing parking spaces to employee ratio is 0.71. A factor of safety of 5 percent was then applied to the parking ratio to account for possible variability in the data collection (0.71 x 0.05 = 0.04). The final parking ratio of 0.75 is the sum of the calculated parking ratio (0.71) plus the factor of safety (0.04). Therefore, the future employee demand is calculated to be 721 spaces, based on the future estimate of 961 employees (961 x 0.75 = 721).

Future Employee Reduction Due to Satellite Offices

The future operations of the CAC site will change over time with the shifting of some operations to satellite offices. The County of San Diego maintains regional centers to provide public services in El Cajon, Vista, Kearny Mesa, and Chula Vista. With construction of the Chula Vista Assessor branch office this year, the County is beginning to extend services currently provided at the CAC site to these regional locations. Other facilities in the planning phase include tax and assessment services in Kearny Mesa, and similar master planning efforts in Vista. This program will help the public receive services in their communities, rather than traveling to the CAC, thus reducing parking demand. Parking supply at the satellite offices has been based on full capacity of these buildings. Relocated employees would fill vacant spaces, and therefore would not result in unanticipated parking demand at these locations. The estimated decrease in parking demand due to a reduction of services and employees at the CAC complex is 10 percent, based on the aforementioned trend. Therefore, by multiplying the current employee parking demand of 721 by 10 percent, the calculated employee parking reduction due to satellite operations would be –72 spaces (see Table 2.5-7).

To ensure that the proposed staff relocation will occur, and that no future employees will "backfill" the vacated space, the County is willing to adhere to a condition of approval that the employee count in the CAC building will not exceed the number utilized in the parking projections, [i.e., 961 minus ten percent, or 865 (961-96=865)], unless a parking analysis demonstrates that no significant impact to area parking availability would occur.

Future Employee Increase Due To Absence During Count

Employee absence will vary daily due to vacations, sick time, jury duty, etc. To account for the fact that there was not 100% attendance (especially due to summer vacations) when the existing counts were conducted, the existing parking counts were increased by 3% percent. The 3 percent increase was based on a summer absentee rate of

2.68 percent from the City of Chula Vista, which was rounded up to 3 percent. By multiplying the current employee parking demand of 721 spaces by 0.03, a total of 22 spaces was calculated to account for employee absence (see Table 2.5-7).

Based on the three previous paragraphs, the employee parking demand subtotal would be 671 spaces.

Future Public Parking Demand

Future public parking demand for CAC visitors was determined using the existing ratio of public parking demand per employee. The existing ratio of parking spaces per employee is calculated to be 0.14, by dividing the peak public parking demand of 168 spaces by the existing employee count of 1,191. A factor of safety of 5 percent was applied to account for possible variability in data collection. The 5 percent factor of safety was applied to the parking ratio of 0.14 (i.e., 0.05 x 0.14 = 0.01). The final parking ratio of 0.15 is the sum of the calculated parking ratio (0.14) plus the factor of safety (0.01). The future public parking demand is calculated by multiplying the future number of employees (961) by the existing ratio of parking spaces per employee (0.15). Therefore, the future public parking demand for CAC visitors is calculated to be 144 spaces (see Table 2.5-7).

Future Public Parking Demand Reduction Due to Satellite Offices

The future public parking demand for CAC visitors, estimated at 144 spaces, would be reduced with the shifting of some operations of the CAC to satellite offices. The estimated decrease in public parking demand due to a reduction of services and employees at the CAC site is 10 percent, based on the trend discussed above. Therefore, the future public parking reduction would be 14 spaces (i.e., 144 x 0.10) (see Table 2.5-7).

Future Public Parking Demand Increase Due to Population Growth

The public parking demand for CAC visitors was increased to account for population growth by multiplying the future public parking demand of 144 spaces by a growth factor of 25 percent. The growth factor was obtained from SANDAG for population growth between the year 2002 and year 2020. The parking demand increase was calculated at 36 parking spaces (i.e., 144 x 0.25 = 36) (see table 2.5-7).

Future Public Parking Demand for the New Park Area

The proposed project would increase the existing park area around the CAC site by 11.1 acres. The approximately 6 existing acres of park would be expanded with the relocation of the two surface parking lots to subterranean parking lots and off-site parking locations. The parking requirement for the additional 11.1 acres was based on a City of San Diego Park and Recreation parking ratio of 5 spaces per acre, for a total of 56 parking spaces (see Table 2.5-7).

Future Public Parking Demand from Replacement of Adjacent On-Street Parking

Public on-street parking is currently provided on three of the four streets surrounding the CAC site. This includes Harbor Drive, Pacific Highway and Grape Street. A survey was conducted on Harbor Drive, which documented that 70 percent of the people using the on-street parking visited the CAC site. This percentage was applied to the on-street parking demand on Harbor Drive and Pacific Highway, but not to the demand on Grape Street, due to its distance from the main CAC Building. The current on-street parking demand on Harbor Drive and Pacific Highway is 47 spaces. A factor of safety of 5 percent was applied to account for possible variability in the data collection. The 5 percent factor of safety was applied to the parking ratio of 0.70 (i.e. 0.05 x 0.70 = 0.04). The final parking ratio of

0.74 is the sum of the calculated parking ratio (0.70) plus the factor of safety (0.04). Therefore, the future parking demand from adjacent on-street parking would require 35 spaces (47 x 0.74 = 35) (see table 2.5-7).

As described above, the future public parking demand for adjacent on-street parking was based on the number of these spaces predicted to be required for CAC site visitors. However, with the expansion of the civic greens westward into Harbor Drive, a total of ~~54~~ 48 on-street spaces would need to be relocated as a part of the proposed project. Therefore, in addition to the 35 CAC visitor future parking demand spaces described above, an additional ~~19~~ 13 public spaces would need to be provided to replace the loss of the ~~54~~ 48 existing on-street spaces along Harbor Drive.

Based on the six previous paragraphs, the public parking demand subtotal would be 27~~0~~6 spaces.

B. Future Parking Supply

Overview

A fundamental goal of the Master Plan from the outset has been to "transform parking spaces into park space". Adequate parking spaces would be provided both at the CAC site and at nearby off-site locations to meet the projected parking demand. All of the existing 1,100 onsite surface parking spaces would either be relocated or removed as unneeded. A total of ~~381~~ 250 existing parking spaces would be relocated to onsite subterranean parking structures. Tandem parking procedures would accommodate an additional 64 vehicles in those parking structures, during periods of peak public demand, such as Saturday nights. Another ~~500~~ 650 parking spaces would be provided at the planned offsite Cedar/Kettner parking structure owned by the County, and additional sites proposed by a development RFP now under consideration by the County. The County ~~will~~ would designate an additional 66 of the 247 County-owned parking spaces within the Trolley Towers parking facility (1255 Imperial Avenue) for CAC employee parking (Figure 2.5-8).

Parking demand and supply components are summarized and compared in Table 2.5-8. In total, 1,097 parking spaces would be provided: 250 plus 64 (tandem) in the two on-site subterranean parking structures, 650 spaces at the Cedar/Kettner parking structure and additional sites as provided under a development proposal accepted by the County, 66 designated County-owned spaces in the Trolley Towers parking facility, and 67 on-street spaces adjacent to the site. This parking is intended to replace most of the existing parking currently on-site, minus the parking required for relocated Askew Building employees and the anticipated relocation of some CAC functions to County offices in Kearny Mesa and/or the Trolley Towers.

Temporary parking during construction would be provided on-site and in off-site surface parking lots as summarized in Table 2.5-9.

CAC Site

Under the proposed project, two single-level below-grade parking structures would be constructed at the north and south ends of the CAC site (Figure 1.1-5). The north structure would provide ~~191~~ 152 parking spaces and be situated off Grape Street. The structure would be primarily located underneath the Civic Green, but the entrance ramp from Grape Street would extend underneath a portion of the promenade and fountain area. The construction of

the north parking structure would require the relocation of a large storm water drainage easement. The south parking structure would provide approximately ~~190~~ 98 parking spaces and would be situated at the northeast corner of North Harbor Drive and Ash Street. The entrance to this structure would be from Ash Street. The structure would be primarily located under the Civic Green, but would also extend underneath portions of the landscaping and lawn within the historic core. ~~Additionally, the south structure would extend beyond the western boundary of the CAC site and underneath the existing North Harbor Drive northbound vehicle lanes. Approval by the San Diego City Council would be required for the subsurface garage intrusion under Harbor Drive, while t~~ The proposed curb modifications within the North Harbor Drive right-of-way would be subject to staff-level approval by the City of San Diego. Although these areas are within Port jurisdiction, the City maintains the street right-of-way and an underground utility easement along the eastern side of Harbor Drive.

Employee Parking

Designated County employee spaces include ~~The 500~~ 615 Cedar/Kettner spaces and the 66 Trolley Towers spaces ~~would be designated as County employee spaces~~. The remaining 35 spaces at Cedar/Kettner would be available for public parking.

Impact 2.5 Because the parking replacement program for County employees who will continue to work at the CAC is not committed at this time, there is the potential for a significant ~~parking~~ impact to parking for County employees who work at the CAC.

Public Parking

Of the ~~381~~ 314 onsite subterranean spaces, 10~~5~~ would be used for carpool/vanpool use, 16 for elected officials and VIPs, ~~accommodate the remaining employee demand,~~ leaving ~~276~~ 288 onsite spaces for public access to the waterfront, CAC visitor use and park use. Of these ~~276~~ 288 spaces, ~~201~~ 214 account for CAC visitor spaces identified in the parking demand study (including ~~35~~ 48 spaces to replace spaces lost along Harbor Drive), 56 to account for park visitor spaces identified in the parking demand study, and the remaining ~~19~~ 18 replace the ~~Harbor Drive~~14 Ash Street on-street public access spaces ~~not already accounted for in the parking demand study~~planned in the NEAVP MEIR. These spaces would all be available for CAC visitors and public access parking interchangeably.~~, and~~ The proposed 40 new spaces along Ash Street would accommodate the ~~50~~ 40 additional public access spaces required on the site for the North Embarcadero Visionary Plan, as identified in the NEAVP MEIR (San Diego Unified Port District, 2000). The 38 required handicapped spaces would be located in the CAC site parking structure as well. Employees (and 35 members of the public) parking at the Cedar/Kettner and Trolley Towers structures would have access to the CAC building through an existing signalized crosswalk at Cedar Street and Pacific Highway. None of the public access spaces would be located ~~off site, or~~ more than 600 feet from the proposed project site.

The ~~947~~ 1,097 proposed spaces meets the estimated future weekday parking demand at the CAC site, as summarized in Table 2.5-8. ~~(928), plus 19 of the 54 on-street public spaces that will be removed from along the east side of Harbor Drive and replaced within the on-site subterranean structures. The remaining 35 on-street public spaces have already been accounted for as part of the 928 spaces identified in the parking demand study.~~ That table also shows that the plan would provide 50+ spaces per mitigation requirements in the NEAVP MEIR, as well as 122 spaces related to NEAVP Plan on-street parking. Of the 56 additional spaces proposed to be provided, ten are for carpool/vanpool use, and 46 are for additional public access. According to the parking demand study, the future

weekend parking demand is estimated to be less than the future weekday demand and, therefore, would also be exceeded by the proposed on and offsite parking. Since most major events in and around San Diego Bay ~~would most likely~~typically occur either after work hours or on the weekend, when there is ample available parking, there is no reason to believe that parking shortages would occur during major events. All parking garages proposed for the project would accommodate public parking during non-work hours. Therefore, a significant public parking impact would not occur.

2.5.3.3 Cedar/Kettner Site

The Cedar/Kettner site is located within the Centre City Community Plan area, within Land Use District "A" (Commercial/Office). Offices, hotels, support commercial and residential uses are allowed in that District. Floor Area Ratio (FAR) allowed on the site is a maximum of 6.0 (Figure 4 in the Centre City Planned District Ordinance, CCPDO). Based on a site comprising a full city block, approximately 200 feet by 300 feet, the amount of gross floor area above grade that could be constructed at that site is 360,000 square feet (200 x 300 x 6.0). According to the City of San Diego Trip Generation Manual (City of San Diego, 1998), a commercial office of that size located in Centre City would be expected to generate approximately 3,600 trips per day (Table 6, Trip Generation Manual). At 200 to 300 square feet per employee (pers. comm., Redlitz, 2003), such a building could accommodate an estimated 1,200 to 1,800 employees.

According to the Centre City Redevelopment Project MEIR, the ultimate development under the proposed Community Plan was analyzed through the year 2025. Since a commercial building with an FAR of 6.0 is the Community Plan for the Cedar/Kettner site, this intensity of development was addressed in the MEIR traffic analysis (ADT = 3,600). The MEIR identified no significant traffic impacts to streets adjacent to the Cedar/Kettner site as a result of the planned level of development. The existing Level of Service (LOS) on surrounding streets was identified in the MEIR as LOS C or better (MEIR Table 4.B-1). During morning peak hours on Kettner Boulevard southbound and Beech Street eastbound, the LOS for the Centre City Redevelopment Plan for 2025 was projected at LOS D, an acceptable urban Level of Service (MEIR Tables 4.B-5, 4.B-5b).

A future office building at the Cedar/Kettner site would require 900 to 1,350 parking spaces to serve its projected employees, based on 0.75 parking spaces per employee, the value derived from the CAC building parking analysis. The 1,350 spaces is more than twice the amount of parking that the site developer has committed to provide to the County for CAC employees (650 spaces). The ADT associated with a 650-vehicle parking structure for CAC employees would be proportionate to the ADT for the larger commercial office use assumed under the Community Plan, resulting in an estimated 1,733-2,600 ADT for the 650-vehicle garage. This compares to the 3,600 ADT associated with a commercial office on that site. Consequently, it can be concluded that a development on the site could include the County parking as well as other uses, and still be within the intensity of development assumed and addressed as part of the Centre City Redevelopment Plan MEIR. Therefore, no direct traffic impacts in excess of those identified in the MEIR are considered likely to occur.

Furthermore, no cumulative impacts to I-5 ramps would occur. As discussed in Response to Comment 78, trip generation associated with the CAC site (including the Cedar/Kettner parking site) would decrease by 486 trips per day. Therefore, the project would result in no cumulative impacts to I-5 ramps.

2.5.4 Mitigation Measures

No mitigation measures are required for transportation/circulation topics, since no significant direct impacts are identified. However, the following parking mitigation measures are provided.

MM 2.5 The County shall prepare and implement a Parking Plan for the CAC, that conforms to the parking demand analysis prepared by LLG Engineers (2002), prior to the start of construction of the proposed project. Specifics of the Parking Management Plan are summarized in Table 2.5-9. The CAC Parking Plan shall include, but not be limited to the following elements:

- The proposed project shall provide adequate employee and visitor parking throughout construction activities and ongoing facility operation through the implementation of the Parking Management Plan shown in Table 2.5-9 of this EIR.
- Provision of visitor parking on site in two underground parking structures on the CAC Waterfront Park site. ~~A total of 276~~ Parking for 288 visitor vehicles ~~visitor spaces~~ shall be provided onsite during working hours, to meet the demand for waterfront public access parking, CAC Building visitor parking, and CAC park visitor parking, as calculated in LLG's revised Parking Demand Analysis for the proposed project (Oct. 2002). ~~This provision shall incorporate the required 50-stall minimum stated as mitigation to the North Embarcadero Visionary Plan FEIR.~~ Parking shall be available during County business hours, after hours and on weekends for public use. Public parking during working hours is comprised of 224 striped self-park stalls, and parking for 64 additional public vehicles can be accommodated with valet parking assistance. The remaining 26 parking spaces during working hours include ten carpool/vanpool spaces and 16 spaces for elected officials and VIPs. Before or after normal working hours, or on weekends, the CAC parking garages could accommodate up to 314 vehicles from members of the general public.
- Provision of the required 50-stall minimum stated as mitigation to the North Embarcadero Visionary Plan FEIR.
- Provision for over 90 percent of required employee parking off site within 2-3 blocks of the County Administration Center. Parking shall be located in a County owned multilevel facility, which shall utilize controlled access and valet parking management for security and ease of traffic flow. The remaining 10 percent of required parking shall be provided in County owned or controlled facilities within a reasonable distance served by public transit.
- During construction of the Waterfront Park, all parking requirements shall be met with temporary parking facilities as follows:
  1. Visitor parking shall be provided on the Park site as detailed in Table 2.5-9 by designating a portion of the existing parking lot as temporary parking subject to relocation on site during the phased construction of the Park.
  2. Employee parking shall be provided on- or off-site, as detailed in Table 2.5-9. ~~Employees shall be provided with free shuttle service to the CAC as required.~~

2.5.5 Conclusion

Based on the discussions in Section 2.5.3 and 2.5.4, no significant direct impacts to transportation/circulation or to parking would result from the proposed project. There would be no project impacts to trip generation, trip distribution, intersection Level-of-Service, street segment Level-of-Service, transit facilities, NEAVP plans for Harbor Drive or Grape Street, cumulative freeway ramp traffic, or site access. With mitigation as proposed, there would be no significant project impacts to either long-term or temporary parking for either members of the public or CAC employees.

Table 2.5-1
Existing Signalized Intersection Operations

Intersection	Peak Hour	Existing	
		Delay	LOS
Laurel Street/North Harbor Drive	AM	4.5	A
	PM	28.3	D
Laurel Street/Pacific Highway	AM	18.4	C
	PM	30.2	D
Laurel Street/Kettner Boulevard	AM	15.4	C
	PM	15.2	C
Laurel Street/India Street	AM	11.6	B
	PM	15.9	C
Hawthorn Street/North Harbor Drive	AM	14.5	B
	PM	14.3	B
Hawthorn Street/Pacific Highway	AM	15.6	C
	PM	27.5	D
Hawthorn Street/Kettner Boulevard	AM	6.6	B
	PM	12.7	B
Hawthorn Street/Columbia Street	AM	4.8	A
	PM	4.7	A
Grape Street/North Harbor Drive	AM	10.8	B
	PM	16.1	C
Grape Street/Pacific Highway	AM	18.5	C
	PM	25.1	D
Grape Street/Kettner Boulevard	AM	8.8	B
	PM	5.6	B
Grape Street/Columbia Street	AM	7.3	B
	PM	12.6	B
Ash Street/North Harbor Drive	AM	9.0	B
	PM	8.6	C
Ash Street/Pacific Highway	AM	17.0	C
	PM	18.7	C
Ash Street/Kettner Boulevard	AM	12.3	B
	PM	13.0	B
Ash Street/Front Street	AM	12.7	B
	PM	10.4	B

Table 2.5-1
Existing Signalized Intersection Operations
(continued)

Intersection	Peak Hour	Existing	
		Delay	LOS
Broadway/North Harbor Drive	AM	20.3	C
	PM	21.8	C
Broadway/Kettner Boulevard	AM	8.7	B
	PM	9.0	B
Broadway/Pacific Highway	AM	17.4	C
	PM	17.7	C
Pacific Highway/Harbor Drive	AM	6.1	B
	PM	15.2	C
1st Street/A Street	AM	13.4	B
	PM	11.7	B
Market Street/Harbor Drive	AM	8.0	B
	PM	7.7	B

Notes: DELAY is give in seconds.
LOS = Level of Service

DELAY			LOS
0.0	≤	5.0	A
5.1	to	15.0	B
15.1	to	25.0	C
25.1	to	40.0	D
40.1	to	60.0	E
	>	60.0	F

Source: Linscott, Law & Greenspan, 1999.

Table 2.5-2
Existing Street Segment Operations

Street Segment	Classification	Capacity (LOS E)	Volume (ADT)	LOS
North Harbor Drive				
Laurel Street to Hawthorn Street	6 Lane Prime Arterial	60,000	51,600	D
Grape Street to Ash Street	4 Lane Collector	40,000	21,000	B
Ash Street to Broadway	4 Lane Collector	40,000	17,560	B
Broadway to Pacific Highway	2 Lane Collector	15,000	10,770	D
Pacific Highway to Kettner Boulevard	6 Lane Prime Arterial	60,000	12,900	A
Kettner Boulevard to Harbor Drive	6 Lane Prime Arterial	60,000	12,900	A
Harbor Drive				
Market Street to Front Street	4 Lane Major Arterial	40,000	13,800	A
Pacific Highway				
Laurel Street to Hawthorn Street	6 Lane Major Arterial	50,000	12,800	A
Grape Street to Ash Street	6 Lane Prime Arterial	50,000	16,090	A
Ash Street to Broadway	6 Lane Prime Arterial	50,000	14,970	A
Broadway to Harbor Drive	4 Lane Major Arterial	40,000	9,490	A
Kettner Boulevard				
Laurel Street to Hawthorn Street	3 Lane Major Street	25,000	6,600	A
Grape Street to Ash Street	3 Lane Major Street	25,000	4,700	A
Ash Street to A Street	3 Lane Major Street	25,000	9,700	A
C Street to Broadway	2 Lane Collector	15,000	5,100	B
Broadway to Harbor Drive	2 Lane Collector	15,000	3,500	A
Front Street				
Cedar Street to Date Street	4 Lane Major Street	40,000	14,700	A
First Avenue				
I-5 to Ash Street	4 Lane Major Arterial	40,000	24,300	C
Laurel Street				
North Harbor Drive to Pacific Highway	4 Lane Major Street	40,000	34,800	D
Pacific Highway to Kettner Boulevard	4 Lane Collector	30,000	28,100	E
Hawthorn Street				
North Harbor Drive to Pacific Highway	3 Lane Major Street	30,000	20,800	D
Pacific Highway to Kettner Boulevard	3 Lane Major Street	30,000	22,400	D
Grape Street				
North Harbor Drive to Pacific Highway	4 Lane Collector	30,000	20,200	D
Pacific Highway to Kettner Boulevard	4 Lane Collector	30,000	26,900	D

Table 2.5-2
Existing Street Segment Operations
(continued)

Street Segment	Classification	Capacity (LOS E)	Volume (ADT)	LOS
Ash Street				
North Harbor Drive to Pacific Highway	4 Lane Major Arterial	40,000	6,560	A
Pacific Highway to Kettner Boulevard	4 Lane Major Arterial	40,000	9,700	A
A Street				
Columbia Street to State Street	3 Lane Major Street	30,000	8,300	A
Broadway				
North Harbor Drive to Pacific Highway	4 Lane Collector	30,000	9,600	A
Pacific Highway to Kettner Boulevard	4 Lane Collector	30,000	10,900	B
Kettner Boulevard to India Street	4 Lane Collector	30,000	13,200	B
G Street				
Pacific Highway to Kettner Blvd.	4 Lane Major Street	40,000	3,600	A
Market Street				
North Harbor Drive to Columbia Street	6 Lane Major Street	50,000	9,500	A

Notes: Capacity based on City of San Diego Roadway Standards
ADT = Average Daily Traffic

Source: City of San Diego Planning Department
Linscott, Law & Greenspan, 10/5/99

Table 2.5-3
CAC Weekday Count
(Tuesday, July 9, 2002)

	South Lot				North Lot				Total		
Time	Employee	Disabled	Public	Total	Employee	Disabled	Public	Total	Employee	Disabled	Public
7:00 AM - 8:00 AM	70	2	1	*73*	278	0	27	*305*	**348**	**2**	**28**
8:00 AM - 9:00 AM	318	4	7	*329*	303	0	34	*337*	**621**	**4**	**41**
9:00 AM - 10:00 AM	354	5	11	*370*	326	3	59	*388*	**680**	**8**	**70**
10:00 AM - 11:00 AM	367	4	11	*382*	380	5	63	*448*	**747**	**9**	**74**
11:00 AM - 12:00 PM	379	6	16	*401*	404	4	68	*476*	**783**	**10**	**84**
12:00 AM - 1:00 PM	380	7	25	*412*	342	3	72	*417*	**722**	**10**	**97**
1:00 PM - 2:00 PM	391	5	24	*420*	430	4	89	*523*	**821**	**9**	**113**
2:00 PM - 3:00 PM	386	7	20	*413*	454	7	89	*550*	**840**	**14**	**109**
3:00 PM - 4:00 PM	387	4	20	*411*	441	5	86	*532*	**828**	**9**	**106**
4:00 PM - 5:00 PM	347	5	19	*371*	395	6	35	*436*	**742**	**11**	**54**
5:00 PM - 6:00 PM	171	0	20	*191*	127	4	22	*153*	**298**	**4**	**42**
6:00 PM - 7:00 PM	78	0	19	*97*	78	0	22	*100*	**156**	**0**	**41**
7:00 PM - 8:00 PM	48	5	36	*89*	18	1	22	*41*	**66**	**6**	**58**
8:00 PM - 9:00 PM	45	5	40	*90*	11	1	14	*26*	**56**	**6**	**54**
Max Demand	*391*	*7*	*40*	*420*	*454*	*7*	*89*	*550*	***840***	***14***	***113***

Notes: Employees include elected officials and staff.

Source: Linscott, Law & Greenspan, 2002.

Table 2.5-4
CAC Weekday Count
(Wednesday, July 10, 2002)

	South Lot				North Lot				Total		
Time	Employee	Disabled	Public	Total	Employee	Disabled	Public	Total	Employee	Disabled	Public
7:00 AM - 8:00 AM	65	2	4	*71*	282	1	3	*286*	**347**	**3**	**7**
8:00 AM - 9:00 AM	305	4	19	*328*	347	5	21	*373*	**652**	**9**	**40**
9:00 AM - 10:00 AM	409	5	57	*471*	386	7	54	*447*	**795**	**12**	**111**
10:00 AM - 11:00 AM	386	6	88	*480*	407	6	70	*483*	**793**	**12**	**158**
11:00 AM - 12:00 PM	379	9	95	*483*	381	5	73	*459*	**760**	**14**	**168**
12:00 AM - 1:00 PM	382	7	74	*463*	369	7	58	*434*	**751**	**14**	**132**
1:00 PM - 2:00 PM	373	6	66	*445*	434	7	69	*510*	**807**	**13**	**135**
2:00 PM - 3:00 PM	383	11	84	*478*	448	8	69	*525*	**831**	**19**	**153**
3:00 PM - 4:00 PM	379	10	94	*483*	464	7	60	*531*	**843**	**17**	**154**
4:00 PM - 5:00 PM	364	6	82	*452*	414	5	41	*460*	**778**	**11**	**123**
5:00 PM - 6:00 PM	228	3	67	*298*	164	4	29	*197*	**392**	**7**	**96**
6:00 PM - 7:00 PM	75	5	32	*112*	73	1	15	*89*	**148**	**6**	**47**
7:00 PM - 8:00 PM	51	0	9	*60*	14	1	11	*26*	**65**	**1**	**20**
8:00 PM - 9:00 PM	40	0	9	*49*	12	0	8	*20*	**52**	**0**	**17**
Max Demand	*409*	*11*	*95*	*483*	*464*	*8*	*73*	*531*	***843***	***19***	***168***

Notes: Employees include elected officials and staff.

Source: Linscott, Law & Greenspan, 2002.

Table 2.5-5
CAC Saturday Count
(Saturday, July 6, 2002)

Time	South Lot	North Lot	Totals
12:00 AM - 1:00 PM	87	15	102
1:00 PM - 2:00 PM	97	10	107
2:00 PM - 3:00 PM	113	11	124
3:00 PM - 4:00 PM	106	10	116
4:00 PM - 5:00 PM	100	9	109
5:00 PM - 6:00 PM	77	7	84
6:00 PM - 7:00 PM	120	15	135
7:00 PM - 8:00 PM	200	25	225
8:00 PM - 9:00 PM	246	24	270
9:00 PM - 10:00 PM	223	16	239
Max	*246*	*25*	*270*

Source: Linscott, Law & Greenspan, 2002.

Table 2.5-6
Ramp Analysis

Ramp	Peak Hour	Existing		Year 2020 With General Plan		Year 2020 With Visionary Plan	
		Density[1]	LOS	Density[1]	LOS	Density[1]	LOS
Hawthorn Street NB on-ramp	AM	16	B	Exceeds	F	Exceeds	F
	PM	17	B	Exceeds	F	Exceeds	F
Hawthorn Street NB off-ramp	AM	35	D	Exceeds	F	Exceeds	F
	PM	30	D	Exceeds	F	Exceeds	F
Grape Street SB on-ramp	AM	18	B	20	C	21	C
	PM	20	C	Exceeds	F	Exceeds	F
Front Street SB off-ramp	AM	39	E	Exceeds	F	Exceeds	F
	PM	29	D	Exceeds	F	Exceeds	F
First Avenue SB on-ramp	AM	16	B	19	B	19	B
	PM	18	B	Exceeds	F	Exceeds	F
First Avenue NB on-ramp	AM	18	B	Exceeds	F	Exceeds	F
	PM	20	B	Exceeds	F	Exceeds	F

Notes: [1] Density = Passenger cars per mile per lane
NB = northbound, etc.
LOS = Level of Service
exceeds = Demand flow exceeds the discharge capacity of the downstream ramp

Source: Linscott, Law & Greenspan, 1999

Table 2.5-7
Future CAC Parking Demand

Section Number	Parking Component	Number of Spaces
4.2.1	Employee parking requirement for 961employees (961 x 0.75)	721
4.2.2	Employee parking reduction due to satellite operations (-10% of 4.2.1)	-72
4.2.3	Employee increase to account for absence (+3% of 4.2.1)	22
4.2.4	Public parking requirement for 961 employees (961 x 0.15)	144
4.2.5	Public parking increase for future population growth (+25% of 4.2.4)	36
4.2.6	Public parking reduction due to satellite operations (-10% of 4.2.4)	-14
4.2.7	Public parking requirement for 11.1 acres of additional public park area	56
4.2.8	Public parking demand from adjacent on-street parking (47 x 0.74)	35
	TOTAL FUTURE CAC PARKING DEMAND	**928**

Source: Linscott, Law & Greenspan, 1999

Table 2.5-8
Comparison of Parking Demand and Proposed Supply

DEMAND			PROPOSED SUPPLY AND LOCATION				
Category	Value	Source	CAC Garages	On-Street	Cedar/Kettner	Trolley Towers	TOTAL
Public							
Visitors to the CAC	**166**	(1)					
Visitors to the Park	**56**	(2)					
On-street parking (per calculations from NEAVP MEIR)							
Grape Street (S)	12	(3)		12			
Pacific Highway (W)	50	(3)		15			
Ash Street (N)	14	(3)		40			
Harbor Drive (E)	46	(3)		0			
Subtotal	**122**	(4)		67			
Additional parking mitigation							
per NEAVP MEIR							
Carpool/vanpool	10	(5)					
Other public parking	46	(5)					
Subtotal	**56**	(5)					
Public Subtotal	**390**		288	67	35	0	**390**
CAC Employees	**681**	(6)	(7) 26	0	615	66	**707**
∫TOTAL	**1071**		(8) **314**	**67**	**650**	**66**	**1097**
Excess capacity over demand:	**26**	spaces					

Notes:
(1) CAC Waterfront Park EIR, Table 2.5-7, rows 4.2.4, 4.2.5, 4.2.6
(2) CAC Waterfront Park EIR, Table 2.5-7, row 4.2.7.
(3) NEAVP MEIR, p.4.2-4, and calculations by BRG Consulting, Inc. The total for each block face = curb x 0.75 / 24 feet per space.
(4) Note that existing on-street parking totals 78 spaces (10+20+0+48); the park project is providing an additional **44** public parking spaces to implement the NEAVP.
(5) NEAVP MEIR, p.4.2-9; the minimum additional parking required for mitigation is 50 spaces.
(6) CAC Waterfront Park EIR, Table 2.5-7, rows 4.2.1, 4.2.2, 4.2.3, plus 10 carpool/vanpool spaces.
(7) The 26 spaces includes **10** carpool/vanpool spaces per NEAVP MEIR mitigation (p. 4.2-9). Note that if each of the ten carpool/vanpool vehicles accommodated in the CAC Garages carried three employees, no employees would need to park at Trolley Towers.
(8) Self-park spaces total 250; during maximum public parking demand periods such as Saturday night; a tandem parking system would be implemented.
(9) Note that the 46 spaces shown at note (5), the 44 spaces in note (4), and the 10 carpool/vanpool spaces in note (7) total 100 spaces. This is consistent with North Embarcadero Alliance requests, as documented in NEA project minutes dated February 6, 2003.

Source: BRG Consulting, Inc., 2003.

Table 2.5-9
County of San Diego CAC Waterfront Park – Parking Management Plan

The following is proposed as a Parking Management Plan to address short term and long term provision of onsite and off site public and employee parking to serve staff and visitors to the County Administration Center, the CAC Waterfront Park and the Embarcadero visitor and business establishments.

Parking Requirement	ON SITE				OFF SITE			
	Number	Location	Description	Schedule	Number	Location	Description	Schedule
Short Term/Construction								
Required public parking	276 public parking– per Parking Demand Study	CAC existing parking lots		Available throughout Park construction – surface parking for 8 months then combination of structure and surface until Park completion				
Employee parking (General employee access and usage)	600-700 dependent on construction phase and us of managed parking	CAC existing parking lots	Balance of employee parking in both existing north/south parking lots. Utilize parking structures when completed in phased construction	Available throughout Park construction – surface parking for 8 months then combination of structure and surface until Park completion	66	Mills Building parking structure	Employees	Available throughout construction and permanently
Employee (Special designation)	16	CAC existing parking lots	VIP/elected officials/vanpool Part of 292 total onsite provision	Available throughout Park construction	As required to offset temporary construction phase parking provided at CAC	Various lots controlled by parking vendors within walking distance of CAC	Designated short term leased parking	As needed during later Park construction phase until Summer 2006 completion of Cedar/ Kettner employee parking structure

Table 2.5-9
County of San Diego CAC Waterfront Park – Parking Management Plan (cont'd.)

Parking Requirement	ON SITE				OFF SITE			
	Number	Location	Description	Schedule	Number	Location	Description	Schedule
Long Term								
Required public parking	276 public 16 VIP 292 Total (up to 314 stalls by managed parking)	(2) CAC Waterfront Park underground structures	Structures to be striped for self park. Managed parking/tandem will be initiated on demand	Spring 2005 - Spring 2006				
Employee parking	(includes 10 employee vanpool/ carpool parking)				650	Cedar/Kettner mixed use project	Dedicated employee parking in County condominium ownership of underground structure	Summer 2006
					66	Mills Building parking structure	Free to employees Free trolley pass to CAC	Available immediately and permanently

Notes:
1. Visionary Plan EIR mitigation of minimum 50 stalls on site provision will be maintained at all times during construction and after park completion. The 10 stall minimum for employee/carpool/vanpool will be provided.
2. Charges for use of CAC underground parking structure to be determined by the Clerk of the Board of Supervisors. Any charges for public parking will consistent with Embarcadero Alliance management of waterfront parking along Harbor Drive.
3. The Parking Management Plan addresses the parking requirement for the CAC administrative and recreational facilities. Additional parking provided in response to replacement of potential on street parking along east side of Harbor Drive will be addressed by modification of the north side of Ash Street between Pacific Highway and Harbor Drive to provide on street parking.

Source: County of San Diego, Department of General Services, 2003.

2.6 Hazards and Hazardous Materials

2.6.1 Existing Conditions

Existing hazardous material conditions are addressed through a review of previous land uses in the vicinity of the Waterfront Park site. A historic overview, based on background information from the North Embarcadero Alliance Visionary Plan (NEAVP), is provided to generally describe the land uses in the proposed project area and their potential for post hazardous materials release. Other information from a recent groundwater assessment report (Geocon, 2002) has been utilized. The following discussion addresses general and specific land uses within the North Embarcadero area.

2.6.1.1 Historic Overview of the Project Vicinity

Historically, the project vicinity has undergone various stages of development since the late 1880's. Residential use to the north of the proposed project site in the 1880s preceded active commercial development, which did not begin until after 1900. Residential use continued to increase as the central business district developed and fishing activities along the waterfront gained importance.

The area west of Pacific Highway was not fully developed until 1916 and had been created through dredge and fill activities. A number of canneries and related wharves were constructed along the bayshore in the early part of this century in the area west of Pacific Highway between Laurel Street and Hawthorn Street, and remained in operation until approximately 1914. In 1921 there were several steel and machinery warehouses and a furniture manufacturing plant. Changes in use began in the late 1930s with the creation of additional land fill south of Laurel Street and west of Pacific Highway, which has been in use for many years by Solar Turbines, Inc. for aviation-related manufacture and other activities. Fill and a pier replaced the area formerly devoted to canneries and the pier became a major location for the San Diego-based commercial fishing fleet. Prior to the 1950s, this area included several gas stations, a health center, the present County Administration building, and the proposed project site.

South of the proposed project site was a municipal warehouse and dock, which was located at the foot of Broadway. The Spreckels commercial dock and coal bunker was located at the foot of F Street. The other uses in the vicinity of Broadway Pier included a Navy landing, a water taxi depot, and a baseball field. By 1962, land use in this area included a warehouse used by Ryan Aeronautical Company; San Diego Harbor Department facilities, including a truck and equipment yard; a municipal warehouse used for storing cotton; and, several blocks occupied by the U.S. Naval Reserve. Numerous spur tracks extended from the main railroad track to bayshore facilities, which included the Broadway Pier and warehouse, the B Street Pier, and a U.S. Navy dock.

Historic transportation-related use in the visionary plan area by the early 1960s included 12 gas stations, two auto repair service garages, three car sale sites, one auto paint shop, one transit hub, and two sites with gas/oil storage tanks.

The nature of land use to the north and surrounding the proposed project site has changed in recent years to include the introduction of several office buildings, hotels, and an increase in the number of parking lots, and

automobile sales and rental sites. The area still contains numerous small retail and commercial buildings, restaurants, and a number of older residential units. Land use to the south of the proposed project site has changed with the presence of hotels, restaurants, the floating Maritime Museum vessels, parking lots, and harbor excursion facilities. The U.S. Navy continues to occupy a large portion of land used by the 11th Naval District Headquarters, which includes a pier and a major supply depot. ~~There are no existing or proposed schools located within one quarter mile of the CAC Site.~~ Harborside School is located approximately 0.125 miles from the CAC site at 1329 Kettner Boulevard.

Track-Info Services, LLC, a regulatory database search firm, performed a search of federal, state, and local databases for the project site and surrounding areas. The purpose of the regulatory database review was to identify unauthorized releases in the vicinity of the site that could potentially impact the project. A reproduction of the report titled "Environmental First Search Report, County Administration Building, San Diego, California, 92101," dated September 1, 2002 is presented in Appendix C of this report. Table 2.6-1 lists databases that were searched and the number of listings reported.

According to the Lindbergh Field Comprehensive Land Use Plan, the proposed project area is not within the runway protection zone and is outside of the obstruction control criteria. However, the project is within the Lindbergh Field Master Runway 13/31 Approach Overlay Zone. This runway is currently inactive, and, ~~although Port staff~~ San Diego County Regional Airport Authority staff has indicated that~~ it may reopen~~future use of this runway will be addressed through the process of updating the Airports long-term planning documents. This runway may re-open in the future, although~~,~~ no specific ~~data has~~ plans have been established at this time (Pers. Comm., Paul Webb, March 6, 2003). Further, the AAOZ identifies a maximum height limit ranging from 150 feet at the northern end near Grape Street to 250 feet at the southern end near Ash Street, with a limit of 175 feet for the proposed project site. The project proposes no new above ground structures taller than one story, and the proposed landscaping would remain well below the AAOZ height limitation. The proposed project is not located within the vicinity of a private airstrip.

The project is located within the jurisdiction of the San Diego County Operational Area Emergency Plan (OAEP), the City of San Diego Emergency Operations Plan (EOP) and the City of San Diego Major Incident Response Plans (MIRPs). The Waterfront Park and associated underground parking are located within a highly urbanized area and would not include characteristics that would increase the potential for fire in areas with flammable vegetation or expose people or the property to a significant risk of loss, injury or death involving wildland fires. No unirrigated native habitat is present on the site.

An Underground Storage Tank (UST) Removal and Soil Remediation Report prepared by Bradley Environmental Services found two underground storage tanks at the CAC Parking Lots site. One 10,000 gallon UST and one 2,000 gallon UST were emptied and removed on October and November of 1997. A soil analysis was performed on the soil where both UST's were located. No soil contamination was found under the 10,000 gallon UST, however, soil contamination was found undemeath the 2,000 gallon UST. Further soil remediation was completed where the contaminated soil was detected, and by November 1997, both excavated areas were backfilled and compacted (NEAVP, 1998).

The County Administration Center is listed on both the San Diego County and State of California leaking underground storage tank (LUST) databases. The County Administration Building is assigned EPA Identification Number CAL000040284, County of San Diego Department of Environmental Health (DEH) Hazmat Establishment Number H21047, and Regional Water Quality Control Board (RWQCB) Case Number 9UT3579. The case was opened on November 6, 1997, and the current status is listed as "Preliminary Assessment Underway". Upon review of the file at the DEH, the status of the case was found to be "closed", as of 1/17/02. The Second Quarter Groundwater Report by Gradient Engineers, recommended closure of this case based on the following information; "detection of benzene was at a level well below the allowable concentration within 1,000 feet of the bay, and the source of the detected TPHg and VOCs is believed to be associated with an off-site source, since diesel fuel was stored in the tank located onsite." The release related to this case is located on the west portion of the site (GEOCON, 2002).

The LUST cases in the vicinity of the site include Body Beautiful Car Wash (2045 Pacific Highway), Fogerty Petroleum (946 Hawthorne Street), and Steve's Auto Body (1516 Kettner Blvd.), all with a current status of "open". The other two listings have a status of "closed" and include the County of San Diego (1516 Kettner Blvd.) and Rent-a-car Cheap (1747 Pacific Highway). Both cases included underground storage tank (UST) releases that required the removal of floating free product from the groundwater table.

A recent report, titled Fogerty Et Al vs. Exxon Et Al Trust, dated March 11, 2002, was reviewed in the DEH files. The report addressed the current groundwater quality conditions beneath Body Beautiful Car Wash, Fogerty Petroleum, and two other properties in the vicinity. It was reported that the methyl tertiary-butyl ether (MTBE), benzene, and free product plumes, enclosing these properties, are all generally stable. However, it should be noted that free product first appeared in 2000. There are a total of 58 groundwater monitoring wells located on the four properties and in their general vicinity. Groundwater samples taken from the wells had detectable quantities of TPHg and TPHd. An additional two wells, BB-MW-13 and BB-MW-17, located on the northeast corner and southeast portion of Body Beautiful Car Wash, detected MTBE. Impacted groundwater is present at the vicinity of the LUST located onsite, however, it is reported to be stable in this area and not migrating down-gradient towards San Diego Bay. The latest data, collected from the site in 2001, indicated that MTBE is not present in other areas of the site. A plume that includes properties north of Fogerty Petroleum and continues south-west to the corner of California Street and Grape Street represents the area to be remediated due to existing free product. An additional plume, which includes the above properties and reaches further west to include the Body Beautiful property, represents the area to be remediated due to petroleum hydrocarbon and/or because free product may re-appear in monitoring wells.

Steve's Auto is assigned County of San Diego DEH Hazmat Establishment Number H06030. The case was opened on December 24, 1984, and was last updated on May 5, 1994. The current status is listed as "Environmental Assessment Underway."

A total of 85 LUST cases have been identified in the region to the east of the site. Information from selected Unauthorized Release Cases reviewed at the San Diego County DEH is included in Appendix C.

Groundwater beneath the site is contaminated with gasoline, diesel and fuel oil, and MTBE. Groundwater beneath the site also contains levels of arsenic, copper, lead, nickel, and zinc above the allowable concentrations for

discharge to San Diego Bay. In addition, dewatering at the site may potentially draw similar contaminants in groundwater from off-site sources towards the site. Although dewatering during construction would be completed in accordance with the requirements of the Regional Water Quality Board, dewatering effluent would significantly degrade water quality if discharged without treatment directly to the San Diego Bay.

Construction activities would involve the demolition of the Askew Building on the Northern Parking Lot, resulting in a potential release of hazardous or toxic air contaminants (TACs). According to the San Diego County Department of Environmental Health, asbestos materials were present in the Askew Building (Occupational Health Program, 2000). The Air Pollution Control District (APCD) requirements the submittal of an Asbestos Notification of Demolition and Renovation shall be submitted ten days prior to the demolition of the Askew Building. A demolition plan on how the asbestos, friable or not, will be control during the demolition must be determined for a APCD to determine what permits may be needed for the completion of the project to occur.

The project site lies outside any mapped dam inundation area for major dams/reservoirs within San Diego County, as identified on inundation maps prepared by dam operators, and is not near sensitive receptors. The proposed project does not involve mining or manufacturing activities and is not located within or adjacent to a designated crash hazard zone or a high public safety risk situation. The project is not located within a hazard zone as identified by the Alquist-Priolo Earthquake Fault Zoning Act, Special Publication 42, Revised 1994, Fault-Rapture Hazard Zones in California. However, the site is located partially within the active Rose Canyon fault zone, and in Seismic Zone 4 of the Uniform Building Code (UBC). The Rose Canyon Fault has a maximum likely slip rate of about 2mm/yr and a best estimate of about 1.5 mm/year have been postulated based on a recent three-dimensional trenching on the fault. Earthquakes on the fault having a maximum earthquake magnitude of 6.9 are considered to be representative of the potential for seismic ground shaking within the property. For a further discussion on the hazards associated with potential seismic events are addressed in Section 2.2, Geology/Soils, of this EIR.

2.6.2 Thresholds of Significance

In accordance with CEQA Appendix G and the County of San Diego Operational Area Emergency Plan, the project would result in a significant Hazards and Hazardous Materials impacts if it:

1. Creates a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials.
2. Creates a significant hazard to the public or the environment through reasonably forseeable upset and accident conditions involving the release of hazardous materials into the environment.
3. Emits hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
4. Would be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.

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

6. Is located within the vicinity of a private airstrip, and the project would result in a safety hazard for people residing or working in the project area.

7. Would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

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

9. Results in a significant risk of accidental explosion or release of hazardous substances. (State of California, 2002).

Significance criteria from City of San Diego CEQA Guidelines, are provided below on specific sub-issues related to accidental explosion or release of hazardous substances:

Handling, Storage and Treatment
A proposed project will have a significant handling, storage and treatment impact if it proposes to conduct activities that involve the handling, storage, and/or treatment of hazardous materials (e.g., a hazardous treatment center).

Location on or Near Known Contamination Sources
A proposed project will have a significant contamination source impact if it is sited on, or is near, known contamination sources listed in one or more of the following:

- County Hazardous Materials Management Division (HMMD) – Site Assessment and Mitigation Unauthorized Release Listing;
- State Office on Planning and Research Identified Hazardous Waste and Substances List; and,
- Other applicable sources including Sanborn maps, Fire Department records, or topographic/existing conditions surveys.

In addition, a proposed project will have a significant contamination source impact if it is: 1) located within 1,000 feet of a known contamination site; 2) located within 2,000 feet of a known "border zone property" (also known as "Superfund" site); 3) a closed but still listed HMMD site; or, 4) a site located in Centre City San Diego, Barrio Logan or other areas known or suspected to contain contaminants.

Dewatering
A proposed project will have a significant dewatering impact if it involves the removal or leaching of water from soils, major excavation in an area with high groundwater (e.g., downtown), or major excavation in historically developed land with industrial or commercial uses.

Construction/Demolition
A proposed project will have a significant construction demolition impact if it involves the demolition of old commercial, industrial or residential structures that may contain asbestos and/or other hazardous materials.

Underground Storage Tanks
A proposed project will have a significant underground storage tank impact if it involves the removal of underground fuel tanks.

10. Results in or have the potential to interfere with, the County of San Diego Operational Area Emergency Plan, the County of San Diego Operational Site Specific Dam Failure Evacuation Data Plans or other applicable emergency response plans.

11. Increases the potential for fire in areas with flammable vegetation or expose people or the property to fire hazards, flooding or any other significant health or safety hazard. (State of California, 2002).

Significance criteria from City of San Diego CEQA Guidelines are listed below as they relate to significant health or safety hazards:

Location Near Sensitive Receptors
A proposed project which uses hazardous materials will have a significant sensitive receptor impact if it is sited near residential, day care, social agency, or schools uses. Specifically, locations within 1,000 feet of any school and where there is the potential for people to be exposed to hazardous materials from the project.

Mining and Manufacturing
A proposed project will have a significant mining and manufacturing impact if it involves materials associated with manufacturing, mining, or research/development uses such as explosives, radioactive materials, flammables, caustics, and biohazards.

High Public Safety Risk
A proposed project will have a significant high public safety risk impact if it is located within or adjacent to a high public safety risk situation such as an Air Crash Hazard Zone "A" or a permanent building in a floodway, or is proximal to a brush filled canyon.

2.6.3 Analysis of Project Effects and Determination as to Significance

1.-2. The handling and storage of hazardous materials would not be required for the operation of the proposed Waterfront Park. However, soil excavation and filling would be conducted during the construction phase of the proposed project. Appropriate sampling of excavated and imported soil shall be completed to determine the presence of contamination. If necessary, the disposal of any contaminated soils would follow all federal, state and local regulations. Therefore, impacts associated with the transport, use or

disposal of hazardous materials are not considered significant. In addition, no forseeable upset or accident conditions involving hazardous materials exist from the implementation of the proposed project.

Disposal of Hazardous Materials

Impact 2.6a Although no studies have thus far indicated contamination, soils excavated from and imported to the site could potentially be contaminated. CCDC General Mitigation Measure 5.1-2, as listed in the MEIR for the Centre City Redevelopment Project (1992), requires sampling of materials for contamination prior to disposal.

3. ~~No existing or proposed school is located within one quarter mile of the CAC site. Therefore, no hazardous material impacts exist to such a school would occur as a result of the project.~~Harborside School is a private school that was opened in September 1996. Harborside School has 152 students ranging from preschool to the eighth grade. This school is located at 1329 Kettner Boulevard and is approximately 0.125 miles from the CAC site. It is anticipated that hazardous materials would be temporarily used and stored for construction purposes at the Waterfront Park. However, the proposed project will be required to comply with all applicable federal, state, and local laws pertaining to the handling, storage, transport, disposal, and use of such materials. Therefore, possible impacts associated with the Harborside School are not considered significant.

4. The County Administration Center is listed on both the San Diego County and State of California leaking underground storage tank (LUST) databases. The County Administration Building is assigned EPA Identification Number CAL000040284, County of San Diego Department of Environmental Health (DEH) Hazmat Establishment Number H21047, and Regional Water Quality Control Board (RWQCB) Case Number 9UT3579. The case was opened on November 6, 1997, and the current status is listed as "Preliminary Assessment Underway". Upon review of the file at the DEH, the status of the case is "closed", as of 1/17/02 (Geocon, Oct. 2002). Further, the functions and operations of the proposed Waterfront Park would not create a significant hazard to the public or to the environment pursuant to Government Code Section 65962.5.

5.-6. According to the Lindbergh Field Comprehensive Land Use Plan, the proposed project area is not within the runway protection zone and is outside of the obstruction control criteria. However, the project is within the Lindbergh Field Master Runway 13/31 Approach Overlay Zone. This runway is currently inactive, and, San Diego County Regional Airport Authority staff has indicated that future use of this runway will be addressed through the process of updating the Airports long-term planning documents. This runway may reopen in the future, although no specific plans have been established at this time (Pers. Comm., Paul Webb, March 6, 2003). The project consists of surface landscaping and underground parking structures. Therefore, the height of the proposed project would not have any impact on the airport, nor would the airport cause any hazards to people utilizing or working in the project area. In addition, the proposed project is not located within the vicinity of a private airstrip.

7. The project is located within the jurisdiction of the San Diego County Operational Area Emergency Plan (OAEP), the City of San Diego Emergency Operations Plan (EOP) and the City of San Diego Major Incident Response Plans (MIRPs). Due to the nature of the proposed activity, the Waterfront Park would not

interfere with any emergency plans (pers. comm. Chris Bach, 2002) and therefore, impacts would be considered not significant.

8. The Waterfront Park and associated underground parking are located within a highly urbanized area and would not include characteristics that would increase the potential for fire in areas with flammable vegetation or expose people or the property to a significant risk of loss, injury or death involving wildland fires. No unirrigated native habitat is present on the site. Therefore, the proposed project would not result in a significant impact.

9. The potential for impacts associated with the accidental explosion or release of hazardous substances at the proposed Waterfront Park are discussed below:

Handling, Storage and Treatment

The two identified underground storage tanks have been removed and the soil remediated. Also, the handling and storage of hazardous materials would not be required for the operation of the proposed Waterfront Park. Therefore, impacts associated with the handling, storage and treatment of hazardous materials are not considered significant.

It is anticipated that hazardous materials would be temporarily used and stored for construction purposes at the Waterfront Park. It should be noted that any individual development that proposes to store and/or use materials considered potentially hazardous would be required to comply with all applicable federal, state, and local laws pertaining to the handling, storage, transport, disposal, and use of such materials. Such compliance would include, but is not limited to: meeting all requirements of the City of San Diego Fire Department's Uniform Fire Code (UFC) as they relate to the City's Combustible, Explosive and Dangerous Materials (CEDMAT) Inspection Program; maintaining accurate Material Safety Data Sheets (MSDS) on-site to provide information about chemicals and clean up/disposal methods in case an accidental spill occurs; and, providing remediation of all accidental spills consistent with County Department of Health Services, Metropolitan Sewerage System Industrial Waste Program, and City of San Diego Fire Department regulations and procedures. Therefore, impacts associated with the temporary use and storage of hazardous materials for construction purposes are not considered significant.

Location on or Near Known Contamination Sources

Impact 2.6.b The County Administration Center is listed on both the San Diego County and State of California leaking underground storage tank (LUST) databases. There are a total of five properties with listings on the LUST database that are within a 1/8-mile radius of the site. Upon review of the file at the DEH, the status of the case is "closed", as of 1/17/02. Despite the current status the LUST case, groundwater beneath the site is impacted with gasoline, diesel and fuel oil, and MTBE. This groundwater also contains levels of arsenic, copper, lead, nickel, and zinc above the allowable concentrations for discharge to San Diego Bay. The contamination is believed to be associated with an off-site source. However, dewatering at this site may potentially draw contaminants in groundwater from off-site sources toward the site (Geocon, Oct. 2002). Therefore, impacts associated with known contamination sources are considered significant.

Dewatering

Impact 2.6.c Groundwater in the project vicinity is located at a depth of approximately 6 to 20 feet below the ground surface. The project involves the construction of two underground parking structures. Due to the relative depth below grade of these parking structures, dewatering would most likely be required during construction. Based on the high groundwater table, proposed construction activities, and the intensity of land uses on and surrounding the project site, impacts associated with dewatering are considered significant.

Construction/Demolition

Impact 2.6.d The project involves the demolition of the Human Health and Services building (Askew Building) on the North Parking Lot. There is a potential that asbestos or other hazardous substances may be present in the building. Therefore, impacts associated with construction demolition and the potential release of asbestos and and/or other hazardous materials are considered significant.

Underground Storage Tanks

The two underground storage tanks have been removed from the project site and remediation has been completed.

10. The project site lies outside any mapped dam inundation area for major dams/reservoirs within San Diego County, as identified on inundation maps prepared by dam operators. The project is located within the jurisdiction of the San Diego County Operational Area Emergency Plan (OAEP), the City of San Diego Emergency Operations Plan (EOP) and the City of San Diego Major Incident Response Plans (MIRPs). The proposed project would not interfere with any emergency plans (pers. comm. Chris Bach, 2002) and therefore, impacts would be considered not significant.

11. The Waterfront Park and associated underground parking are located within a highly urbanized area and would not include characteristics that would increase the potential for fire in areas with flammable vegetation or expose people or the property to fire hazards, flooding or any other significant health or safety hazard. Therefore, the proposed project would not result in a significant impact.

Location Near Sensitive Receptors

The project site is not located near sensitive receptors, therefore, impacts associated with sensitive receptors are not considered significant.

Mining and Manufacturing

The proposed project does not involve mining or manufacturing activities, therefore, impacts associated with mining and manufacturing are not considered significant. Hazards associated with potential seismic events are addressed in Section 2.2, Geology/Soils, of this EIR.

High Public Safety Risk

The project site is not located within or adjacent to a designated crash hazard zone or a high public safety risk situation, therefore, impacts associated with crash hazards are not considered significant.

2.6.4 Mitigation Measures

Disposal of Hazardous Materials

MM 2.6.a The appropriate sampling of excavated and imported soil to determine the presence of contamination shall be completed prior to the disposal of such materials. Should excavated or imported materials be found to be contaminated, appropriate measures shall be undertaken to ensure the proper disposal of such materials.

Location on or Near Known Contamination Sources

MM 2.6.b To mitigate for contaminated location and dewatering impacts, effluent derived from dewatering activities shall meet discharge requirements for National Pollution Discharge Elimination System (NPDES) permitting and/or City of San Diego sewer system discharge. Treatment shall be implemented during dewatering and the discharge must be directed to the City of San Diego sewer system.

Dewatering

MM 2.6.c See Mitigation Measure 2.6.b.

Construction/Demolition

MM 2.6.d To mitigate hazardous material-related significant impacts associated with the construction demolition of old buildings on the project site, a survey to test for asbestos-containing building materials and lead-based paint shall be performed prior to demolition, renovation, or disturbance. All activities associated with asbestos shall be conducted under the direct supervision of a certified asbestos consultant, subject to the approval of the jurisdictional agency (i.e., County of San Diego Department of Environmental Health). If the survey indicates that asbestos lead-based paint and/or other hazardous materials are present, analysis, removal and disposal shall be performed in conformance with federal, state, and local regulations. See also Air Quality MM 2.4.

2.6.5 Conclusions

The disposal of any hazardous materials would be in conformance with federal, state, and local regulations. Therefore, implementation of the recommended mitigation measures would reduce all identified significant impacts associated with contamination sources, dewatering, and construction/demolition to below a level of significance.

2.7 Noise

This section addresses project noise issues based upon the noise report prepared by Giroux & Associates (1999) for the NEAVP MEIR. The CAC site is located within the project area of the NEAVP and is included in the NEAVP MEIR's analysis. The noise section below identifies, describes and evaluates noise sources and potential conflicts associated with the proposed project.

2.7.1 Existing Conditions

Noise is often defined as unwanted sound because it can cause hearing loss, interfere with speech communication, disturb sleep, and interfere with the performance of complex tasks. Environmental noise is usually measured in A-weighted decibels (dBA). A decibel (dB) is a logarithmic unit of sound energy intensity. Sound waves, traveling outward from a source, exert a sound pressure level (commonly called "sound level"), measured in dBs. A dBA is a dB corrected for the variation in frequency response of the typical human ear at commonly encountered noise levels. In general, people can perceive a three dBA difference in noise levels; a difference of ten dBA is perceived as a doubling of loudness.

Community noise is generally not steady state and varies with time. Under these conditions of non-steady state noise, some type of statistical system of measurement is necessary in order to quantify human response to noise. Several rating scales have been developed for the analysis of adverse effects of community noise on people. These scales include Equivalent Noise Level (L_{eq}), the Day-Night Average Level (L_{dn}) and the Community Noise Equivalent Level (CNEL).

L_{eq} is the sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over a given sample period. L_{eq} is the "energy" average noise level. L_{dn} and CNEL are similar to L_{eq}, but cover a 24 hour period, and apply a weighting factor which places greater significance on noise events occurring during the evening and night hours (when sleeping disturbance is a concern). L_{dn} is a 24-hour, time-weighted average, obtained after the addition of five dB to sound levels between the hours of 7:00 PM and 10:00 PM and ten dB to sound levels between 10:00 PM and 7:00 AM

Each source of noise can be categorized as either a "line source" or a "point source". For a "line source" of noise, such as a heavily traveled roadway, the noise level decreases by a nominal value of three dB for each doubling of distance between the noise source and the noise receptor. In many cases, noise attenuation is increased to 4.5 dB for each doubling of distance with the combined effects of environmental factors, such as wind conditions, temperature gradients, characteristics of the ground, and the presence of vegetation.

In an area which is relatively flat and free of barriers, the sound level resulting from a single "point source" of noise decreases by six dB for each doubling of distance. This applies to fixed and mobile sources which are temporarily stationary, such as an idling truck or other heavy duty equipment operating within a confined area, such as a construction site.

2.7.1.1 Noise Standards, Plans, Policies, and Guidelines

The proposed Master Plan is located within the highly-urbanized downtown area of the City of San Diego. Therefore, the use of City of San Diego noise standards is reasonable, even though the project is under the authority of the County of San Diego. The Port District does not have adopted noise/land use standards. In the City of San Diego, noise standards are contained in Chapter 5, Article 9.5, Division 1 of the *San Diego Municipal Code* (Noise Abatement and Control Ordinance) and the Transportation Element of the City's *Progress Guide and General Plan.*

A. City of San Diego General Plan Noise Element

Ambient noise levels in the City of San Diego are regulated by noise compatibility guidelines set forth in the City's *Progress Guide and General Plan* and ordinances. Table 2.6-1 shows the City of San Diego Noise Level Compatibility Standards for various land uses. The proposed Master Plan park use is considered a noise sensitive use. Based on the City's General Plan, the 65 dBA CNEL noise standard would apply to the proposed land uses.

B. City of San Diego Noise Ordinance

To abate the potential nuisance from construction noise, especially in proximity to any adjacent noise-sensitive development, the City of San Diego Noise Ordinance (Municipal Code Ordinance No. 59.5.0404) limits the hours of allowable construction activities and establishes performance standards for construction noise at any residentially zoned property. Construction noise sources do not always correspond to 24-hour community noise standards, because they occur only during selected times and the source strength varies with the type of equipment in use. Construction activities are also treated separately in municipal noise ordinances because they do not represent a chronic, permanent noise source. In essence, the ordinance prohibits construction from 7:00 PM to 7:00 AM, and on Sundays and selected holidays, unless a permit has been granted by the City; limits construction noise in residential areas from 7:00 AM to 7:00 PM to a maximum of 75 dB; and exempts emergency construction, provided adequate notice is given after work commences. In addition, the prohibition against noctumal construction can be waived in instances where a greater public good is achieved, (e.g.) road work at night.

Temporary construction noise impacts are influenced by the stage of development and, thus, the type of equipment used. Initial construction is typically dominated by earth-moving equipment and later by equipment used to finish construction. As shown in Table 2.6-2, heavy equipment, noise can exceed 95 dB, and averages about 90 dB at 50 feet from the source when the equipment is operating under load. The loudest construction activities may require more than 500 feet of distance between the source and a nearby receiver to reduce the average 90 dB source strength to the baseline level of approximately 65 dB found in the Waterfront Park vicinity.

2.7.1.4 Existing Noise Levels

The CAC and surrounding area is developed with various types of commercial and office uses. The area's anthropogenic, or human caused, sound levels are generally vehicular noise and aircraft noise from San Diego International Airport (SDIA).

A. Traffic Noise

Four major roadways border the project site. To the west is North Harbor Drive, to the north is Grape Street, to the east lies Pacific Highway, and to the south is Ash Street. Roadway noise levels were calculated from existing and projected traffic counts using the Caltrans microcomputer version of the federal highway traffic noise model (FHWA-RD-77-108), consistent with Caltrans roadway noise assessment guidelines. Table 2.6-3 provides existing noise levels at 50 feet from the centerline for the surrounding streets. Existing traffic noise along North Harbor Drive and Grape Street was calculated to be 70 dBA CNEL, 69 dBA CNEL along Pacific Highway and 66 dBA CNEL along Ash Street.

B. Aircraft Noise

The northern half of the project site lies within the Lindbergh Field noise contours (Figure 2.7-1). The outer limit of aircraft noise concerns is the 60 dB CNEL contour, which crosses the project site immediately to the north of the CAC Building. The 65 dB CNEL contour is located along Grape Street.

2.7.2 Thresholds of Significance

Criteria for determining the significance of noise impacts were obtained from the City's *Significance Determination Guidelines Under the California Environmental Quality Act* (January 1991, revised May 1999). The proposed park use of the Master Plan is considered a noise sensitive use. Consequently, the applicable City standard for compatible land use noise levels is 65 dBA CNEL. The County is not subject to City standards, but the City provides an applicable standard related to urbanized settings. However, this is only a guideline, not a standard to determine project design or acceptability of project design.

2.7.2.1 Vehicular and Rail Traffic

Vehicular and rail traffic noise impacts would be considered significant:

1. If residential or sensitive land uses (i.e., hotels and parks) would be exposed to existing or future (2020) traffic levels that result in exterior noise levels greater than 65 dB CNEL; or
2. If a greater than 3 dB project-related increase in traffic noise level would occur, when exterior noise levels are equal to or exceed the 65 dB CNEL significance threshold.

2.7.2.2 Construction

A proposed project would have a significant temporary construction noise impact:

1. If it would result in temporary construction noise levels which exceed 75 dB(A) L_{eq} at a sensitive receptor; or
2. If it would result in temporary construction noise that would substantially interfere with normal business communication, or otherwise affect sensitive receptors.

2.7.2.3 Airport Noise

A proposed project would have a significant airport noise impact if noise-sensitive uses are developed within the 65 dB CNEL contour (Figure 2.7-1).

2.7.3 Analysis of Project Effects and Determination as to Significance

2.7.3.1 Vehicular and Rail Traffic

Impact 2.7.a Giroux & Associates calculated future noise levels for the project area (Table2.6-4) for conditions after area buildout of the NEAVP in 2020. Future traffic noise along North Harbor Drive and Grape Street is calculated to be 69 dBA CNEL. Future noise on Pacific Highway is calculated to be 72 dBA CNEL, while future noise on Ash Street is calculated to be 65 dBA CNEL.

Based on the calculated traffic noise levels, existing and future sound levels for the proposed park would not be in conformance with the City of San Diego General Plan Noise Element, which establishes an allowable 65 dBA CNEL for the proposed park use. Noise impacts from the existing traffic noise on all sides of the proposed project site would be significant, including Pacific Highway, Grape Street and North Harbor Drive. The County is not subject to City standards, but, the City provides an applicable standard related to urbanized settings. However, this is only a guideline, not a standard to determine project design or acceptability of project design.

According to the noise projections prepared for the NEAVP MEIR, the trolley noise levels will be in the low 60 dB range. The combination of traffic and trolley noise would change the total exposure by 1 dB or less. Therefore, impacts associated with trolley and Coaster noise are not considered significant.

According to the Centre City Community Plan, the land uses surrounding the project site are designated as commercial. The compatible noise level associated with commercial land uses is 70 dBA CNEL (Table 2.6-1). As discussed in Section 2.4, Transportation/Circulation, the proposed project would result in an increase in traffic volume 378 ADT over existing conditions, but a decrease of 5,504ADT from the adopted Visionary Plan. The NEAVP MEIR identified sound levels of 72 dB CNEL as a result of a projected 34,600 ADT along Pacific Highway from Ash Street to Beech Street. It is anticipated that many of the trips removed from the system by the change in plans at the CAC site would have utilized Pacific Highway, thus removing thousands of projected daily trips from that roadway. This is anticipated to result in a decrease of projected future sound levels from 72 dB CNEL by less than one dB. As a result of this decrease, there would be no significant acoustical impact on a plan-to-plan basis.

Although traffic associated with the Waterfront Park and CAC site is projected to ~~increase~~ decrease by 486~~378~~ ADT from~~over~~ existing traffic levels, the acoustical impact of such a small traffic ~~increase~~ decrease would be imperceptible. As previously mentioned, humans cannot reliably distinguish sound levels with differences of less than three dB. A traffic ~~increase~~ decrease of 486~~378~~ ADT on Pacific Highway would represent less than one percent of the projected future ADT. Its acoustical effect would be much less than one dB and the decrease in traffic would be imperceptible. Therefore, there would be no significant ~~adverse~~ acoustical impact associated with project-related traffic on a plan-to-ground basis.

2.7.3.2 Construction Noise

Construction noise is expected to occur during daylight hours on weekdays, when residential noise sensitivity is generally lower than during morning and evening hours and on weekends. A variety of construction equipment would be used, including but not limited to, scrapers, graders, rollers, ~~and~~ jack-hammers and pile-drivers.

As shown in Table 2.~~6~~7-2 heavy equipment noise can exceed 95 dBA and averages about 90 dBA at 50 feet from the source when the equipment is operating under load (Giroux & Associates 1999). The City of San Diego Noise Ordinance (Municipal Code Ordinance No. 59.5.0404), requires that construction noise levels not exceed 75 dBA for more than eight hours at the boundary of any residential property.

Temporary construction noise impacts vary considerably because the noise strength of construction equipment ranges widely as a function of the equipment used, and would also change during the course of the project. Also, existing structures on and around the project site, as well as construction occurring below grade, may intermittently shield nearby receivers from the direct line of noise propagation, thereby reducing short-term impacts. ~~Therefore, short-term construction noise impacts would be less than significant since noise impacts would not occur constantly during an eight-hour duration and construction activities would be required to comply with the San Diego City Noise Ordinance.~~

The NEAVP Master EIR analyzed potential impacts associated with construction of subsequent Visionary Plan developments. It concluded that general construction noise would be less than significant, since construction contractors would be required to comply with City of San Diego construction noise regulations (SDMC 59.5.0401), which allow construction only between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday, and which preclude construction noises from exceeding an average noise level of 75 dB(A) at the property lines of residential properties. This analysis is directly applicable to the proposed CAC Waterfront Park, and results in the same conclusions.

Impact 2.7.b

The NEAVP Master EIR did find that "Peak noise intrusion potential would occur if a significant amount of pile-driving is required for facility construction. Pile- drivers can generate noise levels exceeding 100 dB. Pile-drivers are more related to single event noise than to sustained average noise levels. Pile-driving noise, even within enclosed buildings, can be clearly heard as much as two to three blocks away. Pile-driving...may impact hotel guests or residents. This would result in a significant impact." (Port of San Diego, 1999, p. 4.10-14)

As a result, the NEAVP Master EIR included a mitigation measure for pile-driving noise, as follows: "The significant pile-driving construction noise impact would be mitigated through an allowance for pile-driving only from the hours between 8:00 a.m. and 5:00 p.m. Monday through Friday, when there are hotels or multifamily residences within 500 feet of the pile-driving operation." This measure is also applicable to the CAC Waterfront Park project, and has been included as a project mitigation measure (MM 2.7 b). Hotels that are located within 500 feet of pile-driving areas on the CAC Park site are the Holiday Inn south of Ash Street, and the following hotels all located east of Pacific Highway, between Beech and Grape Streets: Marina Inn Suites, Days Inn, Marriott Residence Inn, Pacific Inn, and the Hampton Inn.

2.7.3.3 Aircraft Noise

The area of the proposed park to the north of the CAC Building would be located within the 60 dB CNEL portion of the Lindbergh Field noise contours (Figure 2.7-1). This area is in conformance with the City of San Diego General Plan Noise Element and the Lindbergh Field, San Diego Comprehensive Land Use Plan, which establishes an allowable 65 dBA for land uses such as the proposed park area. The project area is within the Airport Influence Area, but is not subject to airport-related sound levels in excess of 65 dBA CNEL. Aircraft-related noise impacts would not be significant.

2.7.4 Mitigation Measures

2.7.4.1 Vehicular Traffic

MM 2.7.a The installation of a 7-foot sound barrier along Pacific Highway, North Harbor Drive and Grape Street would decrease sound levels by approximately 7dBA on the park side of the barrier. Such a barrier would need to be transparent, if taller than three feet, in order to avoid impacts to visibility from identified view corridors along Beech Street, Date Street and Fir Street. Examples of barriers that have been used in other areas include a 7-foot Lexan barrier; a 3-foot wall or earth berm with a 4-foot Lexan barrier on top; or a 3-foot earth berm with the park level behind it recessed four feet below the existing grade. (pers. comm., Hans Giroux, 2002).

Although Mitigation Measure 2.7 above, if implemented, would mitigate the anticipated noise impacts to new park users, it is considered infeasible under CEQA. CEQA Guidelines Section 15364 defines 'feasible" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors." First of all, installation of sound barriers along the streets surrounding the proposed park project would conflict with the goals of the proposed Waterfront Park Master Plan. The Design Structure and the Civic Park/Green components of the Master Plan envision a pedestrian circulation network with paths and view corridors that "traverse the park and extend into the bay, creating a strong link between the park and its waterfront." Any wall or barrier would block the open access and style proposed in the Master Plan, thereby altering proposed project in such a way that the goals and objectives of the proposed project could not be achieved. This is considered a social factor. Secondly, MM 2.7 represents a major economic issue. A transparent screen of the height and length required for significant sound attenuation would be expensive to install, and an ongoing expense to maintain in clear condition. Preliminary cost estimates for initial installation exceed $600,000 (J. Redlitz, pers. comm., 12/30/02). The barrier would require regular cleaning, repair of vandalism or graffiti, and replacement on a 6-8 year preventive maintenance program.

Third, from an environmental standpoint, the sound barrier would result in a barrier inhibiting pedestrians on the east side of it from accessing the public park and open space that the County proposes. While several pedestrian access points through and around the barrier could be provided, the general effect would be to greatly constrain pedestrian access to the park, and from

the park to the Waterfront. This conflict with pedestrian access is specifically prohibited by the Centre City Community Plan, Plaza Design Guidelines (CCDC, 1992), which require that "an urban open space shall be open to use by the public with direct access from adjoining public sidewalk or sidewalk widening along at least 50 percent of its total length of frontage." This is a legal factor. If 50 percemt of the frontage were left open as required under the Guideline, the sound barrier would not function, except for very small portions of the proposed park. Conflict with this environmental guideline would be considered a significant, unmitigated impact.

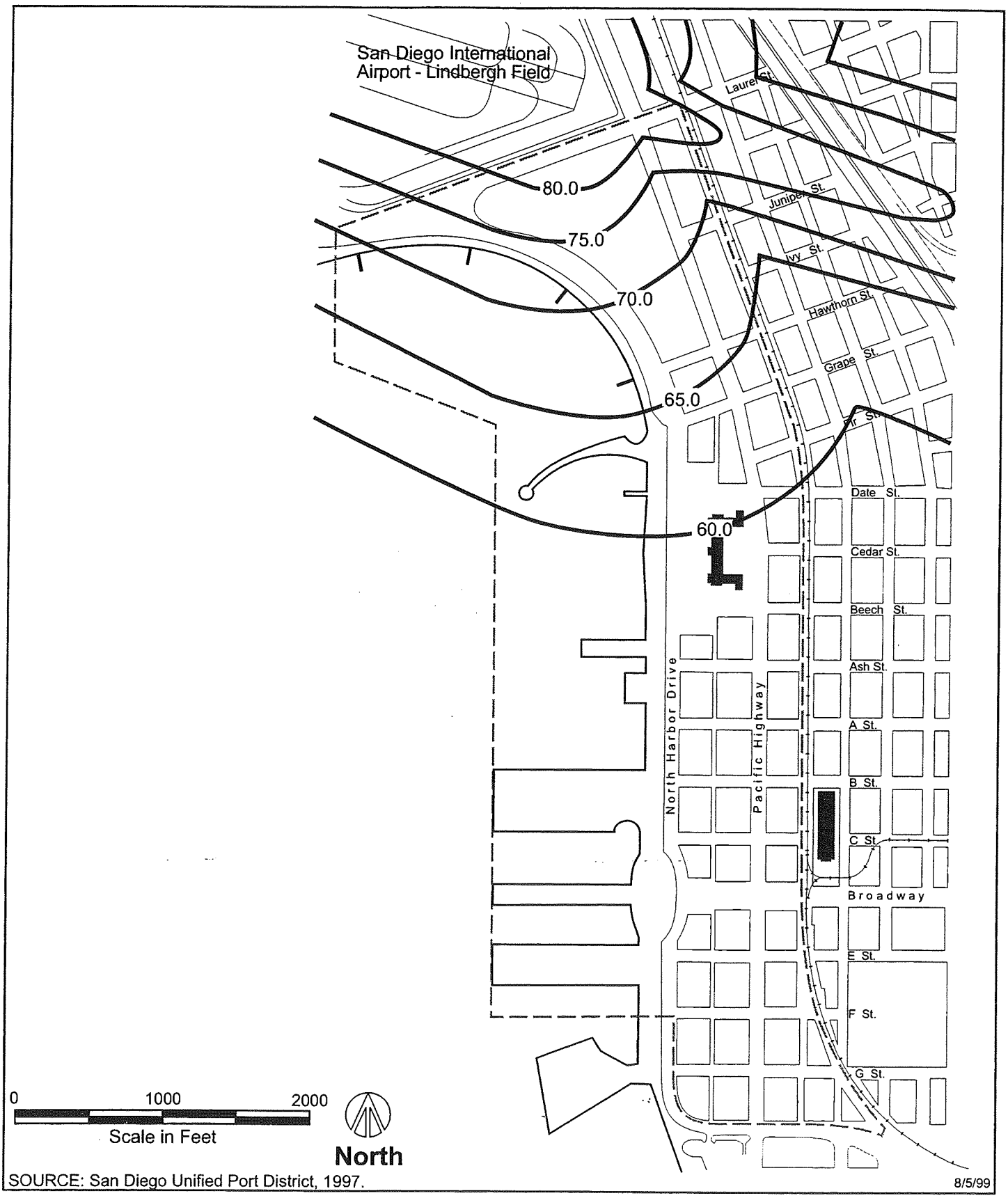
As an alternative mitigation, the potential of providing a vertical separation between the park and the noise sources in the adjacent streets was considered. However, this would require elevating the park at least six or seven feet above the adjacent streets, which would not only inhibit pedestrian access, it would block designated view corridors along Beech Street, Date Street, and Fir Street. Such a mitigation measure would be considered infeasible under CEQA due to social, environmental and legal factors.

MM 2.7.b The significant pile-driving construction noise impact would be mitigated through an allowance for pile-driving only from the hours between 8:00 a.m. and 5:00 p.m. Monday through Friday, when there are hotels or multifamily residences within 500 feet of the pile-driving operation.

2.7.5 Conclusions

The proposed project would result in significant impacts associated with traffic noise that would affect the proposed project. The proposed Park cannot be redesigned to accommodate sound barriers while still maintaining adequate pedestrian circulation, access and view corridors. The only identified potential mitigation measures have been found infeasible under CEQA. Therefore, a significant unmitigated noise impact would occur along North Harbor Drive, Grape Street and Pacific Highway, because noise levels would remain at 69 dBA CNEL or above. This would require the decision-maker to adopt Findings and a Statement of Overriding Considerations for approval of the project as proposed.

Implementation of the proposed restrictions on hours during which pile-driving operations could occur would avoid significant impacts to guests of nearby hotels.



SOURCE: San Diego Unified Port District, 1997.

8/5/99

BRG CONSULTING, INC.

San Diego CAC Waterfront Park Development and Master Plan

Existing Lindbergh Field Aircraft Noise Contours (dB CNEL)

FIGURE 2.7-1

Table 2.7-1
City of San Diego Noise Land Use Compatibility Chart

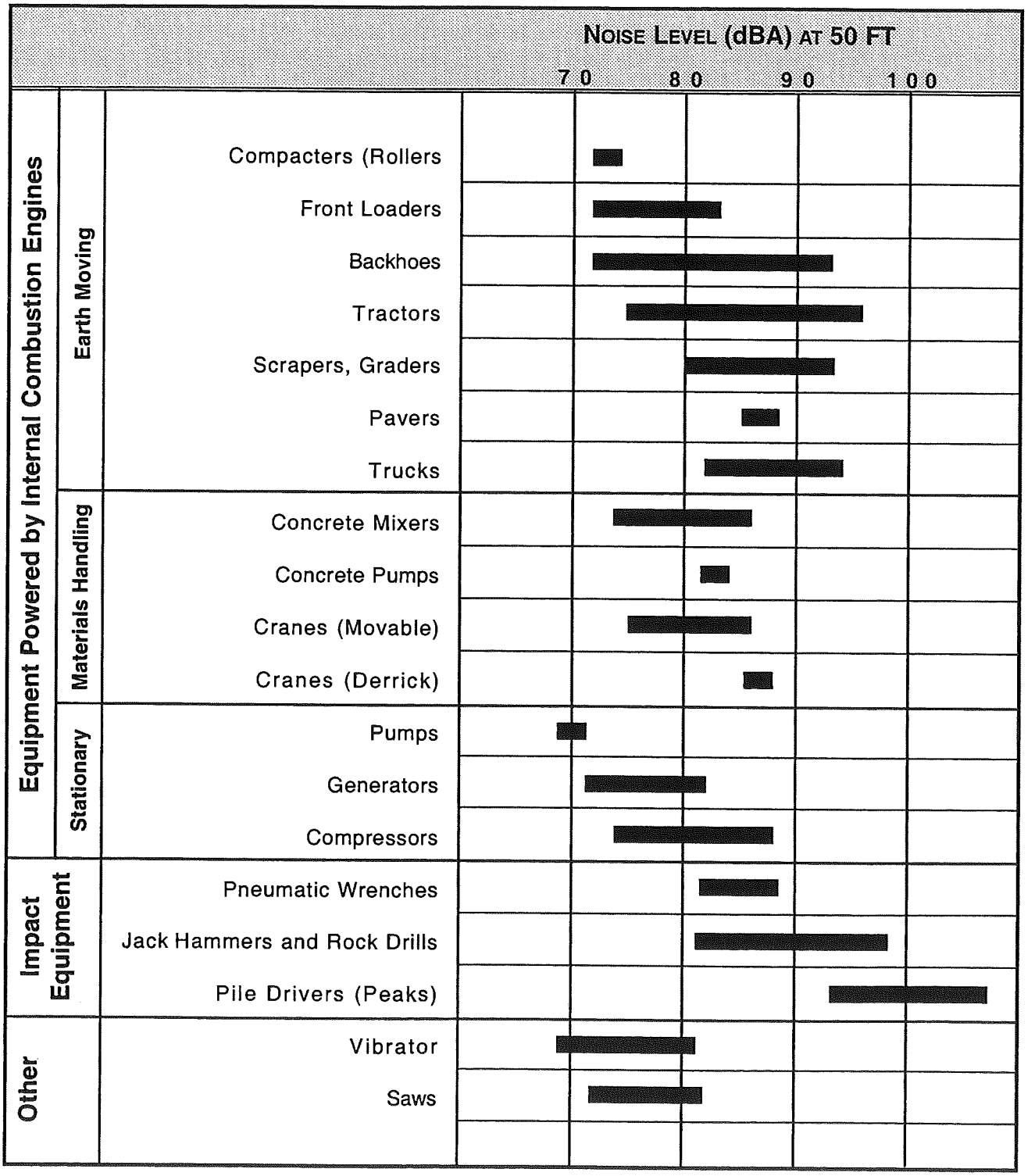
LAND USE	Annual Community Noise Equivalent Level in Decibels						
	50	55	60	65	70	75	
1. Outdoor Amphitheaters (may not be suitable for certain types of music)							
2. Schools, Libraries							
3. Nature Preserves, Wildlife Preserves							
4. Residential-Single Family, Multiple Family, Mobile Homes, Transient Housing							
5. Retirement Home, Intermediate Care Facilities, Convalescent Homes							
6. Hospitals							
7. Parks, Playgrounds							
8. Office Buildings, Business and Professional							
9. Auditoriums, Concert Halls, Indoor Arenas, Churches							
10. Riding Stables, Water Recreation Facilities							
11. Outdoor Spectator Sports, Golf Courses							
12. Livestock Farming, Animal Breeding							
13. Commercial-Retail, Shopping Centers, Restaurants, Movie Theaters							
14. Commercial-Wholesale, Industrial Manufacturing, Utilities							
15. Agriculture (except Livestock), Extractive Industry, Farming							
16. Cemeteries							

COMPATIBLE The average noise level is such that indoor and outdoor activities associated with the land use may be carried out with essentially no interference from noise.

INCOMPATIBLE The average noise level is so severe that construction costs to make the indoor environment acceptable for performance of activities would probably be prohibitive. The outdoor environment would be intolerable for outdoor activities associated with the land use.

Source: City of San Diego (1989)

Table 2.7-2
Typical Construction Equipment Noise Generation Levels



Source: EPA, 1971

Table 2.7-3
Existing Traffic Noise Levels

Location	dBA CNEL*
North Harbor Drive, from Grape Street to Ash Street	70
Grape Street, from North Harbor Drive to Pacific Highway	70
Pacific Highway, from Grape Street to Ash Street	69
Ash Street, from North Harbor Drive to Pacific Highway	66

Source: Giroux & Associates1999.

* at 50 feet from the centerline of the nearest traffic lane.

Table 2.7-4
Future Traffic Noise Levels (2020)

Location	dBA CNEL*
North Harbor Drive, from Grape Street to Ash Street	69
Grape Street, from North Harbor Drive to Pacific Highway	69
Pacific Highway, from Grape Street to Ash Street	72
Ash Street, from North Harbor Drive to Pacific Highway	65

Source: Giroux & Associates 1999.

* at 50 feet from the centerline of the nearest traffic lane.

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2.8 Cultural and Paleontological Resources

Background

Cultural resources include archaeological and historic resources. Archaeological resources in turn are divided into whether they date before (prehistoric) or after (historic) the onset of Spanish colonization of Alta California in 1769. Archaeological resources, therefore, include both prehistoric and historic sites that contain any feature, mound, midden, burial ground, artifacts, rock tool mine, trail, rock art, or other evidence of human activities. Historic resources include any historic building, structure, place, or feature. Paleontological resources include the fossil remains or indications of ancient non-human organisms found in geologic formations.

2.8.1 Existing Conditions

This section describes the existing cultural resources regulatory framework, archeological resources, historic resources and paleontological resources of the CAC site and surrounding area.

2.8.1.1 Regulatory Framework

The project site is governed by federal and state laws whose goal is to preserve important archaeological and historic cultural resources. The National Historic Preservation Act of 1966, the California Register of Historical Places, and the California Environmental Quality Act (CEQA) Guidelines are regulations that apply to the proposed project. The County of San Diego's Resource Protection Ordinance (RPO) and the Secretary of the Interior's Standard for Rehabilitation are also applicable to the proposed project, and are discussed in more detail below.

A. Secretary of the Interior's Standards for the Treatment of Historic Properties

The Secretary of the Interior is responsible for establishing standards for all programs under Departmental authority and for advising Federal agencies on the preservation of historic properties listed or eligible for the National Register of Historic Places. There are Standards for four distinct, but interrelated, approaches to the treatment of historic properties- Preservation, Rehabilitation, Restoration, and Reconstruction. Preservation focuses on the maintenance and repair of existing historic materials and retention of a property's form as it has evolved over time. Rehabilitation acknowledges the need to alter or add to a historic property to meet continuing or changing uses while retaining the property's historic character. Restoration is undertaken to depict a property at a particular period of time in its history, while removing evidence of other periods. Reconstruction re-creates vanished or non-surviving portions of a property for interpretive purposes.

B. County of San Diego's Resource Protection Ordinance

The County of San Diego's RPO was established to protect sensitive lands and protect their degradation and loss by requiring a resource protection study for certain discretionary projects. The RPO designates allowed uses, development standards and criteria for the following categories of sensitive lands: wetland; wetland buffer areas; floodways; floodplain fringe; steep slope lands; sensitive habitat lands; and significant prehistoric or historic sites. The goals of the RPO are achieved by establishing a review process that ensures projects are designed to avoid significant impacts to these resources, and that every effort has been incorporated into the project design to preserve these resources on the project site. Therefore, although the proposed project is not subject to any

discretionary permit that would trigger application of the RPO, the projects would be consistent with the historic resource protection provisions of the County RPO.

2.8.1.2 Archeological Resources

A. Record Searches

Based on record searches and reports reviewed for preparation of the NEAVP MEIR, three distinct Native American cultures inhabited the San Diego area prior to Spanish settlement. These early inhabitants of the San Diego area include the mobile, hunting and gathering society of the "San Dieguito Complex" (10,000 to 8,000 before present (BP)); the coastal "La Jolla Complex" (9,500 to 8,500 BP); and the seasonal hunting and gathering Kumeyaay Indians (2,000 to 233 BP). Record searches conducted at the South Coastal Information Center at San Diego State University indicate that no subsurface prehistoric resources have been recorded in the vicinity of the CAC site.

According to the NEAVP MEIR, there are no known subsurface cultural resources within the CAC site. The CAC Building was constructed in 1938 on reclaimed tidelands filled with materials dredged from San Diego Bay in 1914. Any archeological resources recovered in these fill soils would no longer be in their original position or place. Bay deposits underlie the fill soils at the CAC site at a depth of 9 to 12 feet, and extend to a depth of 18 to 27 feet. There is a low probability that the fill soils and/or Bay deposits contain prehistoric archaeological resources important to San Diego's history. There is no potential for the underlying Quaternary-age Bay Point Formation to contain archeological resources.

B. Other Potential Resources

The following historical background of the downtown San Diego area is taken from the City of San Diego's Historical Resources Guidelines found in the City's Land Development Code (1999).

The Spanish colonization of Alta California began in 1769. Initially, camp was made on the shore of the bay in the area that is now downtown San Diego. Lack of water in this location led to moving the camp to a small hill closer to the San Diego River later that year. The Spanish built a primitive mission and presidio structure on the hill near the river. In 1774 the Spanish missionaries moved the Mission San Diego de Alcalá to its present location six miles up the San Diego River valley (modern Mission Valley). In 1850, the Americanization of San Diego began. San Diegans attempted to develop the town's interests through a transcontinental railroad plan and the development of a new town closer to the bay. The failure of these plans, added to a severe drought which crippled ranching and the onset of the Civil War, left San Diego as a remote frontier town. Not until land speculator and developer Alonzo Horton arrived in 1867 did San Diego begin to develop fully into an active American town. The urbanization of the City as it is today began in 1869 when Horton moved the center of commerce and government from Old Town (old San Diego) to New Town (downtown). Development spread from downtown based on a variety of factors, including the availability of potable water and transportation corridors. Factors such as views, and access to public facilities affected land values, which in turn affected the character of neighborhoods that developed. Little Italy developed in the Victorian Era of the later 1800s and early 1900s. The earliest development of the Little Italy area was by Chinese and Japanese fishermmen, who occupied stilt homes along the bay.

Marie Burke Lia, Attorney at Law, and Dr. Ray Brandes, Ph.D. prepared a cultural resources assessment for the NEAVP area in July of 1999. The following summarizes the report's findings regarding the "Middletown" area where the proposed park project would be located.

The southern portion of Middletown, between Broadway and Date Street developed first. By the 1880's, the blocks immediately north of Broadway reflected the type of development that was consistent with the harbor development and rail service that had been established in the area. The blocks just west of the Santa Fe Depot, between California and Pacific Highway, contained railroad-related structures and small dwellings, which may have been shanties constructed by squatters. In 1888, on the west side of Pacific Highway, several bathhouses were operating on piers to serve salt water bathing patrons. By 1906, those bathhouses had been joined by a series of small pier-like structures on the water. Before and after World War I, a series of major changes occurred in the Middletown area. The shanties were cleaned up in a spurt of civic zeal and new shoreward lands were created by dredge and fill operations between 1914 and 1918. The nature of the dredging operations was such that the shanties, piers and wharves, which were located along the waterfront, were all buried beneath the dredged fill. Fill activities began in 1914 along the west side of Pacific Highway, from Broadway north to Date Street. During the following three years, the balance of the shoreline, from Market Street to Laurel Street was filled in. In 1918 the southern area was complete, followed by the extension of docks in some locations seaward from the top of the bulkhead wall, thereby forming the ultimate wharf for shipping. By the 1930s, the County Administrative Center was under construction as a Works Progress Administration (WPA) project on the blocks between Ash and Grape Streets, Pacific Highway and Harbor Drive. The fishing community's piers and vessels dominated the waterfront from Date to Laurel Streets. The final filling of the Plan area's waterfront, resulting in the present configuration of the waterfront and North Harbor Drive, was completed in 1943.

Due to the fact that shanties, piers and wharves were all buried beneath dredged fill, there is potential for a historical impacts during the excavation of the proposed project area. Such resources may be of significant archeological value, as they reflect the historical maritime uses of the San Diego Bay waterfront.

2.8.1.3 Historic Resources

A. Planning and Construction of the CAC Site

Historically known as the San Diego Civic Center, the CAC site was completed in 1938 with funds granted by the Works Progress Administration (WPA). President Franklin Roosevelt personally approved the plan for the erection of San Diego's Civic Center and allocated $1 million in funds in 1936 to begin construction of the project. The building, financed predominately by the WPA, a New Deal Agency, was the first of such financed structures to be built in San Diego. The placement of the Civic Center on the Harbor was suggested by John Nolen, nationally known landscape architect and planner, in his 1926 Plan for San Diego. The Civic Center was constructed on filled tidelands underlain by Bay Deposits and the Bay Point Formation. It was the hope of Nolen and City leaders that other public buildings would be grouped around the Civic Center and a grand paseo extending eastward would ultimately link public structure with Balboa Park. However, rising land costs and the outbreak of World War II precluded the fulfillment of Nolen's ideas.

The Civic Center was designed by four prominent San Diego architects: Louis J. Gill, F.A.I.A.; Samuel W. Hamill, F.A.I.A.; William T. Johnson, F.A.I.A; and Richard S. Requa. Between themselves, these men are

known to have designed the San Diego Zoo, War Memorial, Natural History and Fine Arts Museums, and World's Fair buildings in Balboa Park, the Del Mar Race Track, La Valencia Hotel in La Jolla, and Serra Museum in Presidio Park. The Civic Center was designed in the Spanish Revival/Streamline Moderne style with Beaux-Arts classical touches such as long narrow halls and expansive wings. The building features a 10-story central tower and matched domes on the extending north and south wings. The architects included inlaid Franciscan pottery tile around the east and west entrances and on the matched domes on the north and south wings. Interior first and second floor lobbies incorporate Tennessee Roseal and Vermont Verde antique-marble covered walls, bronze elevator doors, and detailing around entrance doors and the second floor lobby area. Philippine mahogany is featured on staircases and office walls and partitions. Terrazzo was employed in lobby areas and on stairs. Elegant wood and glass light fixtures adom the lobby areas. Engineering history was made when over 1,500 H-shaped steel pilings, incorporated for the first time in a major public building, were driven deep into tidelands soil to protect the structure and its inhabitants from earthquake damages. The Civic Center was constructed in five sections which would move independently in response to serious seismic motions.

The Guardian of Water sculpture and fountain was planned and created by one of the greatest American sculptors in 1936, Donal Hord. The work was begun in 1936 and completed in 1939. Hord chose San Diego granite from which he sculpted a pioneer woman holding an olla, or water jar, on her shoulder. The sculpture symbolized the guardianship of water, exemplifying San Diego's constant task of obtaining and guarding one of its most precious resources - water. Hord also designed the fountain pedestal upon which the granite figure was placed.

Early grounds landscaping was set out in a hodge-podge fashion, planting initially Washingtonia palms which generated much controversy because they appeared dead or dying. Japanese cherry trees and birds of paradise plants were donated and planted as well as a variety of other plants. In 1938, it was determined that a landscape architect was needed to plan the ground cover. Roland S. Hoyt, F.A.S.L.A was employed that year and completed landscaping tasks in 1939. The landscaping was considered to have contributed greatly to the overall beauty and significance of the site. Hoyt's plantings surrounded the main structure, as well as the adjacent parking lots, and incorporated various varieties of trees, shrubs, grass, and annual flowering plants. Hoyt also created two fountains to beautify the eastern entrance of the building. New palms and other varieties of trees, shrubs and flowering plants have been planted on the grounds, but the original layout design is basically unaltered.

B. Additions and Alterations to the CAC Site

In the 1960's and 1970's, office remodeling was undertaken in many parts of the Civic Center. A cafeteria was added on the third floor. Light fixtures in some of the corridors were modernized and carpeting was added. On the first floor, light fixtures were modernized and the concession stand was renovated. In 1968, the third and fourth floor were added to portions of the north and south wings.

The main building portions of the west façade have always been four-stories in height. The adjoining wings, the westernmost portions to the left and right of the entrance, were constructed as two-stories, but received additional stories in 1968. Another story was also added to the portions of the wings immediately behind the two-story sections in 1968, to match the original four-storied building sections except for the tiled roof.

The east façade faces Pacific Highway and matches the west façade in many ways, with the exception that the adjoining wings extend farther out from the main building. The western wings were to have been enlarged in the 1940s to match the eastern side, but this was never accomplished. Another difference between the two facades includes the matched domes atop the wings. As with the western façade, the two- and three-storied building sections also received an extra story in 1968.

The three-story Askew Building was constructed in 1958 for use by the County of San Diego Department of Health Services. The building was built as a temporary structure and has no historic or architectural significance. A garden shop is located in the northeast comer of the site. This one-story concrete block structure with gable roof is a repository for gardening utensils used by gardeners to maintain the CAC lawns. There is an adjacent lath house to the west of the garden shop which provides a refuge to plants needing extra assistance. On the other side of the lath house is a public electric vehicle charging station. Additionally, a mechanical cooling tower structure is located along Pacific Highway to the north of the CAC Building and to the south of the garden shop. None of these structures has historic or architectural significance.

C. Nomination of the CAC site to the National Register of Historic Places

The existing CAC site is listed as an historic district in the National Register of Historic Places. Although the entire site is listed, only the CAC Building, the Guardian of Water sculpture to the west of the building and the landscaping surrounding the building were found to be contributing elements to the historic district nomination. These three elements were found to be a significant example of Works Progress Administration (WPA) funded public art, architecture and landscaping. Other structures located onsite, but not found to be contributing elements to the historic district designation include the three-story concrete Askew Building, a small garden shop, a mechanical cooling tower structure, electrical vehicle charging station, and the north and south parking lots. By virtue of its listing on the National Register, the CAC site is automatically listed on the California Register of Historical Places (Public Resources Code §5024.1, Title 14 CCR, §4851(a)(1)).

D. City of San Diego Historical Resource Site 203

The existing CAC site is listed as an historic resource site in the City's "Historic Landmarks Designated by the San Diego Historical Resources Board" as site number 203, registered on October 22, 1986. The basis for the registration is for the site's association with the Works Progress Administration (WPA) which funded public art and architecture-related public works. The designation is for the WPA designed building and related landscaping grounds. The designation does not include later accessory buildings. The City's designation is also based on the site's Spanish Revival architecture with strong Beaux Arts Classical influence, and for the site's association of Master Architects Samuel Wood Hamil, Richard S. Regua, William Templeton Johnson and Louis J. Gill. Since that time, and until recently, the City's Historical Site (now Resources) Board reviewed a number of proposed building modifications.

2.8.1.4 Paleontological Resources

A review of the Geology of the San Diego Metropolitan Area, Point Loma 7 1/2 minute quadrangle (California Department of Mines and Geology, 1975) and the Geotechnical Investigation for the CAC Waterfront Park (Geocon, 2002) indicates that the project is located on geologic formations that contain significant paleontological resources. As discussed in detail in Chapter 2.1 of this EIR, the site is underlain by unstabilized fill soils, Bay

deposits, and the Quaternary-aged Bay Point Formation. Of these, only the Bay Point Formation has the potential to contain paleontological resources.

2.8.2 Thresholds of Significance

This section provides a review of the criteria for site importance under CEQA, the Secretary of the Interior's Standards for Rehabilitation and the San Diego County RPO.

2.8.2.1 CEQA Significance Guidelines

Criteria for determining the significance of an archeological resource is provided in §21083.2(g) of the California Public Resources Code. §21083.2(g) specifies that if the lead agency determines that the project may have a significant effect on unique archaeological resources, the EIR shall address the issue of those resources. Under §21083.2(g), "unique archaeological resource" means an archaeological artifact, object or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets one or more of the following criteria:

- Contains information needed to answer important scientific research questions and that there is a Demonstrable public interest in that information;
- Has a special and particular quality such as oldest of its type or best available example of its type; or
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

According to §15064.5 of the State CEQA Guidelines, a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. A significant historical resource is defined in §15064.5 as follows:

- A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources Public Resources Code §5024.1, Title 14 CCR, §4850, et seq.).
- A resource included in a local register of historical resources, as defined in §5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements of §5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
- Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Public Resources Code §5024.1, Title 14 CCR, §4852), which include the following:

    a. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

b. Is associated with the lives of persons important in our past;

c. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or,

d. Has yielded, or may be likely to yield, information important in prehistory or history.

A substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired. The significance of an historical resource is materially impaired when a project demolishes or materially alters in an adverse manner the following:

- Those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources.
- Those physical characteristics that account for its inclusion in a local register of historical resources pursuant to §5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of §5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant.
- Those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

2.8.2.2 Secretary of the Interior's Standards for the Treatment of Historical Properties

Rehabilitation is defined by the Secretary of the Interior as "the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural or architectural values" (U.S. Dept. of the Interior, 1992)

The following Standards for Rehabilitation apply to the proposed project:

1. A property shall be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
2. The historic character of a property shall be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize a property shall be avoided.
3. Each property shall be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, shall not be undertaken.
4. Changes to a property that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.

6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and, where possible, materials. Replacement of missing features shall be substantiated by documentary and physical evidence.

7. Chemical or physical treatments, if appropriate, shall be undertaken using the gentlest means possible. Treatments that cause damage to historic materials shall not be used.

8. Archaeological resources shall be protected and preserved in place. If such resources must be disturbed, mitigation measures shall be undertaken.

9. New additions, exterior alterations or related new construction shall not destroy historic materials, features and spatial relationships that characterize the property. The new work shall be differentiated from the old and shall be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

10. New additions and adjacent or related new construction shall be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

2.8.2.3 Paleontological Resources

The following levels of sensitivity are rated for individual formations and recognize the important relationship between fossils and the geologic formations within which they are entombed (Deméré and Walsh, 1993):

High sensitivity - High sensitivity is assigned to geologic formations known to contain paleontological localities with rare, well-preserved, and/or critical fossil materials for stratigraphic or paleoenvironmental interpretation, and fossils providing important information about the paleobiology and evolutionary history (phylogeny) of animal and plant groups. Generally speaking, highly sensitive formations are known to produce vertebrate fossil remains or are considered to have the potential to produce such remains.

Moderate sensitivity - Moderate sensitivity is assigned to geologic formations known to contain paleontological localities with moderately preserved, common elsewhere, or stratigraphically long-ranging fossil material. The moderate sensitivity category is also applied to geologic formations that are judged to have a strong, but unproven potential for producing important fossil remains (e.g., Pre-Holocene sedimentary rock units representing low to moderate energy, marine to non-marine depositional settings).

Low Sensitivity - Low sensitivity is assigned to geologic formations that, based on their relative youthful age and/or high-energy depositional history, are judged unlikely to produce important fossil remains. Typically, low sensitivity formations may produce invertebrate fossil remains in low abundance.

Marginal sensitivity- Marginal sensitivity is assigned to geologic formations that are composed either of pyroclastic volcanic rocks or metasedimentary rocks, but which nevertheless have a limited probability for producing fossil remains from certain sedimentary lithologies at localized outcrops.

Zero sensitivity- Zero sensitivity is assigned to geologic formations that are entirely plutonic in origin and therefore have no potential for producing fossil remains.

Negative impacts to paleontological resources generally take the form of physical destruction of fossil remains by excavation operations. Examples include mass excavation projects, where earth-moving scrapers are used in combination with bulldozers to rip-up and transport the bedrock. Certain mass-excavation operations also employ frontloaders and trucks to remove earth materials. Trenching and tunneling also result in impacts to paleontological resources, but in these instances the amount of earth moved is limited to the immediate project right-of-way. Burial of paleontological sites is not considered to represent a significant impact since the resources are not destroyed (Deméré and Walsh, 1993).

2.8.3 Analysis of Project Effects and Determination as to Significance

2.8.3.1 Archaeological Resources

Impact 2.8.a The CAC site was constructed in 1938 on reclaimed tidelands filled with materials dredged from San Diego Bay in 1914. Bay deposits underlie the fill soils onsite at a depth of 9 to 12 feet, and extend to a depth of 18 to 27 feet. There is a low likelihood that the fill soils or Bay deposits contain significant prehistoric archaeological resources. Additionally, any archeological resources recovered from the fill soils would no longer be in their original position or place. The absence of any spatial context would preclude them from being considered significant. However, based upon the cultural report prepared for the NEAVP (Brandes and Lia, 1999), a number of maritime uses were present along the original waterfront prior to the placement of dredged artificial fill which created the waterfront as it appears today. The nature of the dredging operations was such that the shanties, piers and wharves, which were located along the waterfront were all buried beneath the dredged fill.

Portions of these structures may be uncovered in excavation for the proposed parking garage. These materials may be of significant archeological value, as they may reflect the historical maritime uses of the San Diego Bay waterfront. Disturbance of these materials may result in a significant cultural resources impact.

2.8.3.2 Historic Resources

The CAC site is considered a significant historical resource under CEQA because it is listed in the National Register and California Register, as well as the County and City Registers of Historical Resources as an historic ~~district~~resource site. It meets the criteria for listing in the California Register for its association with Franklin Roosevelt's New Deal Works Progress Administration, its importance in John Nolen's 1926 Plan for San Diego, its architecture and structural quality, its symbolic public sculpture, and its landscaping theme. Elements which contribute to the historic district designation of the CAC site include the CAC Building, "Guardian of the Water" sculpture and existing landscaping.

According to the Secretary of the Interior's definition of rehabilitation, the proposed project is considered to fall under the rehabilitation of an existing historic structure. Therefore, the Standards for Rehabilitation would apply to

the project. The discussion below compares the proposed project against the Secretary of the Interior's Standards for Rehabilitation, in order to determine if a significant impact would occur.

1. The interior of the CAC Building has been used historically for local government offices and will continue to be used for that purpose in the future. The exterior of the building has been traditionally used as public space and would also continue to be used for that purpose in the future. The expansive areas to the north and south of the CAC Building were historically used as public parking lots, but under the proposed project would be transformed into a community park. Since the parking lots are not considered to be contributing elements to the historic district designation of the site, the change in use would not alter the site's distinctive materials, features, spaces, or spatial relationships.

2. The historic character of the CAC site, which includes the CAC Building, Guardian of the Water sculpture and landscaping, would be retained and preserved. The proposed project would result in the removal of some distinctive materials and the alteration of some features, spaces and spatial relationships that characterize the property as a result of the filling in of the two existing service entrances and driveways, construction of a new service entrance and driveway, construction of a west-facing terrace, and a two foot elevation of the existing ground plane which would impact historic elements of the site. The service drives would be removed to the extent necessary and then filled in; however, the historic footprint of the driveways would be retained through construction of at-grade walkways. The construction of a new service entrance along the southern building façade would result in the below-grade modification of the CAC building to accommodate a new service elevator. In addition, construction of the new service elevator would alter the existing retaining wall, light well, window, railing, and landscaping along the southern building façade. The new service driveway would be located off Pacific Highway and would disturb existing landscaping on the southern side of the CAC building. Landscaping would be replaced after construction and the intent of the plantings would be to reestablish the historic plant palette designed by Roland S. Hoyt in his 1938 landscape plan. The west terrace would be constructed so as to preserve the existing retaining wall, light wells, windows, and railing along the western building façade. The terrace would remove some landscaping along the western façade of the building, but would retain the existing palm trees in place by simply raising the planting beds approximately two feet above grade. The terrace would be constructed of stone/concrete pavers and would contain planting beds that would support plantings identified in the original 1938 Hoyt plan. Finally, the existing ground plane would be lifted approximately ~~two~~ 2.5 feet along the northern, western and southern building facades, which would result in the loss of the bottom portion of the stairway at each of these entrances. In addition, at the western entrance, the stairs would be moved out to the edge of the terrace and the bottom portion would be removed. However, these changes would not alter the CAC building or landscaping in such a way that the historic character of the property would be lost.

3. The project would not create a false sense of historical development and would not add conjectural features or elements from other historic properties.

4. Changes to the property that have acquired historic significance in their own right, such as the Guardian of the Water sculpture and landscaping, would be retained and preserved for the majority of the site.

   Within the Historic Core of the site, which is approximately the area on the site between the extensions of Beech and Date Streets, the historic East Courtyard including the paving and plantings would be preserved

with little or no modification. The historic West Plaza with the Guardian of Water Statue as its centerpiece would be preserved with modification only as necessary to restore cracked paving or broken stair treads. Restoration on these surfaces would be consistent with the historic materials of the paving and stairs. The Senegal palms within the Historic Core would remain in place, and continue to be the character-defining landscape element within the Historic Core.

Impact 2.8.b(1) A portion of the western and southern facing landscaping would be altered as a result of the proposed project. However, these areas would be replanted with species used in the historic plant palette designed by Roland Hoyt. The project would seek to reestablish the original intent of the 1938 Hoyt landscape plan.

Impact 2.8.b(2) As discussed above in impact and mitigation measure 2.8.b(1), the project would result in the removal or covering of architectural and landscaping features associated with the filling in of the two existing service entrances and driveways, construction of a new service entrance and driveway, construction of a west-facing terrace, and a two foot elevation of the existing ground plane. However, it is possible that the County's Historic Sites Board, the City's Historical Resources Board, or the SHPO could consider the proposed changes as significant impacts.

5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize the CAC site would be preserved.
6. The project does not propose repair or replacement of existing deteriorated historic features.
7. The project does not proposed chemical or physical treatments to the contributing elements, except for the maintenance of existing and new landscaping on the site.
8. If encountered, archaeological resources would no longer be in-situ and would not require preservation in place.
9. The proposed parking structures, civic green and garden rooms would not destroy historic materials, features or spatial relationships that characterize the property. These proposed features would aesthetically enhance the site by replacing existing surface parking lots with a community park.

   Park improvements would be constructed so that they are consistent with, but distinguishable from, the existing historic elements. Both the design and materials of the new park would have characteristics that would help visitors distinguish between historic and new elements.

   Park improvements associated with the raised ground plane would be supported by low retaining walls independent from the existing CAC walls and light well walls. There would be no new structural loading against these historic walls as a result of the adjacent raised ground plane. To effectuate this raised ground plane, a new low perimeter retaining wall would be constructed adjacent to the western, southwestern, and northwestern building edges. This retaining wall would be constructed in a manner that would allow it to be removed at a later date (if desired) without impacting the historic walls, light wells, or foundation of the historic building.

Existing stairways on the north, south, and west of the CAC consist of two equal flights of stairs separated by a landing. The new park grade would be elevated to the level of this landing along the west, northwest, and southwest edge of the CAC building. The historic lower flight of stairs in these locations would be protected and then covered such that these stairs could be uncovered at a later date (if desired). Historic cheek walls and decorative elements along the edges of these stairs would remain unchanged. Intrusive non-historic ADA access ramps would be removed and replaced by shorter (half of the current length), symmetrical ramps providing access to the north and south CAC entrances.

The elevated ground plane would also help distinguish new park areas from historic areas; the garden rooms, promenade, west terrace, and civic fountain would be on the elevated plane, while the Historic Core would remain at its existing elevation. Maintaining the Historic Core at its existing elevation would be necessary to retain historic vegetation. Functionally, the elevated ground plane would provide a deeper body of fertile soil higher above the high water table, providing a healthier growing environment for the hundreds of canopy trees and diverse gardens, and a greater visual prospect over the civic green and bay.

Parking structures would be subterranean and as such would not be visible from the surface, with the exception of small elevator/stairwell protrusions. The proposed surface park additions to the site would primarily be consolidated outside of the Historic Core of the site, and would have very little impact on the historic building/landscape along the east, north, and south edges of the CAC Building. An average two-to three-foot grade change would occur in the areas now occupied by the north and south parking lots, and along a thin band (extending 15 feet west of the west-most portions of the CAC Building) west of the CAC building. The historic planting beds west of the CAC Building would be lifted approximately 2.5 feet to accommodate this grade change. To date, the plants themselves and the original species have largely been replaced in an inconsistent and irregular manner. Plant materials within historic planting beds are failing in many places and are only nominally serving their original function as a foundation plantings to mask the above-grade portion of the CAC basement level. The partially-exposed basement level was necessary to keep the basement floor height above the high water table on the site. Supplemental plantings, consistent with Hoyt's original planting palette, have been incorporated into the proposed project design. These would bring historic planting beds closer to the historic texture and intention, yet the way these plant materials are organized would render new plantings distinct from restored historic plantings.

The spatial relationships within the Historic Core of the site would not be significantly impacted by the proposed park improvements. Conceptually, the material richness and quality of detail within the ground level of the CAC Building would extend out along the primary north/south CAC axis into the spine of the new park (e.g. the civic fountain, Ruocco promenade, and axial path). The use of stone and quality furnishings along this spine would be consistent with the material quality and richness of the interior of the CAC Building. In terms of paving, simple concrete park paving would be consistent with the historic concrete plazas, but the detailing of the historic exposed aggregate concrete would yield historic plazas distinguishable from new paving. The spatially-defining trees within the Historic Core would remain. The large open civic green spaces would imitate the spatial openness of the existing surface parking lots. The new park garden rooms would expand upon the historic precedent of semi-enclosed garden spaces established by the historic east, north, and south courtyards.

Impact 2.8.c Activities associated with the filling in of the two existing service entrances and driveways, construction of a new service entrance and driveway, construction of a west-facing terrace, and a two foot elevation of the existing ground plane would result in exterior alterations to the CAC building, exterior architectural elements and landscaping. These changes may represent a significant impact if not differentiated from the original material.

10. The new community park and underground parking structures would not affect the existing CAC Building, "Guardian of the Water" sculpture or landscaping. If removed in the future, the new park and underground parking uses would not impair the essential form and integrity of the CAC site and its environment. Construction associated with the filling in of the two existing service entrances and driveways, construction of a new service entrance and driveway, construction of a west-facing terrace, and a two foot elevation of the existing ground plane would result in exterior alterations to the CAC building, exterior architectural elements and landscaping, but would not impair the essential form and integrity of the CAC site and its environment.

    Mature historic plant materials would not be removed from the Historic Core of the site. Healthy Historic Senegal palms within the Historic Core would remain in place. Failing or unhealthy plant materials may be removed, and replaced by mature historically-accurate plant materials. Screening plantings around the perimeter of portions of the north and south surface parking lots would be removed. These plantings, intended to mitigate undesirable views of the parking lots, will no longer be necessary or desirable once the surface parking is eliminated. A portion of the existing vegetation within these plantings, including mature Senegal palms, would be transplanted into the Historic Core and CAC gardens.

    The ground plane adjacent to most of the north and south faces, and all of the east face of the CAC Building, would maintain its existing elevation. Maintaining the existing grade in these portions of the building is critical for the retention of existing mature trees and plantings along these portions of the perimeter. Historically, the intention of the foundation plantings was to provide a landscape screen and border adjacent to the exposed (above-grade) portion of the CAC basement and adjacent light wells.

    The proposed grade change would be adjacent to the west, northwest, and southwest faces of the CAC Building. The visual impact of the slight elevation change of the ground plane on the CAC building would be minimal, as it would occur in areas that were historically screened, and would continue to be screened by plantings. Basement level fenestration, partially above-grade and partially below-grade, was historically screened by foundation plantings and thus not a strong visual characteristic of the building. The proposed elevated ground plane relationship along the west edge of the CAC Building would be nearly identical to that which currently exists in the elevated historic East Courtyard. Therefore, if removed in the future, the new park and underground parking uses would not impair the essential form and integrity of the CAC site and its environment. Should the proposed improvements be removed in the future, the CAC building, exterior architectural elements and landscaping could be restored to reflect the original design of the CAC site.

~~The proposed project would not conform to all of the Standards set by the Secretary of the Interior for rehabilitation of an historic property. Therefore, a significant impact would occur.~~

2.8.3.3 Paleontological Resources

Based on their relative youthful age, the dredged Bay fill soils and Bay deposits that underlie the CAC site to a depth of 18 to 27 feet are judged unlikely to produce important fossil remains. However, the underlying Bay Point Formation has a high potential to contain paleontological resources.

The Bay Point Formation is a nearshore marine sedimentary deposit of late Pleistocene age (approximately 220,000 years old). Typical exposures consist of light gray, friable to partially cemented, fine- to coarse-grained, massive and cross-bedded sandstones. The formation is generally exposed at sea level, so its total thickness and relationship with underlying formations is unknown. The Bay Point Formation is exposed along the northern shore of Mission Bay (e.g., Crown Point), along the San Diego waterfront, and throughout the City of Coronado. The Bay Point Formation has produced large and diverse assemblages of well-preserved marine invertebrate fossils, primarily molluscs. However, remains of fossil marine vertebrates (i.e., sharks, rays, and bony fishes) have also been recovered from this rock unit. Recorded collecting sites in the Bay Point Formation include both natural exposures (e.g., sea cliffs) as well as construction-related excavations. Based upon the occurrence of extremely diverse and well-preserved assemblages of marine invertebrate fossils and rare vertebrate fossils in the Bay Point Formation it is assigned a high resource sensitivity (Deméré and Walsh, 1993).

The proposed project would impact the Bay Point Formation during the driving of piers to support the subterranean parking garages. Although the piers would have the potential to impact paleontological resources, they would comprise a very small area, as compared to the total square footage of the site. Additionally, by driving the piers into place, impacts would be minimized to the surrounding areas. Therefore, the impact to paleontological resources from the support piers is considered minimal and less than significant.

2.8.4 Mitigation Measures

MM 2.8a In order to address the potential for evidence of historic maritime uses of the San Diego Bay waterfront area, archeological monitoring in accordance with County archeological standards shall be required during any activities where excavation may extend to near the bottom of the artificial fill materials. Should any evidence of historic maritime uses be discovered at any point during project activities the site and evidence shall be recorded at the South Coastal Information Center. Any cultural material, along with associated records, shall be curated at an appropriate institution.

Specific monitoring and data recovery tasks related to the excavation of the parking garages planned for the CAC Waterfront Park site shall be as described in the County of San Diego Department of Planning and Land Use Grading Monitoring and Data Recovery Program. This list of standard tasks includes provision for selection of a County-certified archaeologist/historian to implement the monitoring program; the monitor's participation in a pre-excavation meeting with excavation contractors; the monitor's full-time presence during excavations; requirements for documentation of non-significant deposits; procedures to be followed if there is discovery of previously unidentified cultural resources; halting of excavations; documentation and curation of unidentified cultural resources; and documentation of the overall monitoring program.

M.M. 2.8b(1) In order to mitigate for alterations to the CAC Building, exterior architectural elements and landscaping, which are considered to be contributing elements to the historic district designation of the site, the filling in of the two existing service entrances and driveways, construction of a new service entrance and driveway, construction of a west-facing terrace, and a two foot elevation of the existing ground plane shall be designed to be consistent with the Secretary of the Interior's Standards in that they would retain and preserve changes to the property that have acquired historic significance in their own right, preserve distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize the property, not destroy historic materials, features and spatial relationships that characterize the property, and undertake new additions and related new construction in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired. The above-mentioned improvements shall be designed to the satisfaction of the California Office of Historic Preservation.

The Board of Supervisors will make the determination of project compliance with Department of the Interior Standards, based on advisory findings by the County Historic Sites Board. The City Historic Resources Board has provided input to the County Sites Board in the development of joint advisory findings.

M.M. 2.8b(2) In order to mitigate for alterations to the CAC Building, exterior architectural elements and landscaping, which are considered to be contributing elements to the historic district designation of the site, the entire CAC site shall be documented to Historic American Building Survey (HABS) "Level 1" standards as set by the Secretary of the Interior. Full documentation of architectural and landscape features shall be provided to the satisfaction of the California Office of Historic Preservation and the County of San Diego Historic Sites Board.

M.M. 2.8c The proposed new additions shall be differentiated from the old and shall be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

2.8.5 Conclusion

With incorporation of the mitigation measures listed above, the potential for adverse impacts to cultural or paleontological resources would be reduced to below a level of significance. Since impacts to the National Register site would be reduced to below a level of significance, the project would be consistent with the Secretary of the Interior's Standards for Rehabilitation.

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3.0 CUMULATIVE IMPACTS

CEQA Guidelines §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.

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

This Chapter examines cumulative effects on a regional and/or local basis depending on the nature of the impact. Cumulative impacts related to Geology and Soils, Water Resources, Transportation and Circulation, Hazards and Hazardous Materials, Noise, and Cultural Resources are evaluated on a local level (i.e, Little Italy and Columbia neighborhoods). Cumulative impacts related to Air Quality are evaluated on both a local and regional basis. For each of these cumulative study areas, impacts from the proposed Master Plan are evaluated in conjunction with impacts of other projects identified within the specified study area. The cumulative analysis for each resource area includes a description of the study area.

An inventory of present and reasonably foreseeable future projects within the downtown San Diego area was completed by the Centre City Development Corporation (2002) in support of the Centre City Redevelopment Project (CCRP) (Table 3.1-1). All of downtown San Diego is within the focus area of the redevelopment project, including the CAC site. The CCDC inventory is an appropriate source for evaluating cumulative impacts in the project area, because it is relatively current (January 2002), and includes all of the projects within the downtown area which had been proposed, had applied for permits, and/or were already under construction at the time of publication. Since some of the listed projects are still in the proposal phase, specific projects may change prior to approval or construction. Three additional project proposals in the project vicinity, as of July 2002, have been identified by BRG Consulting, Inc. and added to the CCDC list. These are the Columbia Street Parking Garage, the Ash/India Apartment project, and the Pacific Highway Residential High-Rise project. Only projects within the Little Italy and Columbia neighborhoods are addressed in the cumulative projects list, since these neighborhoods encompass the surroundings of the project site for several blocks in each direction. Project locations relative to the proposed project site are shown in Figure 3.1-1.

Several of the NEAVP subsequent projects fall within the vicinity of the CAC site as well. These include the Bayfront Esplanade, the Maritime Museum, ~~and~~ the Grape Street Pier, the Midway Aircraft Carrier Museum, Lane Field, expansion of the Cruise Ship Terminal on B Street, and the Navy's Broadway Complex Plan. The Cruise Ship Terminal Project was included in the cumulative project list provided by CCDC. The Bayfront Esplanade project proposes to narrow Harbor Drive and design a waterfront walkway scaled to a pedestrian orientation. The Grape Street Pier project would be an extension of this pedestrian esplanade area, and proposes the replacement and upgrading of the existing Grape Street Pier to a larger, visitor-serving area. The Maritime Museum project will include the designation of a permanent stand-alone location for the museum in the vicinity of it's current location. The Museum currently consists of three vessels, the *Berkeley*, *Medea* and *Star of India*, a dock, and a deep-berthing area for ships along the bay to the west of the CAC site. The steamship *Berkeley* and the sailing

ship *Star of India* are National and State historic landmarks. The NEAVP considers alternative configurations of the berthing area for the three museum vessels, however, pursuant to NEAVP Steering Committee ~~approval on~~ recommendations of August 1, 2002, the area between Grape Street and Ash Street would be considered a historical waterfront for the permanent location of the Museum's fleet of historic vessels and museum interpretive structure. Further, the deep-berthing area for visiting ships will remain intact, allowing for temporary displays of historic vessels that visit San Diego in association with the Maritime Museum. This must, of course, be approved by the San Diego Unified Port District to take effect. Although the berthing of such ships may occasionally block a portion of the view of San Diego Bay from the CAC site, they are an existing priority coastal use of historical and cultural interest to residents of, and visitors to, the San Diego waterfront area.

The Midway Aircraft Carrier Museum project will include the relocation of the Midway Aircraft Carrier from Bremerton, Washington to San Diego Bay. The ship will be docked alongside the south side of the Pier 11A with the stern adjacent to the bulkhead and the bow pointing toward the Bay. The pier will be constructed to accommodate berthing of this historical resource and add additional space for the museum's operation. The Lane Field project will be 5.9 acres in size; however, if an arrangement with the Navy can be made the addition of 1220 Pacific Highway (3.4 acres), would increase the development area to be 9.3 acres. The project would include a 600-800 room hotel, office and retail buildings, and parking facilities. The Navy's Broadway Complex Plan would include development of up to one million SF of Navy office and up to 2.5 million SF of mixed commercial office, hotel and retail uses. The project includes retaining Pier 11 A and rail lines serving the pier for use by the Navy. A development agreement between the City of San Diego and the Navy will guide the development of this site. The project was approved in 1990 and the Environmental Impact Statement was certified at that time.

The level of development that would be permitted, as well as potential impacts of development within the CCRP area were evaluated in the CCRP Final MEIR (1992), and more recently, in the North Embarcadero Alliance Visionary Plan (NEAVP) MEIR (SDUPD, 2000). The CCRP MEIR considers and evaluates the potential for impacts within the CCRP, with complete build-out of the area. Potential environmental impacts of proposed development within the CCRP area, as identified in the CCRP MEIR, involved only regional impacts relating to Transportation and Circulation, and Air Quality. ~~Were~~ These impacts were found to be cumulatively significant and unmitigable. Detailed information on potential impacts and required mitigation is available in the "FMEIR for the Centre City Redevelopment Project and Addressing the Centre City Community Plan and Related Documents," prepared by the Redevelopment Agency of the City of San Diego, Centre City Development Corporation, in April 1992, and hereby incorporated by reference. The CCRP MEIR, CCRP SEIR for Ballpark and Ancillary as updated by the Development Projects (CCDC, 1999), and the NEAVP MEIR may be reviewed during regular business hours at the County Operations Center located at 5555 Overland, Suite 2600, Building 2, Room 220; San Diego, CA 92123. Further, all such development is required to meet the guidelines, policies and standards established in the Centre City Community Plan (CCCP) and Centre City Planned District Ordinance (CCPDO). Development within adjacent Port District jurisdiction is subject to the adopted Port Master Plan. Together, these plans provide a set of land use regulations intended to guide the growth of the community in a manner consistent with safety regulations, environmental regulations, and the community vision of the downtown area. Therefore, in general, projects approved as consistent with the these plans and their associated regulatory requirements can be considered anticipated development, falling within the bounds of what has already been planned and evaluated for the community.

3.2 Analysis of Cumulative Impacts by Environmental Topic

3.2.1 Geology/Soils

Development within the local cumulative study area (Figure 3.1-1) would be subject to groundshaking from seismic events on active faults and would be subject to related seismic hazards. However, new development within the cumulative study area and the surrounding region would be constructed in accordance with state and local mandated requirements for seismic safety. To comply with current NPDES regulations, a Storm Water Pollution Prevention Plan (SWPPP) will be prepared and implemented. The SWPPP will include Best Management Practices (BMPs) to minimize erosion and all other sources of pollution during construction. Permanent post-construction BMPs are incorporated into the project's design.

All County, City or private development is subject to the County Grading Ordinance or City of San Diego grading regulations and the Uniform Building Code. Each development in the proposed project area is subject to site specific geotechnical studies and the implementation of geotechnical recommendations contained in the studies. Therefore, cumulative impacts to geology and soils would be less than significant.

3.2.2 Water Resources

The proposed project includes both design features and mitigation measures that would minimize water quality impacts. An irrigation plan using water-efficient strategies, such as drip-irrigation, will be proposed. The proposed project has potential to increase water usage by approximately 8,588 hcf per year, due to increases in vegetated (landscaped) areas requiring water, and including the water use reduction associated with the removal of the Askew Building. Estimated annual water use for the new landscaping associated with the proposed project totals 10,562 hcf (pers. comm., J. Petersen, Nov. 4, 2002). If this amount is added to the 6,645 hcf estimated for the existing landscaping, plus the 4,975 hcf estimated for the CAC Building, the total would be 22,182 hcf per year. Increased water use was not identified as a significant impact in the NEAVP EIR. Overall water use for the proposed project is estimated at slightly less than for the Subsequent Project analyzed in the NEAVP EIR (22,182 hcf/year v. 22,201 hcf/year). Therefore, no significant water use impact is anticipated to result from the proposed project. Additionally, under provision of the California NPDES Construction Activity permit, project components that would affect on- and off-site drainages would be subject to notifications, prohibitions, effluent limitations, preparation and implementation of a SWPPP, a monitoring program and record keeping requirements. Any cumulative projects would be required to comply with the same resource requirements as the proposed project. Further, all proposed projects are required to provide letters from the appropriate water service provider, in this case the City of San Diego Water Department, demonstrating that adequate water resources and infrastructure are available to meet the needs of a proposed project. Water availability is based upon the expected water demand for existing and expected developments, versus water supply, throughout the service area. Therefore, implementation of the proposed project, in combination with the cumulative projects, would not contribute to a significant cumulative impact to water resources.

3.2.3 Air Quality

Two potentially significant sources of air pollutants have been identified as a result of this project. Construction activities are anticipated to generate dust particles, and construction will require standard dust control measures (short-term). In a partial analysis of the Askew Building proposed for demolition, asbestos was found to be present. Lead-based paint may be present in the Askew Building as well. The proposed project, similar to all projects, will be required to comply with all applicable regulations relative to asbestos remediation, and implement standard safety measures to avoid adverse impacts to air quality. Therefore, implementation of the proposed Master Plan, in combination with the cumulative projects, would not result in a cumulatively significant air quality impact.

3.2.4 Transportation/Circulation

The proposed Master Plan would result in the removal of 1,100 existing on-site surface parking spaces and provision of replacement parking required to meet site demand. A parking demand study by LLG Engineers has determined that the proposed project would require ~~947~~ 928spaces to accommodate the CAC Building employees, visitors and public access parking for visitors to the waterfront area (Table 2.5-7). An additional 143 spaces is needed to comply with NEAVP MEIR mitigation measures, and to provide parking to accommodate the loss of planned on-street parking (Table 2.5-8) The County of San Diego is committed to providing adequate parking for its facilities, in accordance with the adopted North Embarcadero Visionary Plan. The discussion in Section 2.5 of this EIR demonstrates that adequate parking would be provided, both for employee parking and for public access.

~~Conceptual parking scenarios that are under consideration at this time~~Parking facilities proposed as part of this project include two underground parking garages at the CAC site; ~~one underground parking garage at the CAC site;~~ off-site parking at the County-owned Cedar and Kettner site; off-site employee parking at the County-owned Trolley Towers site; continuation of some on-street parking adjacent to the site; temporary use of available commercial parking spaces through lease agreements; or combinations of these options. The number of parking spaces needed for the proposed project has been determined through a detailed parking demand analysis, prepared by LLG Engineers. This analysis included an evaluation of the number of spaces needed to accommodate CAC employees, CAC Building visitors, expanded park use visitors, and public access spaces for waterfront visitors. Because the proposed project has accounted for the provision of parking spaces for all anticipated uses of the site, the proposed project will not adversely impact or contribute to a lack of parking in surrounding neighborhood areas, such as Little Italy. Required parking space calculations were based upon County parking demand standards for adequate provision of parking for waterfront park and office uses. No existing neighborhood parking space is proposed for use as a part of the project. Parking requirements for all other development in the surrounding area are evaluated based upon the planned buildout level for the CCRP and CCCP area, and City of San Diego parking standards, prior to approval. Consequently, there would be no significant cumulative impact to parking as a result of the proposal.

Year 2020 traffic with or without the proposed Waterfront Park would result in all freeway ramps in the study area operating at LOS F (Table 2.5-6). City of San Diego thresholds of significance identify a significant impact any time a project contributes to a LOS worse than E. Because of this situation, any additional ADT generated in the vicinity of the freeway ramps would have a significant cumulative impact. Implementation of the proposed project

is expected to result in a~~n in~~ decrease of ~~378~~ 486 ADT ~~over~~ from existing conditions. Therefore, the proposed project would not contribute to a significant cumulative impact to the I-5 freeway ramps. ~~An I-5 freeway corridor study is currently being prepared by SANDAG to address the deficiencies on the freeway and its ramps and recommend traffic improvements. However, the freeway (main line and ramp) significant cumulative impacts cannot be mitigated to below a level of significance at this time.~~

~~**Impact 3.2.a**~~ ~~The North Embarcadero Visionary Plan MEIR identified cumulative traffic impacts to Interstate 5 and Interstate 5 ramps associated with implementation of that Plan (NEAVP MEIR, 2000). The traffic analysis provided in Section 2.5 of this EIR indicates that the proposed project would result in a decrease in traffic generation, compared to more intense development proposed as part of the CAC Parking Lots Subsequent Project (NEAVP MEIR, 2000). However, the proposed project is anticipated to result in a small increase in traffic generation relative to existing conditions (calculated at 378 ADT). Therefore, the project as proposed would contribute to cumulative traffic impacts associated with downtown redevelopment or the NEAVP. Therefore, the project would result in cumulative impacts to traffic.~~

3.2.5 Hazards and Hazardous Materials

Potential sources of hazardous substances include the presence of asbestos and possible presence of lead in the Askew Building, or leakage from previously existing underground storage tanks. Therefore, County of San Diego, Department of Environmental Health conditions must be met prior to further development of this site. The project and surrounding area lies outside any mapped dam inundation area for major dams/reservoirs in San Diego County, as identified on inundation maps prepared by the dam owners (Pers. comm., Tom Amabile, Office of Disaster Preparedness, 7/25/2002). The project would comply with regulations relating to emergency access, water supply, and defensible space as specified by the Uniform Building Code. The proposed project would not expose people or property to flooding. The proposed project would not cooperatively contribute to an adverse cumulative impact relating to hazards or hazardous materials. All other potential projects in the surrounding area would be subject to compliance with existing safety and regulations and standards. Therefore, cumulative hazard impacts would not be significant.

3.2.6 Noise

Under the cumulative condition, noise levels up to 72 dB CNEL would affect portions of the proposed parkland adjacent to Pacific Highway, at the time of buildout of the downtown San Diego area (2020). The City of San Diego's noise significance threshold for sensitive park uses in the proposed urban downtown environment is 65 dB CNEL. The County is not subject to City standards, but the City provides an applicable standard related to urbanized settings. This impact has been described in Section 2.6 of this EIR. Other future projects in the vicinity would be required to meet City of San Diego noise standards.

Based on the proposed passive park uses for the site, and typically low noise levels of such uses, no cumulatively significant noise impacts would occur due to on-site noise sources. All temporary on-site construction generated noise is required to comply with City or other applicable noise regulations. Therefore, no cumulative impacts relating to noise would result from the proposed project.

3.2.7 Cultural Resources

As described in Section 2.8 of this EIR, the proposed project, as mitigated, would result in no significant impacts to the historic CAC Building, the Guardian of Water sculpture, or landscaping on-site, in accordance with U.S. Secretary of Interior and California State Historic Preservation Office regulations. There is no potential for cumulative impacts to any other cultural resources as a result of the proposed project. Other nearby historical resources, such as the *Star of India* and the *Berkeley* would not be affected. Surrounding development proposals are required to investigate the potential for cultural resources, and if necessary, prepare a plan to avoid or mitigate impacts to such resources. Therefore, implementation of the proposed Master Plan would not result in a significant cumulative impact to cultural resources.

3.3 ~~Mitigation Measures~~Conclusions

~~MM 3.2.a~~ ~~Although the proposed project will incrementally contribute to I-5 impacts. The County will substantially reduce the vehicle trip generation from the CAC site assumed in the approved North Embarcadero Alliance Visionary Plan, the proposed project will continue to evaluate ways to reduce the impact with opportunities to relocate additional CAC employees to other available County office space.~~

No significant cumulative impacts have been identified as a result of the proposed project. Therefore, no mitigation measures are required.

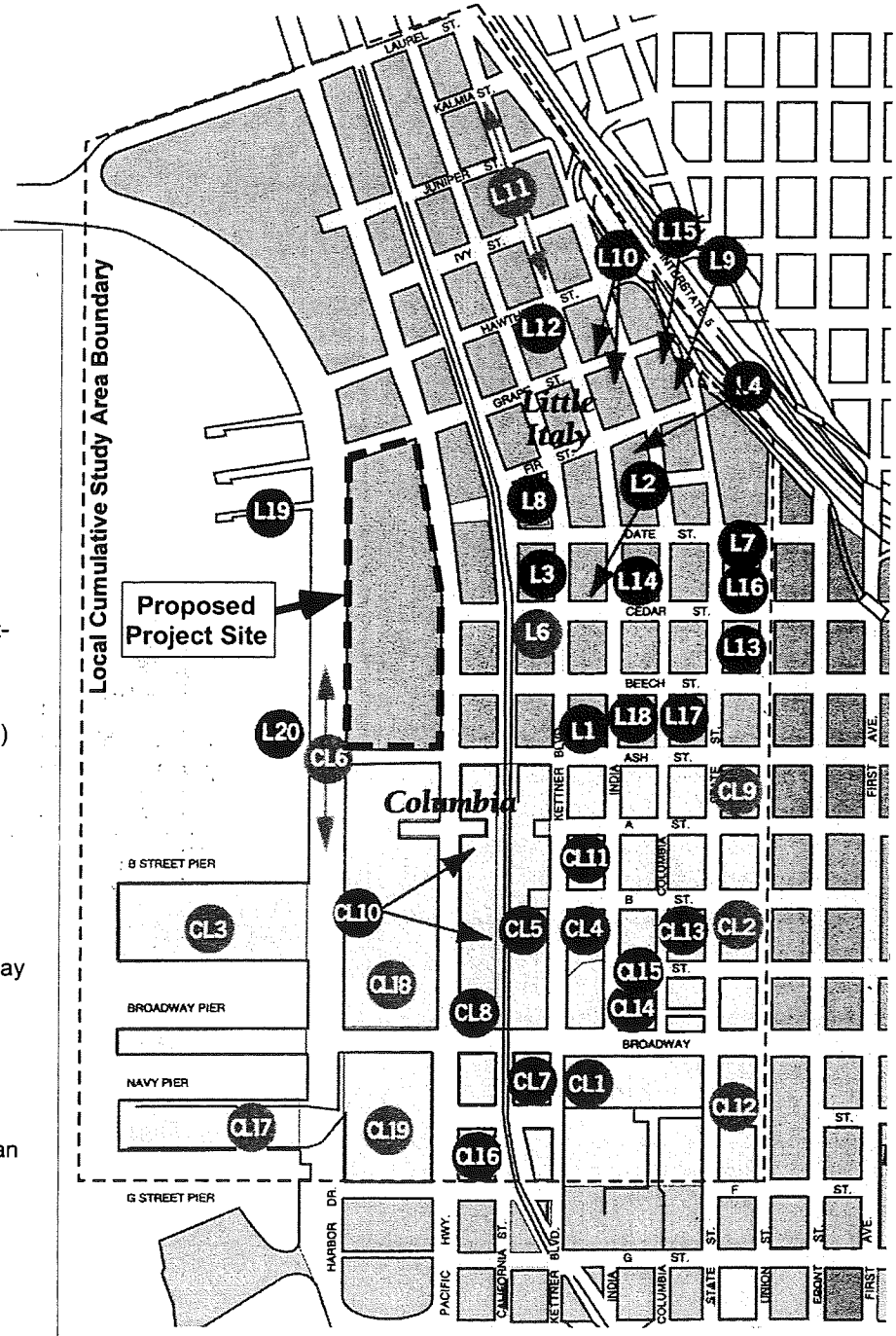
LEGEND

LITTLE ITALY NEIGHBORHOOD

L1 Allegro Tower (apartments)
L2 Bella Via (condominiums)
L3 Camden Tuscany (apartments)
L4 Columbia Street Lofts (condos)
L6 County Parking Garage
L7 Date Street Townhomes (New)
L8 Doma Lofts and Towns (condominiums)
L9 Essex Lofts (apartments)
L10 Harbor Landing North & South
L11 India Street Reviatalization Project-(Phase II)
L12 La Piazza (condominiums) (New)
L13 La Vita Apartments (formerly Quattro Fontane Condos)
L14 Porto Siena (condominiums)
L15 Titan (apartments)
L16 Victorian House Condominiums
L17 Watt Little Italy (apartments)
L18 Ash/India Apartments

COLUMBIA NEIGHBORHOOD

CL1 Broadway 655 (Formerly Broadway @ Kettner Office Tower)
CL2 County Courthouse
CL3 Cruise Ship Terminal
CL4 Kettner Condominiums
CL5 Musueum of Contermporary Art, Santa Fe Depot
CL6 North Embarcadero Visionary Plan
CL7 Power Station Tower
CL8 One Santa Fe Place
CL9 State Office Building
CL10 Santa Fe Condominiums
CL11 Treo @ Kettner
CL12 U.S. Courthouse Expansion
CL13 W Hotel
CL14 YMCA
CL15 Columbia Parking Garage
CL16 Pacific Highway Residential Hi-Rises
CL17 Midway Aircraft Carrier Museum
CL18 Lane Field
CL19 Navy's Broadway Complex Plan



SOURCE: Centre City Redevelopment Projects-2002 Project List; BRG Consulting, Inc., 2002.

03/11/03

BRG CONSULTING, INC.

San Diego CAC Waterfront Park Development and Master Plan

Cumulative Projects Map, CAC Waterfront Park Master Plan Vicinity

FIGURE 3.1-1

Table 3-1-1
Summary of Cumulative Projects

Map No.	Project Name	Neighbor-hood	Project Description and Location	Development Type	Lead Agency
L1	Allegro Tower	Little Italy	5-24 story, 200-unit apartment building along east side of Kettner Boulevard between Ash and Beech Streets. Construction expected to begin 2002.	Residential	~~City of SD~~CCDC
L2	Bella Via	Little Italy	Mixed-Use development with 41 condominium units, 3,700sf street-level retail and 50 parking spaces at northwest corner of India and Cedar Streets. Construction expected to begin 2002.	Residential	CCDC~~City of SD~~
L3	Camden Tuscany	Little Italy	Mixed-Use residential development with 163 apartment units and 8,000sf of retail and parking area, along west side of Kettner Boulevard between Cedar and Date Streets. Now under construction, complete 2003.	Residential	CCDC~~City of SD~~
L4	Columbia Street Lofts	Little Italy	6-unit condominium project at 1836 Columbia Street between Date and Fir. Now under construction, complete 2002.	Residential	CCDC~~City of SD~~
L6	County Parking Garage	Little Italy	500+ space public parking garage with street level retail at the southwest corner of Cedar Street and Kettner Boulevard.	Public	County
L7	Date Street Townhomes	Little Italy	2 townhomes at southeast corner of Date and State Streets. Construction complete Fall 2002.	Residential	CCDC~~City of SD~~
L8	Doma Lofts and Towns	Little Italy	122-unit condominium project with 7,000sf retail space on west side of Kettner Boulevard between Date and Fir Streets. Now under construction, complete 2002.	Residential	CCDC~~City of SD~~
L9	Essex Lofts	Little Italy	36-unit apartment project at northwest corner of State and Fir Streets. Now under construction, complete 2002.	Residential	CCDC~~City of SD~~
L10	Harbor Landing North and South	Little Italy	Proposed 200-unit apartment project with 9,316 sf retail space and 211 parking spaces, along north and south sides of Grape Street between India and Columbia Streets. Construction begins 2002.	Residential	CCDC~~City of SD~~
L11	India Street Revitalization Project - Phase II	Little Italy	2nd Phase of public improvement project to replace curbs, gutters and sidewalks on India Street from Grape to Laurel Streets.	Public	CCDC~~City of SD~~
L12	La Piazza	Little Italy	4-story, 24-unit condominium project with 9,000sf retail space, along south side of Hawthorne between India Street and Kettner Boulevard. Construction begins 2002.	Residential	City of SD

Table 3-1-1
Summary of Cumulative Projects
(continued)

Map No.	Project Name	Neighbor-hood	Project Description and Location	Development Type	Lead Agency
L13	La Vita (formerly Quattro Fontane Condominiums)	Little Italy	206-unit combination high-rise, low-rise condominium development, including 4-story townhouse buildings and a 23-story tower, between Beech, State, Cedar and Union Streets. Construction begins 2002.	Residential	~~City of SD~~CCDC
L14	Porto Siena	Little Italy	88-unit condominium project including 5,000sf street-level retail at northeast corner of India and Cedar Streets. Now under construction, complete 2002.	Residential	CCDC~~City of SD~~
L15	Titan	Little Italy	21 apartments proposed on west side of State Street between Fir and Grape Streets. Construction begins 2002.	Residential	CCDC~~City of SD~~
L16	Victoria House Condominiums	Little Italy	8-unit condominium project proposed at 1632 Union Street.	Residential	CCDC~~City of SD~~
L17	Watt Little Italy	Little Italy	390-unit apartment project for block bounded by State, Ash, Columbia and Beech Streets. Two 17-story towers surrounded by 5-story base and 400 underground parking spaces. Construction begins 2002.	Residential	CCDC~~City of SD~~
L18	Ash/ India Apartments	Little Italy	A 5-story, 84 unit apartment complex, approximately 70,737sf with approximately 5,560sf of commercial-retail lease space. Two levels of below-grade parking and one at-grade level are proposed. Located on southwest side of block bounded by Beech, Ash, Columbia and India. Proposed 2002.	Residential	CCDC~~City of SD~~
L19	Grape Street Pier	Little Italy	Proposal for replacement of the three existing Grape Street piers with one improved "crescent-shaped" Grape Street Pier.	Public	City, County, Port District, Navy and CCDC
L20	Maritime Museum	Little Italy	Proposes an expansion of the Maritime Museum Pier for the continued berthing of historical ships and additional space for the Museum's operations.	Public	City, County, Port District, Navy and CCDC
CL1	Broadway 655 (formerly Broadway@Kettner Office Tower)	Columbia	25-story, 455,000sf office tower on southeast corner of Broadway and Kettner Boulevard with 6,000sf retail and 8-16 residential units. Construction begins 2002.	Commercial	CCDC~~City of SD~~

Table 3-1-1
Summary of Cumulative Projects
(continued)

Map No.	Project Name	Neighbor-hood	Project Description and Location	Development Type	Lead Agency
CL2	County Courthouse	Columbia	Replacement of County Courthouse with new court rooms on the block north of the Hall of Justice.	Public	County of San Diego
CL3	Cruise Ship Terminal	Columbia	Expansion of the B Street Pier to better accommodate the cruise ship industry.	Public	SD Unified Port District
CL4	Kettner Condominiums	Columbia	125-unit condominium tower, southeast corner of Kettner Blvd and B Street. No development schedule has been established.	Residential	CCDC~~City of SD~~
CL5	Museum of Contemporary Art, Santa Fe Depot	Columbia	Proposed rehabilitation of Baggage Building as an art exhibition facility for the Museum of Contemporary Art, San Diego. A new 3-story addition would replace the existing REA Building.	Residential	CCDC~~City of SD~~
CL6	Bayfront Esplanade	Columbia	A series of bayfront pedestrian oriented improvements from Laurel Street to Market Street.	Public	City, County, Port District, Navy and CCDC
CL7	Power Station Tower	Columbia	Evaluation of southwest Corner of Kettner and Broadway for mixed-use, hotel, residential, office, retail, or restaurant space.	Residential	CCDC~~City of SD~~
CL8	One Santa Fe Place	Columbia	27 stories and approx. 540,000sf Class A office space at northeast corner of Broadway and Pacific Highway. Construction begins 2002.	Commercial	CCDC~~City of SD~~
CL9	State Office Building	Columbia	State of California will replace its present Front Street building with a new building on the block bounded by Front, Ash, Union and A streets. Existing site planned for 60,000sf parking lot.	Public	State of CA
CL10	Santa Fe Condominiums	Columbia	Two 38-story condominium towers, 220 units each in area bordered by Pacific Highway, A and C Streets, and the railroad tracks. Construction expected to begin Spring 2002.	Residential	CCDC~~City of SD~~
CL11	Treo @ Kettner	Columbia	26-story, 326-condominium units with street-level row homes, 2,200sf of retail space, and 4 levels of parking in area bounded by Kettner Boulevard, A, B and India Streets. Construction activity expected to be complete 2002.	Residential	CCDC~~City of SD~~

Table 3-1-1
Summary of Cumulative Projects
(continued)

Map No.	Project Name	Neighbor-hood	Project Description and Location	Development Type	Lead Agency
CL12	U.S. Courthouse Expansion	Columbia	Addition of 16 courthouses on the blocks to the west of the existing Federal Courthouse and office building at 940 Front Street. 471,280sf addition between Broadway, F, Union and State streets. Design complete 2002.	Public	U.S. Federal Government
CL13	W Hotel	Columbia	19-story, 261-room hotel with 3 levels of underground parking at southwest corner of State and B Streets. Now under construction, complete 2002.	Commercial	CCDC~~City of SD~~
CL14	YMCA	Columbia	Rehabilitation of 260 single-room-occupancy (SRO) units in historic YMCA building between India and Columbia Streets.	Residential	CCDC~~City of SD~~
CL15	Columbia Parking Garage	Columbia	An 8-story, 600-space parking structure, approximately 200,000sf with approximately 10,800sf of retail lease space. Located on northern half of block bounded by C, Broadway, India, and Columbia Streets. Proposed 2002.	Commercial	CCDC~~City of SD~~
CL16	Pacific Highway Residential Highrises	Columbia	A 271-unit condominium development, approximately 502,264 sf with a 24-story and a 37-story tower surrounded by three-story townhouses. Three levels of below-grade parking are proposed. Located on block bounded by E and F streets, Pacific Highway, and the railroad/trolley tracks. Proposed 2002.	Residential	CCDC~~City of SD~~
CL17	Midway Aircraft Carrier Museum	Columbia	The proposed project is the relocation of the Midway Aircraft Carrier to the San Diego Bay. Reconstruction of the ship and pier to provide berthing for the historical ship and additional open space for Museum's operation.	Public	City, County, Port District, Navy and CCDC
CL18	Lane Field	Columbia	Lane Field is about 5.9 acres in size; however, with the addition of 1220 Pacific Highway (3.4 acres), the total development area would be 9.3 acres. The proposed development would include a 600-800 room hotel, office and retail buildings, and a parking facility.	Commercial	Port of San Diego

Table 3-1-1
Summary of Cumulative Projects
(continued)

Map No.	Project Name	Neighbor-hood	Project Description and Location	Development Type	Lead Agency
CL19	Navy's Broadway Complex Plan	Columbia	Development consisting of up to one million SF of Navy office and up to 2.5 million SF of mixed commercial office, hotel and retail uses. Approved in 1990.	Commercial	US Navy

Source: "Downtown Today," Centre City Development Corporation, Issue 36, Winter 2002, BRG Consulting, Inc., 2002, and NEAVP MEIR, 2000

4.0 PROJECT ALTERNATIVES

In accordance with Section 15126.6(a) of the State CEQA Guidelines, *"an EIR shall 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 alternative."* The Guidelines go on to state that *"the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede in some degree the attainment of the project objectives, or would be more costly"* (Section 15126.6(b)). In addition, the Guidelines require consideration of a "No Project" alternative (Section 15126(d)4). For this analysis, there are two "No Project" alternatives: one that would result in no new development at the site, and one that would implement the approved North Embarcadero Visionary Plan (CAC Parking Lots Subsequent Project) for the site. The other alternatives discussed below include a "Reduced Project" alternative that would utilize portions of the existing parking lots to provide a noise buffer zone between the new park areas and Pacific Highway; and a sound Barrier alternative that would install clear sound barriers between the proposed new park areas and adjacent noisy streets.

4.1 No Project - No Development Alternative

4.1.1 Description

Implementation of the No Project – No Development Alternative would result in no change to current uses and development of the CAC site. All site conditions would remain the way they are today.

4.1.2 Comparison of the Effects of the No Project - No Development Alternative to Those of the Proposed Project

Although this alternative would avoid environmental impacts associated with the proposed park project, the No Development Alternative would accomplish neither the Waterfront Park Master Plan objectives nor objectives of the approved North Embarcadero Visionary Plan. It would not meet the project objectives listed in EIR Section 1.2 to create a design that is harmonious with the historical nature of the CAC structure and landscaping; carry out the goals of the NEAVP, and surrounding community; it would not provide public park space in an otherwise built out, urban environment; it would not preserve one of the last under-utilized waterfront areas for public use and benefit; and it would not improve the aesthetic qualities of the waterfront seen through City view corridors and from the San Diego Bay. The No Project – No Development Alternative results in missed opportunities to improve environmental conditions at and around the site. These include continued blockage of the Date Street view corridor by the Askew Building; continued blockage of the Beech Street view corridor by heavy vegetation along the Pacific Highway side of the CAC south parking lot; and, continued utilization of lands having Bay views for parking, rather than for open space and park uses.

4.1.3 Applicant's Rationale for Rejection of the No Project - No Development Alternative

The No Development Alternative would accomplish neither the Waterfront Park Master Plan objectives nor objectives of the approved North Embarcadero Visionary Plan. It would forego opportunities to improve the aesthetics of the Bayfront. Therefore, the No Project – No Development Alternative was rejected by the applicant.

4.2 No Project - Visionary Plan Alternative

4.2.1 Description

The No Project- Visionary Plan Alternative is defined as development of the site according to the program approved under the North Embarcadero Visionary Plan (i.e., CAC Parking Lots Subsequent Project). This includes development of the North Parking Lot with office and ancillary retail uses (approximately 540,000 square feet of total development), and the South Parking Lot with a hotel and ancillary uses (approximately 440,000 square feet of total development). The existing parking would be relocated and replaced either on-site or to an off-site location, and the Askew Building would be demolished and its occupants relocated to an undetermined site. A copy of the sketch plan for the Visionary Plan Alternative from the Master EIR for the North Embarcadero Alliance Visionary Plan (SCH # 99031037) is provided as Figure 4.2-1 in this EIR.

4.2.2 Comparison of the Effects of the No Project - Visionary Plan Alternative to Those of the Proposed Project

The environmental analysis of the significant impacts of the No Project –Visionary Plan Alternative is contained in the Master EIR for the North Embarcadero Alliance Visionary Plan (SCH # 99031037), and is hereby incorporated by reference (San Diego Unified Port District, 2000).

The No Project-Visionary Plan Alternative and the proposed project share the same site location and several general impacts pertaining to site-specific issues. ~~Both projects would increase ADT and result in impacts to freeways and to freeway ramps, but the proposed project would generate significantly less traffic than development of the site under the No Project – Visionary Plan Alternative.~~ Hazards impacts relating to contamination location, dewatering and demolition are shared by both alternatives. Also, both the No Project Alternative and the proposed project would generate potential water quality impacts from construction and dewatering and the possibility of air quality impacts from the release of hazardous materials during demolition. Finally, both alternatives would face noise impacts from vehicular traffic.

The No Project – Visionary Plan Alternative would create more impacts than the proposed project. The No Project Alternative represents a substantial increase in development intensity at the CAC site and thus, many of the development-related impacts associated with the proposed project would be increased. Projected increases in ADT associated with the site under the Visionary Plan total 6,170 ADT, whereas the proposed project would result in a decrease of 486 ADT compared to existing conditions. Impacts generated by the No Project Alternative that would not occur with the proposed project include cumulative traffic impacts and demand on public services and

infrastructure. The amount of development proposed for the No Project Alternative could significantly impact the outdated water/sewer distribution lines at the site and in its vicinity and would also result in solid waste quantities exceeding the City's annual threshold of 52 tons of solid waste a year for commercial uses. In contrast, the proposed Waterfront Park would not construct any buildings or require any substantial increase in water or sewer facilities, while utilizing private contractors to dispose of Askew Building demolition materials in the nearest suitable landfill that has adequate capacity, and which agrees to accept the materials. Mitigable noise impacts sustained by the proposed hotel from the Coaster and mitigable hazards impacts associated with the need to install an underground storage tank would not occur as a result of the development of a park. Also, the more intense development associated with the No Project – Visionary Plan Alternative, and the resulting traffic as discussed above, would create an air quality impact by exceeding the 100 lb./day NOx thresholds by 17 pounds per day. The much less intense proposed project would result in no significant air quality impact, other than the mitigable potential impacts associated with demolition of the Askew Building. Furthermore, the building layout depicted in Figure 4.2-1 would block the Fir Street view corridor.

The proposed project introduces ~~several~~ a mitigable impact~~s~~ that may not be associated with the No Project – Visionary Plan Alternative. ~~A possible mitigable impact to water quality from existing groundwater contamination may occur from implementation of the proposed project. In addition,~~ Possible mitigable impacts to subsurface historical artifacts may occur during construction of the proposed project that were not identified in the analysis of the No Project – Visionary Plan Alternative.

4.2.3 Applicant's Rationale for Rejection of the No Project - Visionary Plan Alternative

The No Project – Visionary Plan Alternative would not achieve most of the basic objectives of the Waterfront Park Master Plan, which are: 1) to provide public park space in an otherwise built out, urban environment; 2) preserve one of the last under-utilized waterfront areas for public use and benefit; and, 3) to improve the aesthetic qualities of the waterfront from City-designated view corridors and from San Diego Bay.

In addition, the No Project Alternative would incur more severe environmental impacts than the proposed parkland project. The intense development would result in impacts to land use, traffic, visual quality, utilities, public services, noise, hazardous materials and air quality that would not occur if the proposed Waterfront Park were to be implemented.

Based on this discussion, the No Project Alternative was rejected.

4.3 Reduced Project Alternative

4.3.1 Description

The Reduced Project Alternative is intended to reduce, although not completely eliminate, significant potential noise impacts to future park users. To do this, the proposed active park areas would be~~are~~ moved away from Grape Street and Pacific Highway, utilizing the noise-reducing effects of distance. The Reduced Project

Alternative proposes approximately 7.9~~nearly six~~ acres of additional park area, compared to existing conditions, but would result in 3.2 acres less park area than the proposed project.

The noisier zones closer to Grape Street and Pacific Highway are proposed for continued use as surface parking areas, parking access points, and associated landscape strips. However, to minimize views of the parking lots from the park areas and adjacent view corridors, the parking areas are proposed to be depressed up to five feet below existing grade, and to be surrounded by low berms or walls that would not block public views across the site to the Bay. On-site surface parking would total 400 spaces. No parking would be allowed adjacent to the site along Harbor Drive, similar to the proposed project. One benefit of the Reduced Project Alternative is that no underground parking garage would be required to meet site parking demands.

The Askew Building would be removed as in the proposed project, but no substantive changes would be made to the CAC Building or its historic landscaping that conflict with applicable historic laws and regulations. In this regard, the Reduced Project Alternative would resemble the proposed project.

A schematic plan of the Reduced Project Alternative is provided in Figure 4.3-1, while details regarding plan acres and parking calculations are shown in Table 4.3-1.

4.3.2 Comparison of the Effects of the Reduced Project Alternative to Those of the Proposed Project

As discussed in the Executive Summary of this EIR, the proposed project Master Plan would result in significant direct impacts to Geology/Soils, Water Resources, Air Quality, Transportation/Circulation, Hazards and Hazardous Materials, Noise, and Cultural Resources. All direct and cumulative impacts would be mitigated to a level below significant, with the exception of ~~unavoidable cumulative impacts to nearby freeway ramps due to the project's increase of 378 downtown ADT over existing traffic generation, and the~~ anticipated noise impacts to future park users near Grape Street, Harbor Drive and Pacific Highway as a result of traffic noise on those streets. The following discussion reviews each environmental topic associated with a potential significant impact resulting from the proposed project, and describes anticipated impacts and mitigation measures (if required). In addition, the issue of aesthetics is reviewed. That topic is addressed first because it is brief.

4.3.2.1 Aesthetics

While the Reduced Project Alternative would not have the same extent of open space and park areas as the proposed project, having approximately 3.2 acres less of new park area, it would still add approximately 7.9~~nearly six~~ acres of new park compared to existing conditions. Visibility of the surface parking lots would be reduced from that of existing conditions because: 1) the Reduced Project surface parking would comprise less than half of the area currently occupied by the existing CAC lots; 2) it is proposed that surface parking be depressed to a level of about five feet below existing surface grade; and 3) use of berms and/or walls three feet in height or less around the periphery of each lot. Thus, the parked cars would not be visible to occupants of vehicles on adjacent streets, but many of the cars would be visible to pedestrians on adjacent sidewalks. Many of the parked vehicles would be visible from park areas adjacent to the lots, but not to the park areas closer to Harbor Drive. Designated view corridors across the site to the Bay would be clear of structures, as with the proposed project. Thus, although it would not be as unified in its design concept (i.e., all park) as the proposed

project, the Reduced Project Alternative would result in no significant impact to existing visual issues or aesthetics. In fact, it would add approximately 7.9~~nearly six~~ acres of additional landscaped parkland.

4.3.2.2 Geology and Soils

The site consists of liquifiable fill soils, and as a result, the Reduced Project alternative faces ~~potential~~ similar but lesser potential impacts than those of the proposed project. However, the need for dewatering is not anticipated for development of the lowered parking areas, since those areas will not be excavated down to below groundwater.

Impact 4.3.1 The Reduced Project Alternative has the potential for impacts related to unstable soils, soil settlement, lateral spreading, and liquefaction.

The proposed mitigation measure below is a modification of MM 2.2.

MM 4.3.1 Design and construction of the on-site parking areas shall comply with the geotechnical consultant recommendations for soil preparation, construction grading and compaction. The geotechnical findings shall be made part of the construction documents for building plan permit review, and shall be part of the bid documents, ensuring compliance with engineering requirements. Onsite construction monitoring shall incorporate the recommendations of the existing geotechnical studies.

With implementation of the listed mitigation, geology and soils impacts would be less than significant.

4.3.2.3 Water Resources

Groundwater that exists more than six feet below the CAC site is contaminated with gasoline, diesel and fuel oil, and MTBE. Groundwater beneath the site also contains levels of arsenic, copper, lead, nickel, and zinc above the allowable concentrations for discharge to San Diego Bay. Excavation required to construct the subsurface parking garages in the proposed project would likely require dewatering of the excavation. This, in turn, could potentially draw similar contaminants in groundwater from off-site sources towards the site. Although dewatering during construction would be completed in accordance with the requirements of the Regional Water Quality Control Board, dewatering effluent would significantly degrade water quality if discharged without treatment directly to the San Diego Bay. In contrast, excavation associated with lowering the surface parking levels in the Reduced Project Alternative would not extend into the groundwater. Thus, no water resources impact would occur, and no mitigation would be required.

4.3.2.4 Air Quality

Both the proposed project and the Reduced Project Alternative would result in the demolition of the existing Askew Building. Therefore, the following potential air quality impacts would occur, and be mitigated in the same way for the proposed project and the Reduced Project Alternative.

Impact 4.3.2 Construction activities would involve the demolition of the Askew Building on the Northern Parking Lot, resulting in a potential release of hazardous or toxic air contaminants (TACs). According to the San Diego County Department of Environmental Health, asbestos materials were present in the Askew Building (Occupational Health Program, 2000). Therefore, impacts associated with the potential release of friable asbestos and/or other hazardous materials are considered significant.

Mitigation for Impact 4.3.2 would be the same as for proposed project Impact 2.4.

MM 4.3.2 *Hazardous/Toxic Releases* Prior to demolition of the Askew Building, a survey to test for friable asbestos-containing building materials, lead-based paint and other toxic materials shall be performed. If the survey reveals the presence of friable asbestos, an APCD Air Quality Permit would be required. All activities associated with asbestos shall be conducted under the direct supervision of a certified asbestos consultant, subject to the approval of the jurisdictional agency. Analysis and removal of asbestos, lead-based paint and any other toxic material shall be performed in conformance with all applicable federal, state, and local regulations.

Following mitigation, the level of potential air quality impacts would be less than significant.

4.3.2.5 Transportation and Circulation

A. Parking

Parking demand components would be the same for the Reduced Project Alternative as for the proposed project, except that there would be less parkland at the site (Table 4.3.1-1). Therefore, parking demand would be the same as the proposed project, 92~~847~~ vehicles, less a reduction of 16 vehicles due to 3.2 acres less park area, for a total of 912~~31~~ vehicles.

Reduced Project Alternative parking supply would be the same as for the proposed project, except that more parking would be available on-site. The parking supply components include the ~~500~~ 650 vehicles associated with the Cedar/Kettner County site proposed for development under a private developer, plus 66 parking spaces at the Trolley Towers complex, plus 400 surface parking spaces at the CAC site (Table 4.3.1-1). Under this alternative, the available supply would exceed demand by ~~35~~ 204 spaces. Therefore, there would be no significant parking impact associated with the Reduced Project Alternative.

The following impact that would be associated with the Reduced Project alternative is identical to Impact 2.5 for the proposed project.

Impact 4.3.3 Because the parking replacement program for County employees who will continue to work at the CAC is not committed at this time, there is the potential for a significant parking impact for County employees at the CAC.

Mitigation for impact 4.3.3 would be the same as for Impact 2.5 for the proposed project.

MM 4.3.3 The County shall prepare and implement a Parking Management Plan for the CAC prior to the start of construction of the proposed project. For a more detailed description of this Plan, please see Mitigation Measure 2.5, in Section 2.5,Transporation/Circulation of this EIR.

With implementation of the mitigation measure, significance level of the potential parking impact would be less than significant.

B. Cumulative Traffic Impacts

The North Embarcadero Visionary Plan MEIR identified cumulative traffic impacts to Interstate-5 and Interstate-5 ramps associated with implementation of that Plan (NEAVP MEIR, 2000). The traffic analysis provided in Section 2.5 of this EIR indicates that the proposed project would result in a decrease in traffic generation, both compared existing conditions and more intense development proposed as part of the CAC Parking Lots Subsequent Project (6,170 ADT, NEAVP MEIR, 2000). ~~However,~~ The proposed project would ~~still~~ result in ~~a small increase~~ decrease in traffic generation relative to existing conditions (-486~~378~~ ADT). The Reduced Project Alternative would result ~~in similar, though smaller [+182 ADT over~~a greater decrease in ADT from existing conditions. ~~impacts would occur as with the proposed project, and identical mitigation measures would be required.~~ This is based on 3.26 fewer park acres x 60 trips/acre/day = -196 ADT compared to the proposed project. If 196 is subtracted from the -486~~+378~~ ADT of the proposed project, the result is -682~~+182~~ ADT.

With a decrease in traffic associated with the Reduced Project Alternatives, there would be no cumulative traffic impacts. No mitigation would be required.

~~**Impact 4.3.4**~~ ~~The Reduced Project Alternative would contribute in an incremental way to cumulative traffic impacts associated with downtown redevelopment or the NEAVP. Therefore, the Reduced Project Alternative would result in very small, but cumulative impacts to traffic.~~

~~The mitigation measure for the anticipated cumulative traffic impact is the same as for the proposed project, Impact 3.2a.~~

~~**MM 4.3.4**~~ ~~Although the proposed project will incrementally contribute to I-5 impacts, the County will continue to evaluate ways to reduce the impact with opportunities to relocate additional employees to other available County office space.~~

4.3.2.6 Hazards and Hazardous Materials

The County Administration Center is listed on both the San Diego County and State of California leaking underground storage tank (LUST) databases. There are five properties with listings on the LUST database that are within a 1/8-mile radius of the site. Upon review of the file at the DEH, the status of the case is "closed", as of 1/17/02. Despite the current status the LUST case, groundwater beneath the site is contaminated with gasoline, diesel and fuel oil, and MTBE. This groundwater also contains levels of arsenic, copper, lead, nickel, and zinc above the allowable concentrations for discharge to San Diego Bay. The contamination is believed to be associated with an off-site source. However, dewatering at this site, as required by the proposed project, may potentially draw contaminants in groundwater from off-site sources toward the site (Geocon, Oct. 2002). Therefore, proposed project impacts associated with known contamination sources are considered significant. However, under the Reduced Project Alternative, no dewatering would be required. Excavation into soils saturated with groundwater below 6 feet below grade is not anticipated. Therefore, there would be no potential dewatering impacts, and no dewatering mitigation would be required.

4.3.2.7 Noise

Giroux & Associates calculated future noise levels for the project area (Table 2.6-4) for conditions after area buildout of the NEAVP in 2020. Future traffic noise along North Harbor Drive and Grape Street was calculated to be 69 dBA CNEL. Future noise on Pacific Highway was calculated to be 72 dBA CNEL, while future noise on Ash Street was calculated to be 65 dBA CNEL.

Based on the calculated traffic noise levels, existing and future sound levels for the proposed project park would not be in conformance with the City of San Diego General Plan Noise Element, which establishes an allowable 65 dBA (CNEL) for park use. Noise impacts from the existing traffic noise on three sides of the proposed project site would be significant, including Pacific Highway, Grape Street and North Harbor Drive. The County is not subject to City standards, but the City policy provides a relevant standard related to urbanized settings.

However, moving the proposed park boundaries to the 65 dB(A) CNEL boundary would not be feasible because such a modification would create an unusable park. To do so, the edge of the park would have to be set back from the centerline of the nearest Pacific Highway lane by approximately 250 feet, and from the nearest Grape Street and Harbor Drive lanes by 130 feet. This would result in a long narrow park, ranging in width from 71 feet to 177 feet, and approximately 1,400 feet long. Figure 4.3-2 conceptually demonstrates how the proposed park would have to be set back if an attempt were made to meet such criteria. New park acreage on the site would total only about 2.67 acres (BRG Consulting, Inc., 2002a). If the above listed setbacks and acreage reductions were incorporated into the project design, the proposed project would not meet the County's objectives, and would result in a separation between the proposed CAC park space and the waterfront pedestrian esplanade envisioned in the NEAVP.

The Reduced Project Alternative concept was designed to result in park noise levels of less than 65 dB(A) leq during periods when most park users would actually utilize such a park, from 9:00 a.m. to 4:00 p.m. CNEL noise levels are based on a 24-hour weighted average, with 10 dB added to nighttime sound levels. For shorter periods such as an hour, the average sound level is given the nomenclature Leq. Giroux said that Leq noise levels during non-peak periods would drop by approximately 2 dB from their associated CNEL levels (Pers. Comm., Giroux, 12/20/02). Thus, Leq noise levels would be projected at 70 dB Leq along Pacific Highway, and 67 dB Leq along Harbor Drive and Grape Street. Reductions to the 65 dB(A) Leq level would require a 158.5 foot setback from the centerline of the nearest Pacific Highway traffic lane (153 feet from the curb), and a 79.25 foot/74 foot setback from Harbor Drive and Grape Street (BRG Consulting, Inc., 2002b).

Impact 4.3.5 On an Equivalent Noise Level (Leq) basis, the Reduced Project Alternative would incur unmitigated significant impacts along approximately 500 feet of proposed new park area adjacent to Harbor Drive, south of Grape Street~~, where no setback is proposed~~. However, since the impact criterion utilized in this EIR remains 65 dB(A) CNEL, it is anticipated that significant unmitigable noise impacts to year 2020 park users of approximately 2 dB(A) CNEL would still occur along the edges of the new park parallel to Grape Street and parallel to Pacific Highway. In addition, similar unmitigated significant impacts, but of 4 dB(A) CNEL, would occur to year 2020 new park users along Harbor Drive adjacent to areas of proposed new park, since no setback is proposed. The 1000 feet of Harbor Drive frontage use north of Ash Street is existing lawn and paved open space areas, and no use change is proposed there.

In comparison, the proposed project would result in significant unmitigated 7dB(A) CNEL impacts to year 2020 new park users along the park edge parallel to Pacific Highway, 4 dB(A) CNEL at the new park edge parallel to Grape Street, and the 500 feet of new park edge parallel to Harbor Drive south of Grape Street. The 1000 feet of Harbor Drive frontage use north of Ash Street is existing lawn and paved open space areas, and no use change is proposed. These noise levels are substantially greater than the ones incurred with the Reduced Project Alternative.

The purpose of the Reduced Project alternative is to reduce the significant unmitigated noise impact on park users that would be associated with the proposed project. Only the sound barriers described in MM 2.7 (see Chapter 2.7, Noise, for a complete description of MM 2.7) would eliminate the significant noise impact. The Sound Barrier alternative described in Section 4.4 would implement the sound barrier mitigation.

4.3.2.8 Cultural Resources

Cultural resource impacts and mitigation measures would be similar or identical to those of the proposed project.

Impact 4.3.6 As discussed for the proposed project, CAC site was constructed in 1938 on reclaimed tidelands filled with materials dredged from San Diego Bay in 1914. Based upon the cultural report prepared for the NEAVP (Brandes and Lia, 1999), a number of maritime uses were present along the original waterfront prior to the placement of dredged artificial fill which created the waterfront as it appears today. The nature of the dredging operations was such that the shanties, piers and wharves, which were located along the waterfront were all buried beneath the dredged fill. Portions of these structures may be uncovered in excavation for the proposed project parking garage, or of soils to lower the elevation of the surface parking lots for the Reduced Project Alternative. These materials may be of significant archeological value, as they may reflect the historical maritime uses of the San Diego Bay waterfront. Disturbance of these materials may result in a significant cultural resources impact.

Impact 4.3.7 A portion of the western and southern facing landscaping would be altered as a result of the proposed project, and the Reduced Project Alternative. However, these areas would be replanted with species used in the historic plant palette designed by Roland Hoyt, seeking to reestablish the original intent of the 1938 Hoyt landscape plan.

Impact 4.3.8 The proposed project would result in the removal or covering of architectural and landscaping features associated with the filling in of the two existing service entrances and driveways, construction of a new service entrance and driveway, construction of a west-facing terrace, and a two foot elevation of the existing ground plane. The Reduced Project Alternative would implement the same changes. It is possible that the County's Historic Sites Board or the SHPO could consider these changes as significant impacts.

A mitigation measure identical to MM 2.8a for the proposed project would be utilized for the lesser degree of excavation required for the Reduced Project Alternative, Impact 4.3.6.

MM 4.3.6 In order to address the potential for evidence of historic maritime uses of the San Diego Bay waterfront area, archeological monitoring in accordance with County archaeological standards shall be required during any activities where excavation may extend to near the bottom of the artificial fill materials. Should any evidence of historic maritime uses be discovered at any point during project activities the site and evidence shall be recorded at the South Coastal Information Center. Any cultural material, along with associated records, shall be curated at an appropriate institution. The significance of impact after mitigation would be less than significant.

A mitigation measure identical to that for the proposed project Impact 2.8.b(1) would be utilized for the proposed landscaping changes anticipated in the Reduced Project Alternative, Impact 4.3.7.

MM 4.3.7a In order to mitigate for alterations to the CAC Building, exterior architectural elements and landscaping, which are considered to be contributing elements to the historic district designation of the site, the filling in of the two existing service entrances and driveways, construction of a new service entrance and driveway, construction of a west-facing terrace, and a two foot elevation of the existing ground plane shall be designed to be consistent with the Secretary of the Interior's Standards in that they would retain and preserve changes to the property that have acquired historic significance in their own right, preserve distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize the property, not destroy historic materials, features and spatial relationships that characterize the property, and undertake new additions and related new construction in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired. The above-mentioned improvements shall be designed to the satisfaction of the California Office of Historic Preservation~~ and, the County of San Diego Historic Site Board~~. The County Board of Supervisors will make the determination of project compliance with Department of the Interior standards, based on advisory findings by the County Historic Sites Board. The City Historic Resources Board has provided input to the County Sites Board in the development of joint advisory findings. Following implementation of the mitigation measure, the significance of impact would be considered less than significant.

A mitigation measure identical to that for the proposed project Impact 2.8.b(2) would be utilized for the proposed architectural and landscaping changes anticipated in the Reduced Project Alternative, Impact 4.3.7.

MM 4.3.7b In order to mitigate for alterations to the CAC Building, exterior architectural elements and landscaping, which are considered to be contributing elements to the historic district designation of the site, the entire CAC site shall be documented to Historic American Building Survey (HABS) standards as set by the Secretary of the Interior. Full documentation of architectural and landscape features shall be provided to the satisfaction of the California Office of Historic Preservation, ~~and the~~ County of San Diego Historic Sites Board. Following implementation of the mitigation measure, the significance of impact would be considered less than significant.

A mitigation measure identical to that for the proposed project Impact 2.8.c would be utilized for the proposed architectural and landscaping changes anticipated in the Reduced Project Alternative Impact 4.3.8.

MM 4.3.8 The proposed new additions shall be differentiated from the old and shall be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment. Following implementation of the mitigation measure, the significance of impact would be considered less than significant.

Summary

Impacts and mitigation measures associated with the Reduced Project Alternative would be similar to or identical to those for the proposed project, with the exceptions of water resources, hazardous materials, and noise. The major difference for the first two topics is, because only shallow excavation is proposed to lower the surface parking areas, no dewatering would be required, and no dewatering mitigation would be needed to keep contaminated groundwater from being pulled or pumped into the Bay. For noise, although significant unmitigable noise impacts of 2 dB(A) CNEL would affect park users near the Grape Street and Pacific Highway park edges would remain, the Reduced Project Alternative would result in substantial reductions of noise levels in the park of up to 5 dB(A) CNEL along Pacific Highway, and 2 dB(A) CNEL along Grape Street. Unmitigated noise impacts to new park users of 4 dB(A) CNEL would occur along Harbor Drive north of the CAC Building under both the proposed project and the Reduced Project Alternative. The Reduced Project Alternative is identified as the environmentally-preferred alternative under CEQA.

4.3.3 Applicant's Rationale for Rejection of the Reduced Project Alternative

The Reduced Project Alternative as proposed is unacceptable to the applicant on environmental (aesthetic) grounds. It takes the grand vision of the proposed project Master Plan, and shrinks it to address potential noise impacts that have not been articulated at the site. More than 30% of the CAC site is already a public park, and it has no measures installed for sound attenuation. No complaint regarding ambient noise levels at the site has ever been received by the County, either from County employees or public visitors. To lose more than 3.2 acres of proposed park, and to continue to use a substantial portion of this prime site for surface parking lots is inappropriate since it is based on a generalized criterion for sound levels in public parks.

4.4 Sound Barrier Alternative

4.4.1 Description

The Sound Barrier Alternative is identical to the proposed project with the exception that a clear Lexan sound barrier would be built to a height of seven feet along the eastern edge of the new park areas in order to reduce traffic noise levels from Pacific Highway upon future users of the new park. The barrier could be all clear, or a combination of a clear barrier for the top four feet, with a three-foot berm or a three-foot wall at the bottom. In no case would the bottom of the clear portion of the barrier be more than three feet higher than the elevation of Pacific Highway. However, the barrier would have vertical supporting elements every eight feet or so, that would not be clear. The barrier would have clear gates overlapping the fixed barrier at two major access points from the sidewalk west of Pacific Highway. No sound barriers are proposed along Grape Street or Harbor Drive, because projected future 2020 noise levels are three decibels less along those roadways than along Pacific Highway (69

dB(A) CNEL v. 72 dB(A) CNEL). Also a sound barrier at Harbor Drive would interfere with pedestrian access from the CAC Waterfront Park across the future narrowed Harbor Drive to the Embarcadero. A concept plan of the Sound Barrier Alternative is provided in Figure 4.4-1.

4.4.2 Comparison of the Effects of the Sound Barrier Alternative to Those of the Proposed Project

Since the Sound Barrier Alternative is identical to the proposed project except for a clear sound barrier along portions of Pacific Highway, significant impacts and mitigation measures would be identical to those of the proposed project, with the exception of aesthetics and noise. These topics are discussed below.

4.4.2.1 Aesthetics

In Section 2.1.3.1 of this EIR, the proposed project was compared to provisions of all land use plans and regulations applicable to the site, including aesthetic considerations. No substantial conflicts with any of the plans were identified. As a result, the land use analysis of the proposed project concluded in Section 2.1.4 of this EIR that no significant land use or aesthetic impacts would occur. Policies listed in Section 2.1.3.1 were reviewed to determine any that might apply to a clear sound barrier. They include the following: Centre City Community Plan (design guidelines for the Pacific Highway-CAC Design Zone); Centre City PDO (street walls, pedestrian access and view corridors); California Coastal Act goals regarding views and public access; Port Master Plan goal (access); and CEQA significance criteria (potential for physically dividing a community).

A. Centre City Community Plan

Design guidelines for the Pacific Highway-CAC Design Zone

According to the guidelines, any new development should form a visually consistent "frame" around the historic CAC Building, and create a unified architectural district with a strong civic identity focusing on the historic CAC and grounds (CCDC, 1992). That is being done by the proposed project components and details, but the use of clear sound barriers along the Pacific Highway side of the CAC site would conflict with the "civic identity" promoted by the landscape design. The proposed sound barrier would add a new visual element to the site which would contrast with the historic architecture of the CAC Building and its grounds. The character and location of such a barrier may be an issue for the Historic Sites Board review, and may cause a significant impact to the historic resources at the CAC as a result of the charge in context for the historic building and landscaping. The sound barrier structure and frame would add an inconsistent element to the CAC landscape that would separate the site from its surroundings, both visually and physically.

B. Centre City PDO

Street Walls: Detailed requirements for street walls, the building façade along a property line and adjacent to the public right of way, are provided in Section 103.1915(f)(1) of the San Diego Municipal Code. The Code cites the Plaza Design Guidelines, pp. 149-151 of the Centre City Community Plan, for guidance regarding public open spaces and street walls. Those guidelines contain no provisions regarding transparent sound barriers, or non-retail street walls. However, they do regulate pedestrian access to the open space as discussed below.

Pedestrian Access:

Impact 4.4.1 The Plaza Design Guidelines require that "an urban open space shall be open to use by the public with direct access from adjoining public sidewalk or sidewalk widening along at least 50% of its total length of frontage." Based on the Sound Barrier Concept Plan, Figure 4.4-1, the proposed barrier would be approximately 1,070 feet long. As a result, less than 36 percent of the approximately 1670-foot Pacific Highway frontage of the proposed park would be directly available from the sidewalk along the west side of Pacific Highway. While two clear gates would provide additional public access through the barrier to the north and south of the CAC building, this would not aid compliance with the Design Guideline in any substantive way. This is a basic planning conflict of the Sound Barrier Alternative, and a significant impact. No effective mitigation of that impact is apparent. Reduction of the length of the barrier by 235 feet or more to comply with the regulation would greatly reduce the anticipated effectiveness of the barrier for noise reduction. This would represent a significant, unmitigated impact associated with pedestrian access associated with the alternative.

View Corridors:

As discussed for the proposed project, view corridors adjacent to or across the CAC site include Pacific Highway, Grape Street, Ash Street, Beech Street, Cedar Street (to the CAC Building), Date Street, and Fir Street. See the discussion in Section 2.1.3.1.C of this EIR. No adverse impact was found for the proposed project, and the Sound Barrier Alternative would not preclude public views across the site. Viewed from a 90-degree angle, such a barrier is clear. However, as the angle between the viewer and the barrier decreases, such as from a pedestrian or vehicle occupant looking down the street along the barrier, the viewer ~~barrier appears more and more opaque~~ may see the reflections of structures located to the east, rather than views west toward the San Diego Bay. An extensive barrier would require a structure frame consisting of post or columns and a base capable of withstanding wind loads. This frame would be of concrete or steel and would create interruption of views across the site.

C. California Coastal Act

Goal 8 listed in Section 2.1.3.1.D of this EIR addresses protection of views to and along the ocean and scenic coastal areas. No conflict between that goal and the proposed project was found, and the proposed clear sound barriers would allow continued views through the barrier from the eastern side of the site.

Furthermore, the Sound Barrier Alternative would not conflict with Goal 2, providing for the public's right of access to the nearest public roadway to the shoreline. The Sound Barrier Alternative provides for more than six access points from Pacific Highway to the CAC site, and would have no effect on access from the park across Harbor Drive to the Embarcadero area. As noted above in Impact 4.4.1, although pedestrian access would be available as part of the Sound Barrier alternative, the barriers would not be consistent with the CCCP Plaza Design Guidelines.

D. Port Master Plan

Per the discussion above, the Sound Barrier Alternative would address the Port Master Plan goal of providing access to the waterfront by providing at least six locations by which to access pathways leading across the CAC site to the Harbor Drive side of the site.

C. CEQA Significance Criteria

The State CEQA Guidelines provide that a significant impact may occur if a proposed development physically divides an established community. That would not occur in this instance. Pacific Highway already separates the site from the community to the east. Pedestrian access would be provided around or through the proposed sound barrier at six or more existing or proposed access locations.

D. Other Considerations

The sound barrier is a non-standard and unconventional structural element in park design. The barrier panels would be clear, but the frame and base would affect plant and tree growth. Also, the panels would be installed as clear, it cannot be guaranteed that they would remain so. There is an unquantified potential for vandalism or graffiti on such a large, smooth surface. To keep it clean may well require a long-term commitment to periodic cleaning, general maintenance and graffiti removal.

4.4.2.2 Noise

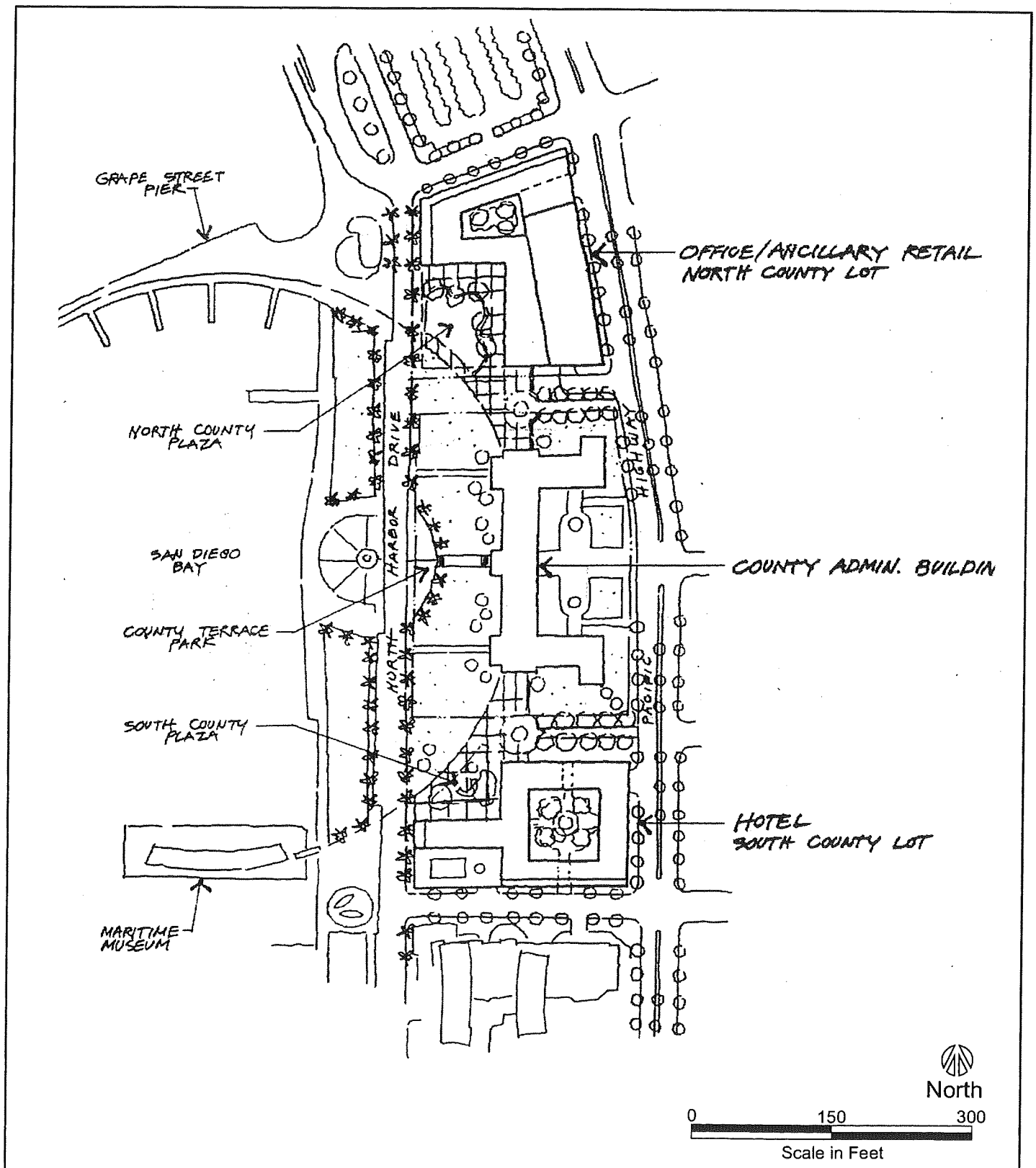
As described in MM 2.7, the installation of a 7-foot sound barrier along Pacific Highway, North Harbor Drive and Grape Street would decrease sound levels by approximately 7 dBA on the park side of the barrier (pers. comm., Hans Giroux, 2002). Thus, instead of future users of the new park being subject to an anticipated 72 dB(A) CNEL along Pacific Highway, under the Sound Barrier Alternative, users of substantial portions of the park adjacent to Pacific Highway would incur noise impacts of no more than 65 dB(A) CNEL. This would comply with the impact significance criterion utilized in this EIR. However, because the sound barriers are not proposed to extend in front of the CAC Building, nor around the corners at Ash Street and Grape Street, it is anticipated that there would be some noise "leakage" from Pacific Highway at those points. Furthermore, since no barriers are proposed along Grape Street or Harbor Drive, noise impacts to users of the new park areas at these parts of the site would be identical to the ones identified for the proposed project. That is, persons in the new park areas within approximately 115 feet of each of those roadways would be subject to noise levels exceeding 65 dB(A) CNEL.

No further noise mitigation is feasible, for the reasons discussed in MM 2.7. Therefore, implementation of the Sound Barrier Alternative would result in significant and unmitigated impacts, requiring Findings and adoption of a Statement of Overriding Considerations.

4.4.3 Applicant's Rationale for Rejection of the Sound Barrier Alternative

Installation of a long sound barrier is not acceptable to the applicant for economic, aesthetic and environmental reasons. First of all, a transparent screen of the height and length required for significant sound attenuation would be prohibitively expensive to install, and an ongoing expense to maintain in clear condition. Preliminary cost estimates for initial installation exceed $600,000 (J. Redlitz, pers. comm., 12/30/02). The barrier would require cleaning, repair of vandalism or graffiti, and replacement on a 6-8 year preventive maintenance program. From an environmental standpoint, the sound barrier results in a barrier inhibiting pedestrians on the east side of it from

accessing the public park and open space that the County proposes. While several access points through and around the barrier are shown, the general effect would be to greatly constrain pedestrian access to the park. This conflict with pedestrian access has been noted in the environmental analysis under Aesthetics above, which the EIR considers a significant and unmitigated impact. More than 30% of the CAC site is already a public park, and it has no measures installed for sound attenuation. No complaint regarding ambient noise levels at the site has ever been received by the County, either from County employees or public visitors. To require installation of sound barriers at this facility based on a general criterion for appropriate sound levels in public parks is viewed as inappropriate and conflicting with the concept of park accessibility. Finally, the County objects to such a barrier on aesthetic grounds. It would contrast with the historic CAC building, and with its landscaping.



SOURCE: Sasaki and Associates, Inc. 1999.

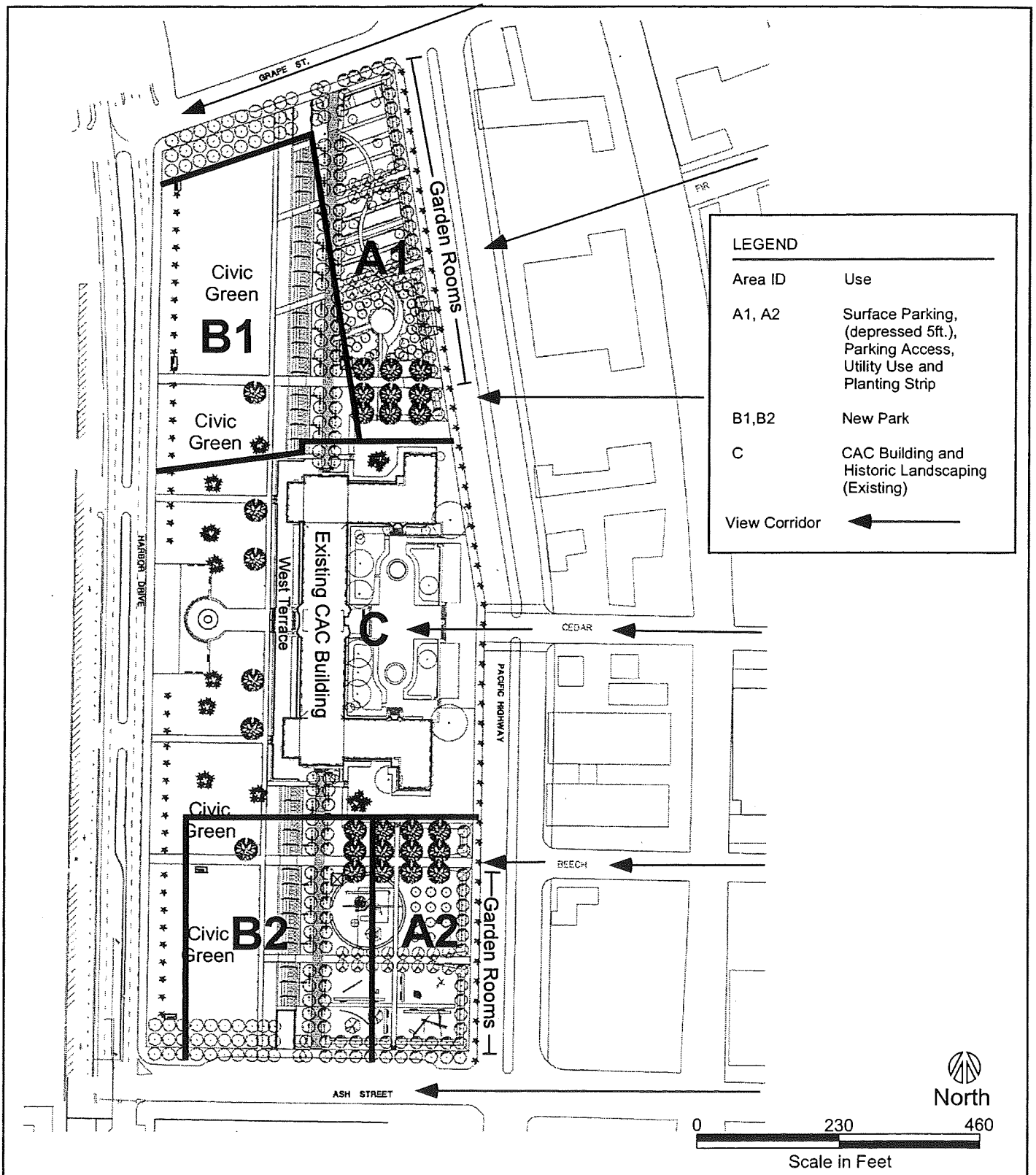
03/11/03

BRG CONSULTING, INC.

San Diego CAC Waterfront Park Development and Master Plan

No Project - Visionary Plan Alternative

FIGURE 4.2-1



SOURCE: Hargreaves Associates, 2002; Davis Group, 2002.; BRG Consulting, Inc. 2002.

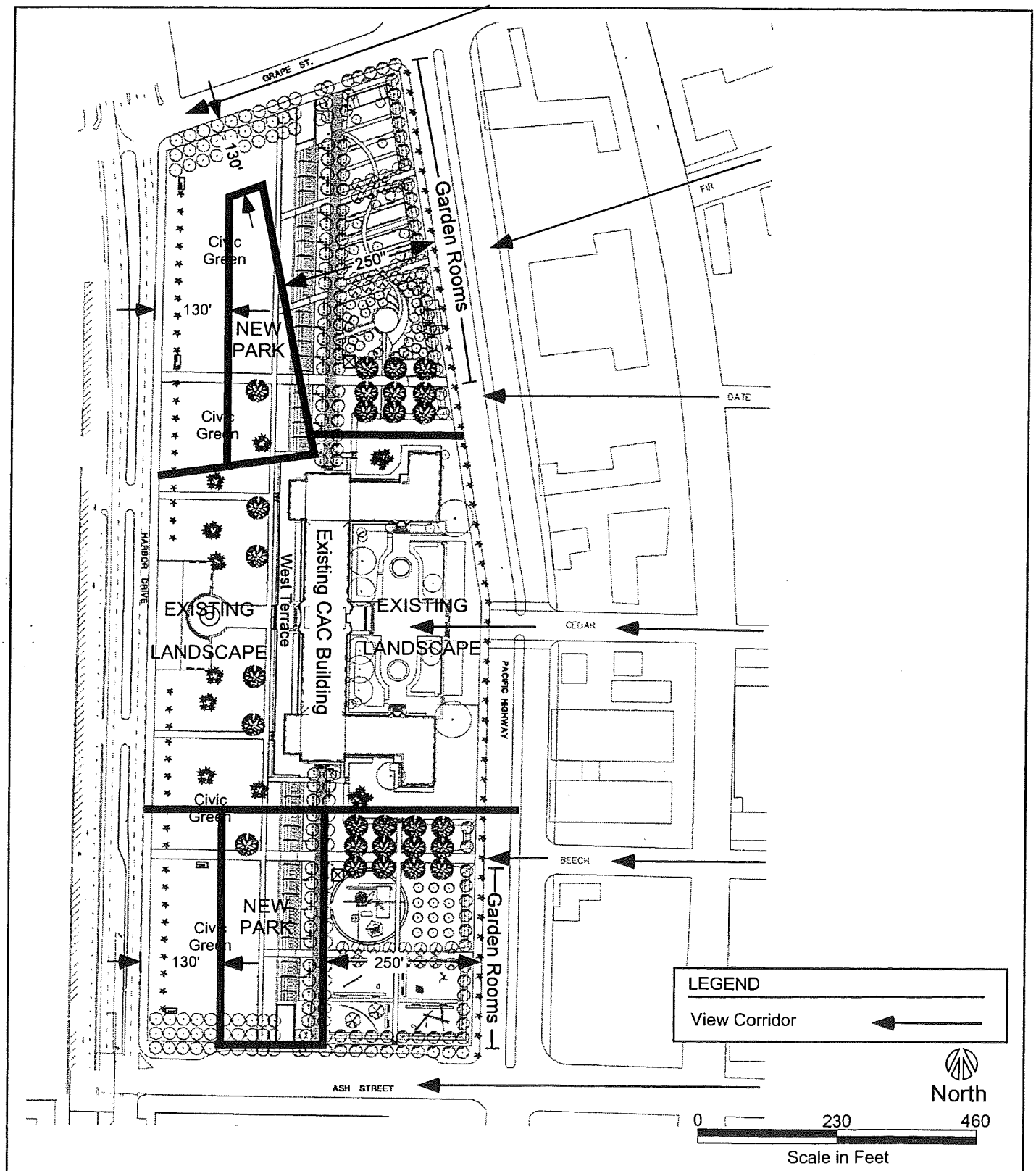
01/10/03

BRG CONSULTING, INC.

San Diego CAC Waterfront Park Development and Master Plan

Concept Plan, Reduced Project Alternative

FIGURE 4.3-1



SOURCE: Hargreaves Associates, 2002; Davis Group, 2002.; BRG Consulting, Inc. 2003.

03/11/03

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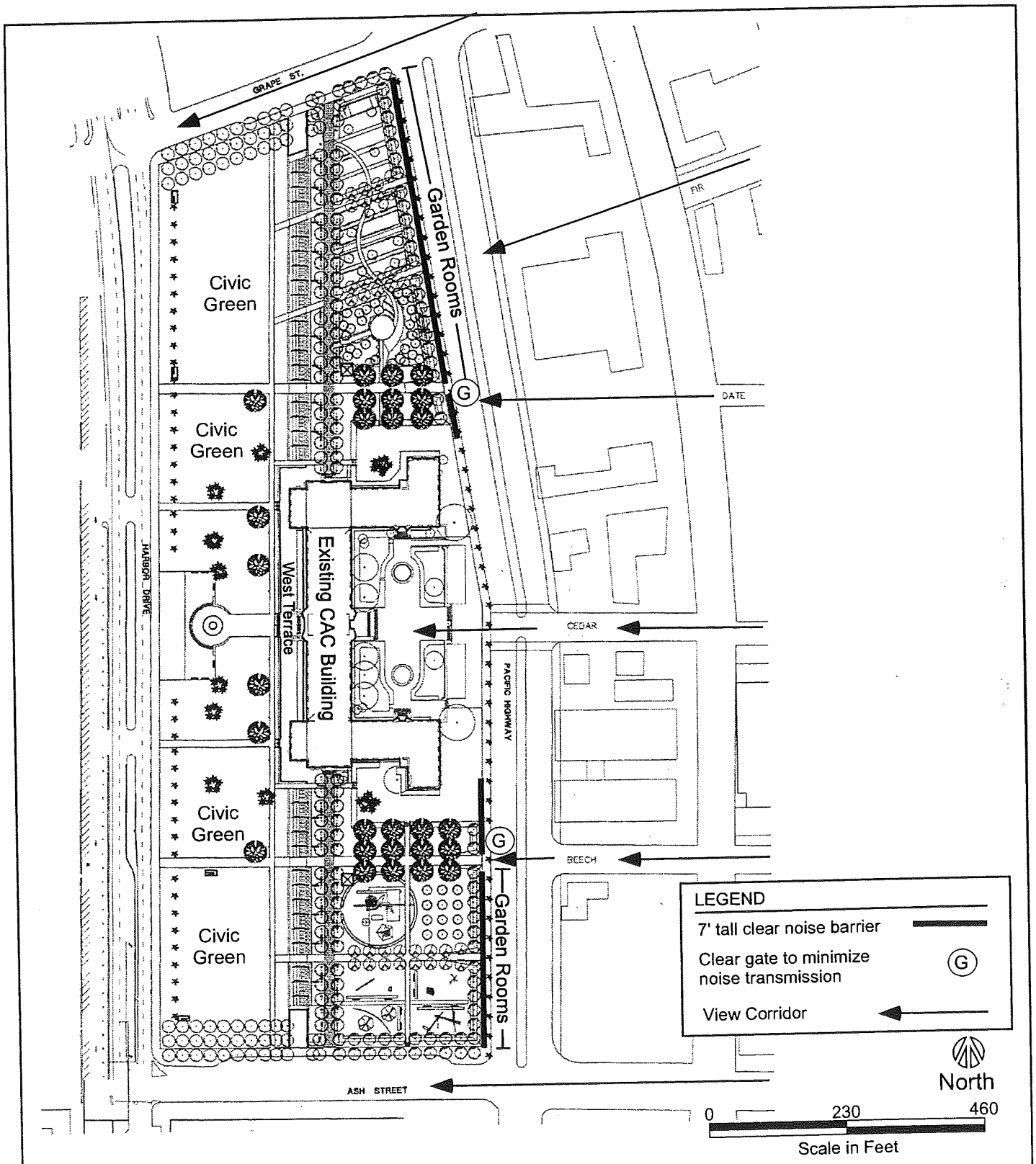
San Diego CAC Waterfront Park Development and Master Plan

Park Alternative That Complies With 65db(A) CNEL Standard

FIGURE 4.3-2



SOURCE: Hargreaves Associates, 2002; Davis Group, 2002.; BRG Consulting, Inc. 2002.

03/20/03

BRG CONSULTING, INC.

San Diego CAC Waterfront Park Development and Master Plan

Proposed Landscape Plan
Sound Barrier Alternative

FIGURE
4.4.1

Table 4.3-1
Reduced Project Alternative Comparison with Existing Conditions and the Proposed Project

Uses and Acreages by Area					
Area ID	Existing Use	Reduced Project Proposed Use	Use Under the Proposed Project	Estimated Area (acres)	Reduced Project Alternatives Surf. Parking Spaces (1)(2)
A1, A2	Parking, Parking Access, Utility Use, Planting Strips, Lawn (0.3 ac.)	Surface Parking (depressed 5 feet), Parking Access, Utility Use and Planting Strips	New Park and Access to Underground Parking Garage	3.2 ac.	400
B1,B2	Askew Building, Surface Parking, and Lawn (0.2 ac.)	New Park	New Park	7.9~~6.0~~ ac.	
C	CAC Building and Historic Landscaping	CAC Building and Historic Landscaping	CAC Building and Historic Landscaping	NA- no substantive change proposed	
			Total:	**9.2 ac.**	

New Park Area Summary	
New park area under proposed project compared to existing conditions	11.1~~9.2~~ ac.
New park area, Reduced Project Alternative, compared to existing conditions	7.9~~6.0~~ ac.
New park area reduction from proposed project	3.2~~3.2~~ ac.
Fewer parking spaces required, Reduced Project Alt. due to less park area than proposed project (3)	16

Notes: (1) at 142 spaces per acre, the ratio of the existing south parking lot
(2) if only half the possible 70 spaces along the Grape Street portion of Area A1 are used in order to allow for access
(3) at 5 parking spaces per acre of park

Source: BRG Consulting, January 2003

5.0 LONG-TERM ENVIRONMENTAL EFFECTS

5.1 Growth Inducing Impacts

CEQA Guidelines §15126.2(d) require that an EIR evaluate the growth-inducing impacts of a proposed project. Growth-inducing impacts are "the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." The CEQA Guidelines also require the analysis of those project characteristics that may encourage or facilitate activities, which either individually or cumulatively will effect the environment.

Induced growth is any growth that exceeds planned growth and results from new development, which would not have taken place without implementation of the proposed project. Typically, the growth-inducement potential of a project would be considered significant if it results in growth or population concentration that exceeds those assumptions included in the pertinent general plans, land use plans, or projections made by regional planning authorities. However, the creation of growth-inducing potential does not automatically lead to growth. The NEAVP MEIR states that the Visionary Plan area is located in an area of downtown San Diego that is heavily urbanized, and therefore, ..."would not remove any known obstacles to growth in the region by placing infrastructure or services in a previously undeveloped area" (NEAVP, 2000). Additionally, police, fire and existing infrastructure are adequate to serve the Plan area. Project-induced growth impacts aere not considered significant for the Visionary Plan, which recommends more intensive development (hotel, commercial) of the CAC site than the proposed Waterfront Park Master Plan. Therefore project-induced growth impacts are less than significant for the proposed project.

5.2 Significant Irreversible Environmental Changes Resultant from Project Implementation

CEQA Guidelines §15126.2(c) require that an EIR analyze the extent to which the proposed project's primary and secondary effects would impact the environment and commit non-renewable resources to uses that future generations will be unable to reverse.

Development allowed within the project site would result in an irreversible commitment of building materials including wood, metal, sand, gravel, concrete, asphalt, water, and aggregate materials. Development resulting from the proposed project would additionally result in the consumption of non-renewable energy resources throughout the life of the project. These incremental commitments of non-renewable resources are neither unusual nor unexpected. The project is consistent with the General Plan and would not alter the existing development pattern within the project vicinity. For these reasons, implementation of the proposed project would not result in a significant irretrievable commitment of resources.

5.3 Unavoidable Significant Environmental Impacts

CEQA Guidelines §15126.2(b) requires that an EIR describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Please refer to Chapter 2 for detailed analyses of project impacts, proposed mitigation measures and the level of significance after mitigation is implemented.

The NEAVP MEIR identified cumulative traffic impacts to Interstate-5 ramps associated with implementation of that Plan (1999). The traffic analysis provided in Section 2.4 of this EIR indicates that the proposed project would result in a decrease in traffic generation relative to more intense development proposed as part of the CAC Parking Lots Subsequent Project (1999). However, the proposed Waterfront Park project is ~~anticipated~~ projected to result in a ~~small in~~ decrease in traffic generation relative to existing conditions (~~378~~ 486 ADT). Therefore, the project as proposed would not contribute~~, in a small way,~~ to unavoidable cumulative freeway ramp congestion impacts associated with downtown redevelopment or the NEAVP.

As discussed in Section 2.7.3 of this EIR, future traffic noise within 50 feet of Harbor Drive and Grape Street is calculated to be 69 dBA CNEL. Future noise near Pacific Highway is calculated to be 72 dBA CNEL, while future noise near Ash Street is calculated to be 65 dBA CNEL.

Based on the calculated traffic noise levels, existing and future sound levels for the proposed park would not be in conformance with the City of San Diego General Plan Noise Element, which establishes an allowable 65 dBA CNEL for the proposed park use. The County is not subject to City standards, but the City provides an applicable standard related to urbanized settings. Noise impacts from the existing traffic noise on three sides of the proposed project site would be significant, including Pacific Highway, Grape Street and North Harbor Drive.

The installation of a seven-foot sound barrier along Pacific Highway, North Harbor Drive and Grape Street could decrease sound levels by approximately 7 dBA on the park side of the barrier. However, installation of sound barriers along the streets surrounding the proposed park project would conflict with the goals of the proposed Waterfront Park Master Plan. The Design Structure and the Civic Park/Green components of the Master Plan envision a pedestrian circulation network with paths and view corridors that "traverse the park and extend into the bay, creating a strong link between the park and its waterfront." Any wall or barrier would block the open access and style proposed in the Master Plan, thereby altering the goals of the proposed project. Further, the use of transparent materials such as Lexan screens may not be viable for long-term public construction in vandal-prone areas. In addition, such screens would require on-going maintenance and an anticipated installation cost of approximately $600,000. Therefore, the County of San Diego considered, but rejected use of such sound barriers. As a result, significant unavoidable noise impacts are anticipated to park users near Harbor Drive, Grape Street and Pacific Highway, especially at times of heavy traffic. The County Board of Supervisors will need to approve Findings of Overriding Considerations regarding cumulative traffic impacts and noise impacts to future park uses near the park periphery, in order to approve the proposed project.

As described in detail in Chapter 2.0 and 3.0, the proposed project as designed, and with implementation of recommended mitigation measures for each resource, would not result in any other direct or cumulatively unavoidable significant environmental impacts.

6.0 ENVIRONMENTAL EFFECTS FOUND NOT TO BE SIGNIFICANT

CEQA Guidelines §15128 requires the identification of project impacts that were determined not to be significant and that were not discussed in detail in the impact section of the EIR. A brief discussion of environmental issues that were not found to be significant for this project is presented below.

6.1 Effects Found not to be Significant as Part of the EIR Process

The following are the environmental issues that were found not to be significant as part of the EIR process:

6.1.1 Utilities/Service Systems

6.1.1.1 Domestic Potable Water and Sewer Systems

Domestic potable water for the proposed project is provided by the City of San Diego under the administration of their Water Department (WD). The primary source of potable water for San Diego County is provided by the San Diego County Water Authority (CWA). The CWA, the regional purveyor of water to San Diego County, receives its imported water exclusively from the Metropolitan Water District (MWD) of Southern California, of which it is a member agency. The CWA purchases treated and untreated water from MWD and distributes it to member agencies on a wholesale basis. The MWD's two primary water resources are the Colorado River and the California State Water Project.

Water lines that serve the CAC area are one eight-inch diameter line and one 16-inch diameter line, both under North Harbor Drive to the west of the site, and a 12-inch diameter line that runs under Pacific Highway to the east of the project site. The water system that serves the proposed project vicinity consists primarily of looped distribution mains that are eight to 12 inches in diameter, located under Pacific Highway, North Harbor Drive, Laurel Street, Broadway, E Street, and Market Street. A transmission main, 30 inches in diameter, is located under Market Street at the south end of the Plan area (Port of San Diego, 1999).

The CAC site is served by two water meters, and receives its water from the City of San Diego. Both water meters serve the CAC Building, the Askew Building, and landscaping use. In 2001, the two meters measured total usage of 13, 594 hundred cubic feet (hcf)(pers. comm., J. Redlitz, Oct. 18, 2002). Annual landscape usage for the site was estimated by Hargreaves Associates at 6,645 hcf (pers. comm., J. Petersen, Nov. 4, 2002). Therefore, annual usage for the two buildings on site, the Askew Building and the CAC Building, is estimated at approximately 6,949 hcf (13,594-6,645). The Askew Building comprises approximately 110,000 square feet of floor area, while the CAC Building totals 277,000 square feet. Assuming the water usage in the two buildings is roughly proportional to their floor area, the CAC Building is estimated to utilize approximately 4,975 hcf per year, based on its representing 71.6 percent of the building area on site. The estimate for the Askew Building usage is approximately 1,936 hcf per year (6,949 – 4,975).

Estimated annual water use for the new landscaping associated with the proposed project totals 10,562 hcf (pers. comm., J. Petersen, Nov. 4, 2002). If this amount is added to the 6,645 hcf estimated for the existing landscaping, plus the 4,975 hcf estimated for the CAC Building, the total would be 22,182 hcf per year. This represents an estimated increase in water use at the CAC site of approximately 8,588 hcf per year.

This increase is due in large part to the approximately 1,500 hcf/year used by one acre of turf. The project landscape plan would replace 3.56 acres of parking lots with an expanded Civic Green comprising an additional 3.56 acres of turf, which would account for a water use increase of 5,347 hcf/year. Other landscape water use would strive for water use efficiency through utilization of low-water use plants in the Mediterranean garden, and through the use of water bubblers and drip irrigation for individual plants. As noted earlier, the site is served by the City of San Diego, which indicated there are adequate water resources, facilities and infrastructure to provide service for the revised site plan (Letter, City of San Diego, August 13, 2002; see EIR Appendix G).

The NEAVP EIR analyzed potential impacts for a subsequent project on the CAC Parking Lots, comprising approximately 250,000 square feet of office use; 50,000 square feet of ancillary retail uses; 212,000 square feet of hotel lodging use (420 rooms); and 65,000 square feet of hotel public/support space. To this total of 577,000 square feet of occupied space, the subsequent project also added 407,000 square feet of parking. Assuming that the ratio of floor area to water use would be the same for the subsequent project as for the existing CAC Building and Askew Building office use, the subsequent project's occupied floor area of 577,000 square feet is estimated to require 10,361 hcf/year (6,949 hcf/year * 577,000 sq. ft./ 387,000 sq. ft). In addition, the CAC site under the subsequent project plan would continue to need water for the CAC Building (4,975 hcf/year) and the existing landscaping (6,645 hcf/year). Finally, based on review of the site plan for the subsequent project on page 3-43 of the Draft NEAVP EIR, it appears that the subsequent project would add at least 6,400 square feet of turf to the existing landscape. Based on ratios in the Hargreaves materials, it is estimated that this additional turf area would require an additional 220 hcf/year of water. The total for all the components for the CAC Parking Lots Subsequent Project is 22,201 hcf/year (10,361 + 6,645 + 4,975 + 220).

Increased water use was not identified as a significant impact in the NEAVP EIR. Overall water use for the proposed project is estimated at slightly less than for the Subsequent Project analyzed in the NEAVP EIR (22,182 hcf/year v. 22,201 hcf/year). Therefore, no significant water use impact is anticipated to result from the proposed project.

A network of pipes, eight to 15 inches in diameter, provides sewer service to the vicinity of the proposed project. These sewer lines are located under Pacific Highway, North Harbor Drive, A Street, Grape Street, Broadway, and Market Street. There are two major interceptor pipes: one 102 inches in diameter under Beech Street and North Harbor Drive; and another 51 inches in diameter under Pacific Highway, north of Beech Street. Wastewater from the project site is conveyed to the Point Loma Treatment Plant via a 15-inch line located just south of North Harbor Drive. Under Kettner Boulevard is a 36-inch regional trunk sewer line, which also transports wastewater north, and then southwesterly to the Point Loma Treatment Plant (Port, 1999).

Based on review of the site plans for the proposed project, the south underground parking area would require replacement and possibly relocation of the existing eight-inch diameter and 16-inch diameter water lines, and the

102-inch diameter sewer pipe that run under North Harbor Drive. The replacement or relocation of the affected pipes would be implemented in such a way as to avoid any service interruptions of more than two hours. Therefore, no significant impacts would occur.

6.1.1.2 Solid Waste Disposal

Currently, the San Diego region is served by eight sanitary landfill sites, four of which are privately owned (Borrego Springs, Ramona, Otay, and Sycamore). One landfill (Miramar) is operated by the City of San Diego within MCAS Miramar, and three are the property of the United States Marine Corps at Camp Pendleton. The City of San Diego operates its landfills with its own work force. The Marine Corps contracts with a private company to perform the daily landfill operations (County of San Diego, 1993; pers. comm., J. Perkins, 2002).

The solid waste generated from the demolition of the surface parking lots and Askew Building would be disposed of by an independent demolition specialist who will be responsible for the removal and disposal of all project-related debris. The demolition specialist will dispose of the debris in any landfill willing to accept the material. The acceptance of the material indicates that the landfill would have adequate available space for the debris and that no significant impact would occur to disposal facilities.

6.1.1.3 Hazardous Materials Disposal

According to the San Diego County Department of Environmental Health (DEH), asbestos materials are present in the Askew Building (Occupational Health Program, 2000). A complete survey to test for asbestos-containing building materials (ACBM) and other possible hazardous materials would be performed prior to demolition or disturbance to determine exact locations and amounts of potential asbestos (pers. comm., Jeffrey Redlitz, , 2002). The implementation of proper abatement of the ACBM prior to building demolition by an independent hazardous materials remediation company, in accordance with local, state and federal regulations, would reduce any impacts associated with the disposal of hazardous materials to below a level of significance. A hazardous materials study and remediation plan would address the disposal details and would be prepared as described in detail in Section 2.6, Hazards and Hazardous Materials.

6.1.2 Land Use/Planning

In order to determine consistency with applicable Land Use and Planning regulations, the following documents were reviewed and analyzed in relation to the project proposal:

- County of San Diego General Plan,
- County of San Diego Resource Protection Ordinance,
- City of San Diego Centre City Community Plan and Planned District Ordinance,
- City of San Diego Progress Guide and General Plan,
- City of San Diego Centre City Redevelopment Plan,
- City of San Diego Centre City Parking Ordinance,
- City of San Diego Little Italy Focus Plan,
- California Coastal Act,

- San Diego Unified Port District Port Master Plan (PMP) ~~and Local Coastal Program (LCP)~~,
- North Embarcadero Alliance Visionary Plan (NEAVP),
- City of San Diego Airport Approach Overlay Zone (AAOZ), and the
- Lindbergh Field Land Use Plan (LUP).

As discussed in detail in Chapter 2.1, the proposed project has been designed to maintain consistency with these plans and all other mandatory standards and regulations, such as the Uniform Building Code. Therefore, implementation of the proposed project would not result in significant adverse impacts ~~on~~ to Land Use ~~and~~ or Planning.

6.1.3 Biological Resources

The site has been completely disturbed and contains no native vegetation or habitats. Therefore, no endangered, threatened or rare plant or animal species protected by the County of San Diego or state and federal wildlife agencies are expected to occur onsite.

No Sensitive Habitat Lands were identified on the site as determined on a site visit conducted by BRG Consulting, Inc. on July 17, 2002. Further, the site contains no wetland habitats as defined by the San Diego County Resource Protection Ordinance. The site may have a substratum containing undrained hydric soils, or that is non-soil and saturated with water, due to the location of the groundwater level approximately six feet below the surface. However, the land does not support hydric plants, even periodically, nor is the site covered by water at some time during the growing season of each year. There are no biological habitats onsite, as the site is currently developed with buildings and paved surface parking areas. The biological resource provisions of the County of San Diego Resource Protection Ordinance is not applicable to this project because there are no biological resources onsite.

The proposed project site does not contain any wetlands, rivers, streams, lakes, or waters of the U.S that could potentially be impacted, diverted or obstructed by the proposed development. Therefore, no impacts would occur to wetlands, rivers, streams, lakes, or waters of the U.S. under the jurisdiction of the CDFG and/or ACOE.

No linear features (drainages, ridges, valley, or linear-shaped patches of native vegetation) that connect areas of native vegetation or natural open space were identified on the site during the site visit conducted by BRG Consulting, Inc. on July 17, 2002. Therefore, the site is not expected to be used as a wildlife dispersal corridor and would not impact the dispersal of wildlife.

The proposed project and any offsite improvements related to the proposed project are located outside the boundaries of the areas to be conserved under the *Multiple Species Conservation Program* (City of San Diego, 1997). Therefore, conformance with the *Multiple Species Conservation Program* and the County's Biological Mitigation Ordinance is not required. In addition, conformance to the County's Habitat Loss Permit/Coastal Sage Scrub Ordinance findings is not required, as there is no Coastal Sage Scrub habitat onsite.

6.2 Effects Found not to be Significant During Initial Study

The following are the environmental issues that were found not to be significant during preparation of the Environmental Initial Study:

6.2.1 Agriculture

The project site and adjacent parcels do not contain any lands designated as Prime Farmland, Unique Farmland or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program. In addition, the proposed project site does not support prime agricultural soils, as identified on the soils map for the Conservation Element of the San Diego County General Plan. Therefore, no adverse impacts to resources included in this program or to prime agricultural soils would occur as a result of implementation of the proposed project.

The project site and surrounding areas constitute a developed urban area. In addition, the project and surrounding areas are not zoned for agricultural use, nor is the land under a Williamson Act Contract. Therefore, the project does not conflict with existing zoning for agricultural use, or a Williamson Act Contract.

The project site and surrounding area are a developed urban area and do not contain agriculture. Therefore, implementation of the proposed project would not result in the conversion of farmland to non-agricultural use.

6.2.2 Population and Housing

The project does not involve any extensions of utilities such as water, sewer or new roads systems into previously unserved areas, and is consistent with the CCCP and the adopted NEAVP. The project would not result in any substantial growth not consistent with the Centre City Community planning goals, and proposes less intensive uses than those approved in the NEAVP. Further, no housing currently exists on the site, and no new housing is included in the proposed project, so there would be no impact on population and housing.

6.2.3 Public Services

6.2.3.1 Police Protection

During the environmental review for the NEAVP MEIR (2000), the City of San Diego Police Department (SDPD) indicated that adequate staff and infrastructure were available to provide police protection for the buildout proposed for the Visionary Plan area. The police service analysis provided by the NEAVP MEIR applies to the current CAC Master Plan proposal, because it would involve a less intensive use of the CAC site than was proposed in the Visionary Plan, and police protection service to the site has already been anticipated.

Police protection in the vicinity of the proposed project site is provided by the SDPD Central Division (Central Area Command or Division 5). The SDPD Central Division is located at 1401 Broadway Street and serves the area south of Upas Street, from Wabash Boulevard west to San Diego Bay. Central Division is staffed with approximately 1 captain, 3 lieutenants, 20 detectives, 23 sergeants, and 200 sworn officers. Central Division fields approximately 40 patrol officers per watch. Other resources available to respond to calls for service to the project area include Canine,

Air Support and SWAT units. Both Canine and Air Support are centralized units which provide citywide coverage. The Air Support unit currently includes four helicopters and two fixed wing aircraft. There are 46 Canine teams, each comprised of an officer and a police dog assigned to the Canine unit (Sergeant White, Central Division, *personal communication*, July 1999). The Central Division also operates a community relations storefront office located at 202 G Street in the Gaslamp Quarter. The storefront handles public relations and crime prevention, and acts as a liaison between the police command and the public.

The citywide average response time is 7.0 minutes for emergency calls and 11.9 minutes for non-emergency calls. As of July 1999, Central Division's average response time for emergency calls was 5.3 minutes, and 18.4 minutes for non-emergency calls (Central Division, McCullough). According to City Police Department officials, a significant impact would occur if a proposed project results in increased response times for police services, as determined by the police department (Central Division, Sergeant Blagg, 1997). In the NEAVP MEIR, the Department indicated that adequate police services are available to serve the CAC site, and therefore, a significant impact to City police protection services would not occur (2000). Furthermore, the proposed project does not require a permit that would trigger RPO compliance.

6.2.3.2 Fire Protection

The City of San Diego Fire Department provides fire protection services to the proposed project site. There are two fire stations in the project vicinity, Stations 1 and 3, which respond to calls. The streets in the project area are adequately sized to accommodate fire trucks and other emergency vehicles (City of San Diego, Deputy Fire Marshall Medan, *personal communication,* August 20, 2002).

Station No. 1 is located at 1222 First Street (First Avenue and B Street), and is staffed with 12 fire fighters, Engine Companies 1 and 49, Ladder Truck Company 1, and Battalion 1. Each Engine Company and the Ladder Truck Company consist of four persons, three emergency medical technicians and one medic (Deputy Fire Marshall Medan, City of San Diego, *personal communication*, August 20, 2002).

Station No. 3 is located at 725 West Kalmia Street (Kalmia Street and State Street) and houses Engine Company 3 consisting of one captain and three fire fighters (Deputy Fire Marshall Medan, City of San Diego, *personal communication*, August 20, 2002).

The average response time throughout the City is six minutes for fire apparatus (i.e. fire engines and trucks) and ten minutes for paramedic ambulances. A significant impact to fire protection services would occur if a proposed development would increase response times above these City averages. The City of San Diego Fire Department has indicated that the response times for emergency vehicles to the project site are all less than the City averages. Average response time to 1600 Pacific Highway is 1.8 minutes from Station 1 and 1.5 minutes from Station 3. In addition, officials have verified that existing facilities are adequate at the present time and that no additional fire protection equipment or personnel would be required as a result of the proposed Master Plan. Therefore, no significant impact to City fire protection services would occur.

6.2.3.3 Schools

The proposed project would be a public recreational land use, with no residential uses existing or proposed onsite. As such, the proposed project would not contribute to an increase in school enrollment. Therefore, no significant impact to schools would occur.

6.2.3.4 Solid Waste Disposal

All public services for the project site and surrounding area are currently in place. The proposed project is located in a fully developed area and would not increase the demand on public services. Demolition materials would be removed by a County contractor, and would be placed in a nearby landfill having sufficient capacity. Identified hazardous materials would be removed and disposed of pursuant to the required hazardous materials plan. Therefore, the proposed project would not contribute to cumulative adverse impacts to landfill capacity nor to public services.

6.2.4 Aesthetics

The proposed project vicinity contains designated view corridors along Pacific Highway and along Ash, Beech, Cedar, Date, Fir, and Grape Streets (CCCP, 1992). The proposed design would not block any of those view corridors. As discussed in the Master Plan, the CAC site is located on fill at the base of a hill rising up to the east. The significant grade change yields spectacular views out over the Bay from the street corridors. The preservation of existing view corridors, as well as the opening up of a previously obstructed view corridor (Fir Street) created by the removal of the Askew Building, is incorporated into the proposed Master Plan. The walkways between tree-lined garden rooms along Pacific Highway are aligned with the east-west streets to preserve these view corridors. Further, the proposal would not result in a demonstrable, potentially significant, adverse visual effect that results from landform modification, development on steep slopes, excessive grading (cut/fill slopes), or any other negative aesthetic effect, as it would be located on a site that is nearly level, with no major landform alteration necessary.

Replacement of the existing surface parking lots with public greenspace would enhance the scenic quality of the site. The area north of the CAC Building currently consists of the Askew Building and a paved surface parking lot; the area south of the CAC Building currently consists of a paved surface parking lot. Implementation of the proposed project would convert these areas into a series of vegetated garden rooms along Pacific Highway, a civic promenade with fountains leading north and south of the CAC Building, and a public greenspace (lawn) to the west along Harbor Drive. Further, the project has been designed to complement the historic CAC Building and landscaping in an aesthetically pleasing manner. Therefore, there would be no adverse aesthetic impacts to onsite resources.

The proposal would not produce excessive light, glare or dark sky impacts, as it must comply with existing County lighting ordinances. Therefore, there would be no significant lighting impacts.

6.2.5 Mineral Resources

Based on the *Update of Mineral Land Classification: Aggregate Materials in the Western San Diego Production-Consumption Region* (California Department of Conservation, 1996), the project site is not located within a significant mineral resource area. Additionally, no known past or present mining activities were identified on the project site. The proposed project would not result in the loss of availability of a known significant mineral resource that would be of value to the region. Therefore, impacts to mineral resources would not be significant.

6.2.6 Recreation

The proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated. Rather, the proposed project would provide additional recreational facilities for public use, including public greenspace, garden rooms, a playground, and a promenade. Since the proposed project would provide recreational facilities, it would not require the construction or expansion of other recreational facilities that might have an adverse impact on the environment.

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8.0 LIST OF PREPARERS AND PERSONS AND ORGANIZATIONS CONTACTED

The following staff members contributed to this EIR as follows:

BRG Consulting, Inc.
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John Boarman, Principal Traffic Engineer
Justin Rasas, Traffic Engineer

During preparation of this EIR, the following individuals and organizations were contacted regarding current conditions, potential environmental impacts, and project information.

City of San Diego Zoning Information Line
Personal Communication (telephone), July 18, 2002

Cooksey, Jimmie
Personal communication (telephone), J. Cooksey, Air Quality Inspector III, Air Pollution Control District, January 8, 2002.

Giroux, Hans
Personal communication (telephone), December 20, 2002.

Medan, Robert
Personal communication (telephone), R. Medan, City of San Diego Fire Department, August 20, 2002

Perkins, Johnnie
Personal communication, J. Perkins, Sycamore Landfill, August 14, 2002

Petersen, Jacob

Personal Communication, J. Petersen, Hargreaves Assoc. multiple contacts by telephone, email and in person ~~Sept-Oct. 2002~~Sept. 2002 – Mar. 2003

Redlitz, Jeffrey

Personal Communication, J. Redlitz, Project Manager, County of San Diego, Dept. of General Services, multiple contacts by telephone, email, and in person July through October 2002 and March 7, 2003

Salvini, Bobbi

Letter, B. Salvini, City of San Diego Water Review Section, August 13, 2002

Vettel, Joseph

Personal communication, J. Vettel, Geocon, Incorporated, multiple contact dates in July-August 2002.

Webb, Paul

Personal communication, P. Webb, San Diego County Regional Airport Authority, March 6, 2003.

Weymann, Karen

Personal communication (telephone), K. Weymann, San Diego Unified Port District, August 1, 2002

9.0 List of Mitigation Measures and Environmental Design Considerations

9.1 Proposed Project

9.1.1 Geology and Soils

MM 2.2 Design and construction of the on-site underground parking structure shall comply with the geotechnical consultant recommendations for soil preparation, construction grading and compaction, and coordination of foundation design, found in the Updated Geotechnical Investigation, Geocon, Inc., March 29, 2002 (Appendix C of this Final EIR). The geotechnical findings shall be made part of the construction documents for building plan permit review, and shall be part of the bid documents, ensuring compliance with engineering requirements. Onsite construction monitoring shall incorporate the recommendations of the existing geotechnical studies.

9.1.2 Hydrology and Water Quality

MM 2.3 *Dewatering Water Quality*

Dewatering discharges from the site excavations shall be discharged into the San Diego sewer system, in accordance with City procedures and regulations for such discharges, to the satisfaction of the Director of the Metropolitan Wastewater Department. Pretreatment of the discharges shall be completed if required by the Department.

9.1.3 Air Quality

MM 2.4 *Hazardous/Toxic Releases*

According to a consultation with Jimmie Cooksey of APCD on January 8, 2002, an Asbestos Notification of Demolition and Renovation shall be submitted to APCD ten days prior to the demolition of the Askew Building. Upon completion of a demolition plan, APCD will determine what permits would be needed to meet all APCD regulations and requirements. In addition, a survey to test for friable asbestos materials, lead-based paint other toxic materials shall be performed. If the survey reveals the presence of friable asbestos, a control method will be determined to meet all APCD regulations for handling friable asbestos. All activities associated with asbestos shall be conducted under the direct supervision of a certified asbestos consultant, subject to the approval of the jurisdictional agency. Analysis and removal of asbestos, lead-based paint and any other toxic material shall be performed in conformance with all applicable federal, state, and local regulations.

9.1.4 Transportation/Circulation

MM 2.5 The County shall prepare and implement a Parking Plan for the CAC, that conforms to the parking demand analysis prepared by LLG Engineers (2002), prior to the start of construction of the proposed project. Specifics of the Parking Management Plan are summarized in Table 2.5-9. The CAC Parking Plan shall include, but not be limited to the following elements:

- The proposed project shall provide adequate employee and visitor parking throughout construction activities and ongoing facility operation through the implementation of the Parking Management Plan shown in Table 2.5-9 of this EIR.

- Provision of visitor parking on site in two underground parking structures on the CAC Waterfront Park site. ~~A total of 276 visitor spaces~~ Parking for 288 visitor vehicles shall be provided onsite during working hours, to meet the demand for waterfront public access parking, CAC Building visitor parking, and CAC park visitor parking, as calculated in LLG's revised Parking Demand Analysis for the proposed project (Oct. 2002). ~~This provision shall incorporate the required 50 stall minimum stated as mitigation to the North Embarcadero Visionary Plan FEIR.~~ Parking shall be available during County business hours, after hours and on weekends for public use. Public parking during working hours is comprised of 224 striped self-park stalls, and parking for 64 additional public vehicles can be accommodated with valet parking assistance. The remaining 26 parking spaces during working hours include ten carpool/vanpool spaces and 16 spaces for elected officials and VIPs. Before or after normal working hours, or on weekends, the CAC parking garages could accommodate up to 314 vehicles from members of the general public.

- Provision of the required 50-stall minimum stated as mitigation to the North Embarcadero Visionary Plan FEIR.

- Provision for over 90 percent of required employee parking off site within 2-3 blocks of the County Administration Center. Parking shall be located in a County owned multilevel facility, which shall utilize controlled access and valet parking management for security and ease of traffic flow. The remaining 10 percent of required parking shall be provided in County owned or controlled facilities within a reasonable distance served by public transit.

- During construction of the Waterfront Park all parking requirements shall be met with temporary parking facilities as follows:

  1. Visitor parking shall be provided on the Park site as detailed in Table 2.5-9 by designating a portion of the existing parking lot as temporary parking subject to relocation on site during the phased construction of the Park.
  2. Employee parking shall be provided on- or of-site, as detailed in Table 2.5-9. ~~Employees shall be provided with free shuttle service to the CAC as required.~~

9.1.5 Hazards and Hazardous Materials

MM 2.6.a *Disposal of Hazardous Materials*

The appropriate sampling of excavated and imported soil to determine the presence of contamination shall be completed prior to the disposal of such materials. Should excavated or imported materials be found to be contaminated, appropriate measures shall be undertaken to ensure the proper disposal of such materials.

MM 2.6.b *Location on or Near Known Contamination Sources*

To mitigate for contaminated location and dewatering impacts, effluent derived from dewatering activities shall meet discharge requirements for National Pollution Discharge Elimination System (NPDES) permitting and/or City of San Diego sewer system discharge. Treatment shall be implemented during dewatering and the discharge must be directed to the City of San Diego sewer system.

MM 2.6.c *Dewatering*

See Mitigation Measure 2.6.b.

MM 2.6.d *Construction/Demolition*

To mitigate hazardous material-related significant impacts associated with the construction demolition of old buildings on the project site, a survey to test for asbestos-containing building materials and lead-based paint shall be performed prior to demolition, renovation, or disturbance. All activities associated with asbestos shall be conducted under the direct supervision of a certified asbestos consultant, subject to the approval of the jurisdictional agency (i.e., County of San Diego Department of Environmental Health). If the survey indicates that asbestos lead-based paint and/or other hazardous materials are present, analysis, removal and disposal shall be performed in conformance with federal, state, and local regulations. See also Air Quality MM 2.4.

9.1.6 Noise

MM 2.7.a The installation of a 7-foot sound barrier along Pacific Highway, North Harbor Drive and Grape Street would decrease sound levels by approximately 7dBA on the park side of the barrier. Such a barrier would need to be transparent, if taller than three feet, in order to avoid impacts to visibility from identified view corridors along Beech Street, Date Street and Fir Street. Examples of barriers that have been used in other areas include a 7-foot Lexan barrier; a 3-foot wall or earth berm with a 4-foot Lexan barrier on top; or a 3-foot earth berm with the park level behind it recessed four feet below the existing grade. (pers. comm., Hans Giroux, 2002).

Although Mitigation Measure 2.7 above, if implemented, would mitigate the anticipated noise impacts to new park users, it is considered infeasible under CEQA. CEQA Guidelines Section 15364 defines 'feasible" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors." First of all, installation of sound barriers along the streets surrounding the proposed park project would conflict with the goals of the proposed Waterfront Park Master Plan.

The Design Structure and the Civic Park/Green components of the Master Plan envision a pedestrian circulation network with paths and view corridors that "traverse the park and extend into the bay, creating a strong link between the park and its waterfront." Any wall or barrier would block the open access and style proposed in the Master Plan, thereby altering proposed project in such a way that the goals and objectives of the proposed project could not be achieved. This is considered a social factor. Secondly, MM 2.7 represents a major economic issue. A transparent screen of the height and length required for significant sound attenuation would be expensive to install, and an ongoing expense to maintain in clear condition. Preliminary cost estimates for initial installation exceed $600,000 (J. Redlitz, pers. comm., 12/30/02). The barrier would require regular cleaning, repair of vandalism or graffiti, and replacement on a 6-8 year preventive maintenance program.

Third, from an environmental standpoint, the sound barrier would result in a barrier inhibiting pedestrians on the east side of it from accessing the public park and open space that the County proposes. While several pedestrian access points through and around the barrier could be provided, the general effect would be to greatly constrain pedestrian access to the park, and from the park to the Waterfront. This conflict with pedestrian access is specifically prohibited by the Centre City Community Plan, Plaza Design Guidelines (CCDC, 1992), which require that "an urban open space shall be open to use by the public with direct access from adjoining public sidewalk or sidewalk widening along at least 50% of its total length of frontage." This is a legal factor. If 50% of the frontage were left open as required under the Guideline, the sound barrier would not function, except for very small portions of the proposed park. Conflict with this environmental guideline would be considered a significant, unmitigated impact.

As an alternative mitigation, the potential of providing a vertical separation between the park and the noise sources in the adjacent streets was considered. However, this would require elevating the park at least six or seven feet above the adjacent streets, which would not only inhibit pedestrian access, it would block designated view corridors along Beech Street, Date Street, and Fir Street. Such a mitigation measure would be considered infeasible under CEQA due to social, environmental and legal factors.

MM 2.7.b The significant pile-driving construction noise impact would be mitigated through an allowance for pile-driving only from the hours between 8:00 a.m. and 5:00 p.m. Monday through Friday, when there are hotels or multifamily residences within 500 feet of the pile-driving operation.

9.1.7 Cultural Resources

MM 2.8.a In order to address the potential for evidence of historic maritime uses of the San Diego Bay waterfront area, archeological monitoring in accordance with County archaeological standards shall be required during any activities where excavation may extend to near the bottom of the artificial fill materials. Should any evidence of historic maritime uses be discovered at any point during project activities the site and evidence shall be recorded at the South Coastal Information Center. Any cultural material, along with associated records, shall be curated at an appropriate institution.

Specific monitoring and data recovery tasks related to the excavation of the parking garages planned for the CAC Waterfront Park site shall be as described in the County of San Diego Department of Planning and Land Use Grading Monitoring and Data Recovery Program. This list of standard tasks includes provision for selection of a County-certified archaeologist/historian to implement the monitoring program; the monitor's participation in a pre-excavation meeting with excavation contractors; the monitor's full-time presence during excavations; requirements for documentation of non-significant deposits; procedures to be followed if there is discovery of previously unidentified cultural resources; halting of excavations; documentation and curation of unidentified cultural resources; and documentation of the overall monitoring program.

M.M. 2.8.b(1) In order to mitigate for alterations to the CAC Building, exterior architectural elements and landscaping, which are considered to be contributing elements to the historic district designation of the site, the filling in of the two existing service entrances and driveways, construction of a new service entrance and driveway, construction of a west-facing terrace, and a two foot elevation of the existing ground plane shall be designed to be consistent with the Secretary of the Interior's Standards in that they would retain and preserve changes to the property that have acquired historic significance in their own right, preserve distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize the property, not destroy historic materials, features and spatial relationships that characterize the property, and undertake new additions and related new construction in such a manner that ,if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired. The above-mentioned improvements shall be designed to the satisfaction of the California Office of Historic Preservation~~ and the County of San Diego Historic Site Board~~.

The County Board of Supervisors will make the determination of project compliance with Department of the Interior Standards, based on advisory findings by the County Historic Sites Board. The City Historic Resources Board has provided input to the County Sites Board in the development of joint advisory findings.

M.M. 2.8.b(2) In order to mitigate for alterations to the CAC Building, exterior architectural elements and landscaping, which are considered to be contributing elements to the historic district designation of the site, the entire CAC site shall be documented to Historic American Building Survey (HABS) "Level 1" standards as set by the Secretary of the Interior. Full documentation of architectural and landscape features shall be provided to the satisfaction of the California Office of Historic Preservation and the County of San Diego Historic Sites Board.

M.M. 2.8.c The proposed new additions shall be differentiated from the old and shall be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

~~9.1.8 Cumulative Transportation/Circulation~~

~~MM 3.2.a~~ ~~Although the proposed project will incrementally contribute to I-5 impacts. The County will substantially reduce the vehicle trip generation from the CAC site assumed in the approved North Embarcadero Alliance Visionary Plan, the proposed project will continue to evaluate ways to reduce the impact with opportunities to relocate additional CAC employees to other available County office space.~~

9.2 Reduced Project Alternative

9.2.1 Geology/Soils

MM 4.3.1 Design and construction of the on-site parking areas shall comply with the geotechnical consultant recommendations for soil preparation, construction grading and compaction. The geotechnical findings shall be made part of the construction documents for building plan permit review, and shall be part of the bid documents, ensuring compliance with engineering requirements. Onsite construction monitoring shall incorporate the recommendations of the existing geotechnical studies.

9.2.2 Air Quality

MM 4.3.2 *Hazardous/Toxic Releases*

Prior to demolition of the Askew Building, a survey to test for friable asbestos-containing building materials, lead-based paint and other toxic materials shall be performed. If the survey reveals the presence of friable asbestos, an APCD Air Quality Permit would be required. All activities associated with asbestos shall be conducted under the direct supervision of a certified asbestos consultant, subject to the approval of the jurisdictional agency. Analysis and removal of asbestos, lead-based paint and any other toxic material shall be performed in conformance with all applicable federal, state, and local regulations.

9.2.3 Transportation/Circulation

MM 4.3.3 The County shall prepare and implement a Parking Management Plan for the CAC prior to the start of construction of the proposed project. For a more detailed description of this Plan, please see Mitigation Measure 2.5, in Section 2.5, Transportation/Circulation of this EIR.

~~MM 4.3.4~~ ~~*Cumulative Transportation/Circulation*~~

~~Although the proposed project will incrementally contribute to I-5 impacts, the County will continue to evaluate ways to reduce the impact with opportunities to relocate additional employees to other available County office space.~~

9.2.4 Cultural Resources

MM 4.3.6 In order to address the potential for evidence of historic maritime uses of the San Diego Bay waterfront area, archeological monitoring in accordance with County archaeological standards shall be required during any activities where excavation may extend to near the bottom of the artificial fill materials. Should any evidence of historic maritime uses be discovered at any point during project activities the site and evidence shall be recorded at the South Coastal Information Center. Any cultural material, along with associated records, shall be curated at an appropriate institution. The significance of impact after mitigation would be less than significant.

MM 4.3.7.a In order to mitigate for alterations to the CAC Building, exterior architectural elements and landscaping, which are considered to be contributing elements to the historic district designation of the site, the filling in of the two existing service entrances and driveways, construction of a new service entrance and driveway, construction of a west-facing terrace, and a two foot elevation of the existing ground plane shall be designed to be consistent with the Secretary of the Interior's Standards in that they would retain and preserve changes to the property that have acquired historic significance in their own right, preserve distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize the property, not destroy historic materials, features and spatial relationships that characterize the property, and undertake new additions and related new construction in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired. The above-mentioned improvements shall be designed to the satisfaction of the California Office of Historic Preservation~~ and the County of San Diego Historic Site Board~~. The County Board of Supervisors will make the determination of project compliance with Department of the Interior Standards, based on advisory findings by the County Historic Sites Board. The City Historic Resources Board has provided input to the County Sites Board in the development of joint advisory findings. Following implementation of the mitigation measure, the significance of impact would be considered less than significant.

MM 4.3.7.b In order to mitigate for alterations to the CAC Building, exterior architectural elements and landscaping, which are considered to be contributing elements to the historic district designation of the site, the entire CAC site shall be documented to Historic American Building Survey (HABS) standards as set by the Secretary of the Interior. Full documentation of architectural and landscape features shall be provided to the satisfaction of the California Office of Historic Preservation and the County of San Diego Historic Sites Board. Following implementation of the mitigation measure, the significance of impact would be considered less than significant.

MM 4.3.8 The proposed new additions shall be differentiated from the old and shall be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment. Following implementation of the mitigation measure, the significance of impact would be considered less than significant.

9.3 Environmental Design Considerations

The proposed park is being planned and designed to satisfy the present and future needs of neighborhood, City and County residents, as well as visitors: it will function as both a civic and neighborhood park (CAC Waterfront Park Master Plan, p. 5).

In the "historical core" of the site, the plan will retain/restore historic elements and vegetation (PowerPoint presentation to Board of Supervisors, June 18, 2002).

Pacific Highway and Harbor Drive have been transformed through the planting of multiple rows of palm trees. The palms give a sense of rhythm and containment of the park space, without blocking views of the park or bay (CAC Waterfront Park Master Plan, p. 42).

Wider spacing between the tree rows bordering the primary east/west paths helps retain and enhance view corridors through the site (CAC Waterfront Park Master Plan, p. 42).

On-site parking, with the exception of service parking, will be contained within the below-grade parking structures. These structures minimize negative impacts upon the character of the park and maximize the area of park open space (CAC Waterfront Park Master Plan, p. 34).

In accordance with the North Embarcadero Alliance Visionary Plan (~~NEVP~~NEAVP), the County of San Diego will provide its share of the 130-foot right-of-way along Pacific Highway east of the project site, and will install a 15-foot sidewalk along the south side of Grape Street. As part of the project, the County will also help to implement the narrowing of Harbor Drive adopted in the ~~NEVP~~NEAVP. The Waterfront Park is proposed to extend 36 feet into the Harbor Drive right-of-way as measured from its eastern curb (EIR, Chapter 1).

To minimize potential traffic conflicts between semi-trailer and other large trucks providing supplies to the CAC site, Pacific Highway access to the proposed new service drive located on the south of the CAC building will only be possible on a right turn in, right turn out basis. In addition, semi-trailer trucks will only be allowed to access the service drive before 7:00 a.m. or after 6:00 p.m. (EIR, Section 2.5).

During construction, potential construction "spillover" effects to air quality will be minimized through adherence to BMPs from the Caltrans Construction Site and Best Management Practices (BMPs) Manual, November 2000. These BMPs include, but are not limited to, the use of flaggers, barricades, flashing arrow signs, portable delineators, portable flashing beacons, construction area signs, channelizers, temporary railings, traffic cones, portable changing message signs, temporary crash cushion modules, temporary traffic screens, temporary signal systems, traffic plastic drums, and traffic control systems. Further, the equipment and traffic plan chosen is subject to field adjustments to ensure adequate sight distances and lane closure tapering, complete installation of the traffic management system before any construction work begins, a drive-through inspection, and ongoing maintenance of the system throughout the duration of construction activities (EIR, Section 2.3).

In accordance with the North Embarcadero Alliance Visionary Plan (NEAVP), the County of San Diego will provide adequate parking for the CAC building employees and visitors, as well as persons seeking coastal

access, in the form of ~~947~~ 1,030-structured parking spaces, plus 67 on-street spaces. Spaces provided in two underground parking garages at the CAC site total ~~381~~314, with ~~276~~ 288 of those spaces to be reserved for use by members of the public during weekday working hours. A parking garage at the Cedar/Kettner site will provide 615 parking spaces for CAC employees and 35 public spaces during working hours. ~~This is far in excess of the fifty spaces for public use required by the NEAVP.~~Parking spaces to mitigate for lost on-street parking and spaces required by the NEAVP MEIR mitigation, are included in the CAC site and Cedar/Kettner garages. On nights and weekends, nearly all of the 964 CAC and Cedar/Kettner garage spaces would be available for public use. Thirty-eight (four percent) of the ~~947~~ 964 spaces will be designated as disabled spaces, in accordance with the law. Disabled persons, and others, will have access to the park and the CAC building above through the use of elevators serving each parking structure (EIR, Section 2.5).

Construction issues related to unstable soils, soil settlement, lateral spreading, liquefaction and dewatering would be addressed by the engineering design chosen for the final parking structure, combined with the recommendations of the geotechnical study. The design would be based upon the engineer's recommendation as to what type of structure, foundation type, or combination of foundation types would adequately address existing onsite geologic conditions. Further, the chosen design would be in accordance with the Uniform Building Code (UBC) Seismic Zone 4 standards (EIR, Section 2.2)

Appropriate sampling of excavated and imported soil shall be completed to determine the presence of contamination. If necessary, the disposal of any contaminated soils would follow all federal, state and local regulations (EIR, Section 2.6).

Through the incorporation of the aforementioned considerations and measures, the proposed CAC Waterfront Park would result in minimal impacts to the surrounding environment and would provide an additional 11 acres of parkland for public use at a key site overlooking San Diego Bay.

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▪ APPENDIX A ▪

Notice of Preparation and Responses

County of San Diego

Catherine J. Trout
Acting Director

DEPARTMENT OF GENERAL SERVICES
5555 OVERLAND AVENUE, SAN DIEGO, CA 92123-1294

(Location Code s50)
PROJECT MANAGEMENT
(858) 694-2040
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(858) 694-2291
DOCUMENT SERVICES
(858) 495-5346

August 18, 2002

TO: Distribution List

FROM: County of San Diego
Department of General Services
5555 Overland Avenue
San Diego, California 92123-1924

RE: NOTICE OF INTENT TO PREPARE A DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT

The County of San Diego will be the lead agency and will prepare an Environmental Impact Report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the Environmental Impact Report prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the probable environmental effects are contained in the attached materials.

PLEASE SEND YOUR RESPONSE TO JEFFREY REDLITZ AT THE ADDRESS SHOWN ABOVE. WE WILL NEED THE NAME OF A CONTACT PERSON IN YOUR AGENCY. WE WILL NEED YOUR COMMENTS NO LATER THAN SEPTEMBER 18, AT 4:00 P.M.. PLEASE REFERENCE THE PROJECT NUMBER WITH YOUR COMMENTS.

PROJECT TITLE: SAN DIEGO COUNTY ADMINISTRATION CENTER WATERFRONT PARK MASTER PLAN; Project No. KK3421

PROJECT APPLICANT: County of San Diego Department of General Services

DATE: August 18, 2002

SIGNATURE: J Redlitz

TITLE: Project Manager

County of San Diego

Catherine J. Trout
Acting Director

DEPARTMENT OF GENERAL SERVICES
5555 OVERLAND AVENUE, SAN DIEGO, CA 92123-1294

(Location Code s50)
PROJECT MANAGEMENT
(858) 694-2040
FACILITIES SERVICES
(858) 694-3675
FLEET MANAGEMENT
(858) 694-2876
REAL ESTATE SERVICES
(858) 694-2291
DOCUMENT SERVICES
(858) 495-5346

NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT

August 18, 2002

NOTICE IS HEREBY GIVEN that the County of San Diego is requesting public input regarding the preparation of an Environmental Impact Report in accordance with the California Environmental Quality Act for the following project. These Notices of Preparation can be viewed at the County of San Diego Department of General Services, 5555 Overland Avenue, Building 2, Suite 2600, and at the public libraries listed below. Comments on these Notices of Preparation must be sent to the County of San Diego Department of General Services address listed above and should reference the project number and name.

Project No. KK3421. San Diego County Administration Center (CAC) Waterfront Park Master Plan. The proposed project is a Master Plan. The project is a proposal for the conversion of the project site into a civic greenspace surrounding the historic CAC Building and would include the following major components:

- Replacement of Surface Parking Lots with Public Greenspace
- Provision of Alternative Parking Facilities
- Demolition of the existing Askew Building and relocation of its occupants to other County office space
- Relocation of and Addition to Services within the CAC Building
- Removal and Relocation of Service Accessways

The CAC site is located at 1600 Pacific Highway, between Grape Street and Ash Street, in the Centre City Community of the City of San Diego. Comments on this proposed Notice of Preparation must be received no later than September 18 at 4:00 p.m. (a 30 day public review period). This proposed Notice of Preparation can also be viewed at the San Diego Public Library, located at 820 E Street, San Diego, CA. For additional information, please contact Jeffrey Redlitz at (858) 694 - 3151 or by email at jredligs@co.san-diego.ca.us.

Catherine J. Trout
Acting Director

County of San Diego

DEPARTMENT OF GENERAL SERVICES
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MASTER PLAN FOR THE SAN DIEGO COUNTY ADMINISTRATION CENTER WATERFRONT PARK, CITY OF SAN DIEGO, SAN DIEGO COUNTY

PROJECT LOCATION:

The proposed project is located at 1600 Pacific Highway, between Grape Street and Ash Street, in the Centre City Community of the City of San Diego (Figure 1 and Figure 2). The 16.62-acre property lies between Pacific Highway to the east, Harbor Drive to the west, Grape Street to the north, and Ash Street to the south.

PROJECT DESCRIPTION:

The proposed Master Plan for the conversion of the project site into a civic greenspace surrounding the historic County Administration Center building would include the following major components:

- Replacement of Surface Parking Lots with Public Greenspace. The proposed Master Plan would remove the existing 1,100-space surface parking lots located to the north and south of the CAC Building in order to create a civic greenspace. The greenspace area would consist of three major tiers of public use areas. Adjacent to Pacific Highway on either side of the CAC Building, there would be a series of seven "Garden Rooms," including five diverse botanical areas, a Children's Play Garden and a Sculpture Garden. The second proposed tier, a strip running along the west side of the CAC Building, and between Grape Street and Ash Street to the north and south, would incorporate a promenade and civic fountain. The third proposed tier would make up the remainder of the space along the length of the project site between the second tier promenade and Harbor Drive, and would consist of a civic green area (lawn).

- Provision of Alternative Parking Facilities. The proposed Master Plan discusses several alternatives to replace the 1,100 surface parking spaces that would be converted to park use to the north and south of the CAC Building. Fifty of these surface spaces would be relocated and remain onsite to accommodate handicapped and short-term visitor parking. One option for the remaining spaces would include the construction of one or two underground structures, with 200 to 500 parking spaces. A north parking structure would be accessed from Pacific

Highway and Grape Street, and a south structure from Pacific Highway and Ash Street. Alternatively, the County may secure parking spaces in a proposed new Port District parking structure, tentatively located north of the project site near the Port District Headquarters. It is also anticipated that 500 parking spaces would be provided with the development of a parking structure on the southwest corner of Kettner Avenue and Cedar Street, a site currently owned by the County and also intended for new residential, office and/or commercial development.

- Demolition of the Existing Askew Building. The Master Plan proposes to demolish the Askew Building, located in the North Parking Lot. The Askew Building comprises approximately 110,000 square feet of floor space, and provides office space for 230 personnel involved in the management of the County Department of Health Services. These personnel would be relocated to other County office space in the downtown area.

- Relocation of and Addition to Services within the CAC Building. The Master Plan proposes the relocation of the most intensively used public functions within the CAC, including approximately 20,000 square feet of Supervisors Chambers and associated support offices onto the 63,000 square foot ground floor. In addition, a new restaurant is proposed to be located on the ground floor, in the southwest corner of the existing structure. The plan further proposes expanding the interior functions outdoors with the creation of a 17,000 square foot terrace extending west, north and south from the CAC Building, and slightly elevated above the grade of the surrounding landscape.

- Removal and Relocation of Service Accessways. The Master Plan proposes the removal and filling of the existing trenched service accessways to the CAC Building off of Harbor Drive. These accessways are currently located in portions of the site proposed for the civic green. The service accessways would be relocated adjacent to the southeast corner of the CAC Building, with access off of Pacific Highway. Fifty surface parking spaces, consisting primarily of handicapped and short-term visitor parking would be located at, and accessed through this area as well.

DISCRETIONARY ACTIONS REQUIRED:

Permit Type/Action	Agency
Approval of Master Plan	County of San Diego
Certification of EIR	County of San Diego
Major Use Permit (optional)	County of San Diego
Grading and/or Building Permit (optional)	County of San Diego
Coastal Development Permit	California Coastal Commission (CCC)

Permit Type/Action	Agency
National Pollutant Discharge Elimination System Permit for Dewatering	San Diego Regional Water Quality Control Board (SDRWQCB)
Air Quality Permit	Air Pollution Control District (APCD)
Encroachment Permit, N. Harbor Drive	City of San Diego

PROBABLE ENVIRONMENTAL EFFECTS:

The following issues have the potential for significant impact to the environment:

Geology/Soils – The project is not located within a hazard zone as identified by the Alquist-Priolo Earthquake Fault Zoning Act, Special Publication 42, Revised 1994, Fault Rupture Hazards Zones in California. However, the site is located within the active Rose Canyon fault zone, and in Seismic Zone 4 of the Uniform Building Code (UBC). Further, the site is designated Hazard Category 31, high potential for liquefaction (City of San Diego, 1995). Soil collapse and/or settlement of underlying fill and bay deposits, due to the load of the proposed underground parking structures, is considered likely. A project specific geotechnical study will be prepared for the Master Plan. The EIR will incorporate the conclusions and recommendations of the geotechnical report.

Water Resources – Proposed dewatering and excavation construction activities, possible soil contamination from previously existing underground storage tanks, and post-construction runoff have the potential to adversely affect water quality in the groundwater and/or San Diego Bay. The EIR will analyze the potential for significant impacts to water quality and will identify appropriate mitigation measures.

Air Quality - Construction activities are anticipated to result in the short-term dissemination of dust particles. Hazardous or toxic contaminants such as asbestos and/or lead-based paint may also be present in the Askew Building, which is proposed for demolition. The EIR will analyze the potential for construction activities or demolition of the Askew Building to impact air quality.

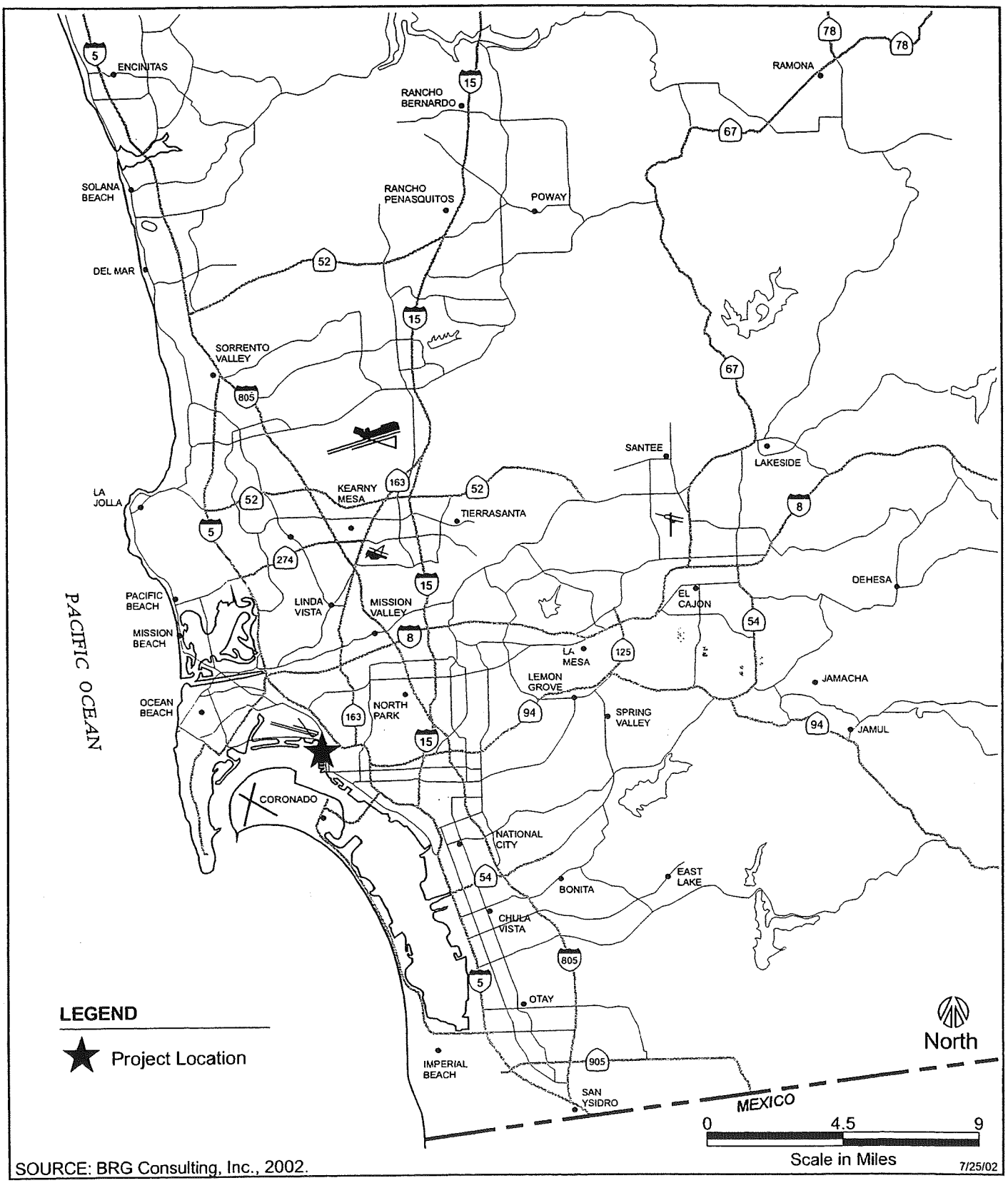
Transportation/Circulation – The County of San Diego is committed to provide adequate parking for its facilities, in accordance with the adopted North Embarcadero Visionary Plan. Conceptual parking scenarios that are under consideration at this time include two underground parking garages at the CAC site, one underground parking garage at the CAC site, off-site parking at the County-owned Cedar and Kettner site, County participation in the Port District-proposed parking structure adjacent to Port District headquarters, use of available commercial parking, or combinations of the above options. A parking demand study is being prepared. The EIR will summarize the conclusions and recommendations of the parking demand study.

Hazards - Potential sources of hazardous substances may relate to the presence of asbestos and/or lead-based paint in the Askew Building, or leakage from previously existing underground storage tanks. The EIR will document the existing site conditions and applicable regulations, analyze potential impacts, and identify appropriate mitigation measures.

Noise – Temporary construction activities at the site may generate noise. In addition, existing traffic noise levels at the project site already exceed the 65 decibels (dB) Community Noise Equivalent Level (CNEL) limit for sensitive park uses. Noise levels at 50 feet from Pacific Highway are 69 dB (CNEL), with projected buildout levels of 72 dB. The EIR will analyze the potential for significant noise impacts from construction, as well as the potential for traffic noise levels to impact sensitive park uses.

Utilities and Services – Solid Waste generated from the demolition of the surface parking lots and Askew Building would exceed the City's annual threshold of 52 tons/year for commercial uses. The EIR will analyze the potential for construction debris to significantly affect solid waste disposal and will identify appropriate mitigation measures. The increase in vegetated areas may require additional water for irrigation. However, the removal of the Askew Building's water use would reduce some of the water demand for the site. The EIR will analyze the potential for the proposed Master Plan to significantly affect water supplies.

Cultural Resources – The CAC Building, The Guardian of the Water Sculpture, and adjacent landscaped grounds are listed on the National Register of Historic Places and California State Register of Historic Places. Implementation of the proposed Master Plan could potentially impact the historic significance of the site. The EIR will analyze the Master Plan's consistency with U.S. Secretary of Interior and California State Historic Preservation Office (SHPO) standards and guidelines, and will evaluate the project's potential impacts on the historic significance of the National and State Register property.



SOURCE: BRG Consulting, Inc., 2002.

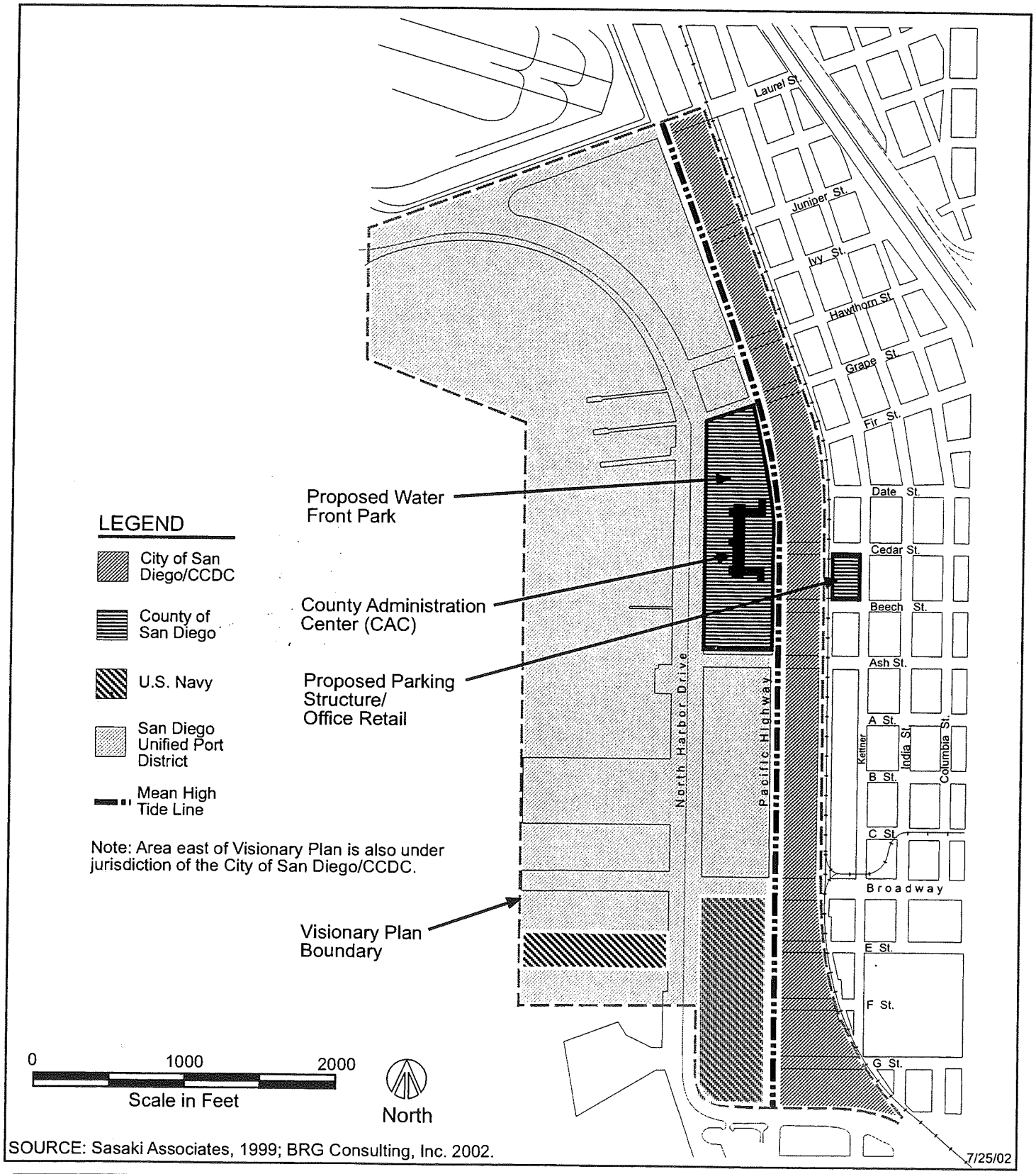
7/25/02

BRG CONSULTING, INC.

San Diego County Administration Center Waterfront Park Master Plan

Regional Location Map

FIGURE 1



SOURCE: Sasaki Associates, 1999; BRG Consulting, Inc. 2002.

BRG CONSULTING, INC.

San Diego County Administration Center Waterfront Park Master Plan

Proposed Project Sites and Jurisdictions in the North Embarcadero Visionary Plan Area

FIGURE 2

August 18, 2002

INITIAL STUDY FORM

1. Project Number(s)/Environmental Log Number/Title:

   PROJECT NO: KK3421
   SAN DIEGO COUNTY ADMINISTRATION CENTER WATERFRONT PARK MASTER PLAN

2. Description of Project:

   The proposed Master Plan for the conversion of the project site into a civic greenspace surrounding the historic County Administration Center would include the following major components:

   - Replacement of Surface Parking Lots with Public Greenspace. The proposed Master Plan would remove the existing 1,100-space surface parking lots located to the north and south of the CAC Building in order to create a civic greenspace. The greenspace area would consist of three major tiers of public use areas. Adjacent to Pacific Highway on either side of the CAC Building, there would be a series of seven "Garden Rooms," including five diverse botanical areas, a Children's Play Garden and a Sculpture Garden. The second proposed tier, a strip running along the west side of the CAC Building, and between Grape Street and Ash Street to the north and south, would incorporate a promenade and civic fountain. The third proposed tier would make up the remainder of the space along the length of the project site between the second tier promenade and Harbor Drive, and would consist of a civic green area (lawn).

   - Provision of Alternative Parking Facilities. The proposed Master Plan discusses several alternatives to replace the 1,100 surface parking spaces that would be converted to park use to the north and south of the CAC Building. Fifty of these surface spaces would be relocated and remain onsite to accommodate handicapped and short-term visitor parking. One option for the remaining spaces would include the construction of one or two underground structures, with 200 to 500 parking spaces. A north parking structure would be accessed from Pacific Highway and Grape

Street, and a south structure from Pacific Highway and Ash Street. Alternatively, the County may secure parking spaces in a proposed new Port District parking structure, tentatively located north of the project site near the Port District Headquarters. It is also anticipated that 500 parking spaces would be provided with the development of a parking structure on the southwest corner of Kettner Avenue and Cedar Street, a site currently owned by the County and also intended for new residential, office and/or commercial development.

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- Removal and Relocation of Service Accessways. The Master Plan proposes the removal and filling of the existing trenched service accessways to the CAC Building off of Harbor Drive. These accessways are currently located in portions of the site proposed for the civic green. The service accessways would be relocated adjacent to the southeast corner of the CAC Building, with access off of Pacific Highway. Fifty surface parking spaces, consisting primarily of handicapped and short-term visitor parking would be located at, and accessed through this area as well.

3. Project Sponsor's Name and Address:

County of San Diego
Department of General Services
5555 Overland Avenue
San Diego, CA 92123-1294

4. Project Location:

The CAC site is located at 1600 Pacific Highway, between Grape Street and Ash Street, in the Centre City Community of the City of San Diego. It includes Assessor's Parcel Number 533-590-01.

Thomas Brothers Coordinates: Page 1288, Grid J/2

5. Surrounding Land Uses and Environmental Setting:

The CAC site lies north of downtown San Diego and southeast of the San Diego International Airport, within the Centre City community planning area. Specifically, the project site is bounded by Harbor Drive to the west, Grape Street and the Solar Turbines surface parking lot to the north, Pacific Highway and the neighborhood of Little Italy to the east, and Ash Street and the existing Holiday Inn to the south. Other surrounding uses include low to medium scale commercial uses, including hotels, fast food restaurants and office buildings to the east; and the San Diego Maritime Museum vessels (i.e., the Star of India, Berkeley and Medea) to the west. The County Administration Center site does not include any water area. San Diego Bay is located west of the CAC site, west of Harbor Drive and the Embarcadero. Little Italy, to the east, is currently undergoing an influx of new residential development. To the west, the commercial and industrial waterfront area is dominated by surface parking lots.

6.	General Plan Designation	Not Applicable.
	Community Plan:	Centre City Community Plan (CCCP)
	Land Use Designation:	Commercial/Office District
	Density:	Max. FAR: 3.0
7.	Zoning	Tideland/unzoned
	Use Regulation:	None
	Density:	Max. FAR: 3.0
	Special Area Regulation:	Waterfront District of CCCP; Pacific Highway CAC Design Zone (CCCP); Pacific Highway: Landscaped Boulevard (CCCP); View Corridor Streets: Grape, Fir, Date, Cedar, Beech, Ash and Pacific Highway (CCCP)

8. Environmental resources either significantly affected or significantly affected but avoidable as detailed on the following attached "Environmental Analysis Form".

Geological Issues	Hazards
Water Resources	Noise
Air Quality	Utilities and Services
Transportation/Circulation	Cultural Resources

9. Lead Agency Name and Address:

County of San Diego
Department of General Services
5555 Overland Avenue
San Diego, CA 92123-1294

10. Lead Agency Contact and Phone Number:

Jeffrey Redlitz, (858) 694-8834

11. Anticipated discretionary actions and the public agencies whose discretionary approval is necessary to implement the proposed:

Permit Type/Action	Agency
Site Plan	County of San Diego
Grading Permit	County of San Diego
Execution of Indefinite Offer to Dedicate Right-of-Way	County of San Diego
Long-term land lease approval	County of San Diego
Centre City Community Plan Amendment	City of San Diego
Centre City Planned District Ordinance Amendment	City of San Diego
Coastal Development Permit	California Coastal Commission (CCC)
National Pollutant Discharge Elimination System Permit for Dewatering	San Diego Regional Water Quality Control Board (SDRWQCB)
Air Quality Permit	Air Pollution Control District (APCD)

12. State agencies (not included in #11) that have jurisdiction by law over natural resources affected by the project:

    None. The State Lands Commission has jurisdiction over the lands west of the Mean High Tideline along the bay. The State Lands Commission has transferred this land in trust to the San Diego Unified Port District. Lands within the jurisdiction of the San Diego Unified Port District are subject to the provisions of the San Diego Port District Act and the certified San Diego Unified Port District Master Plan, and the Centre City Community Plan does not apply (CCCP, 1992). However, although the CAC site is located west of the mean high tide line, it is included in the Centre City Community Planning Area.

13. Participants in the preparation of this Initial Study:

    County of San Diego Department of General Services
    Jeffrey Redlitz

    BRG Consulting, Inc.
    D. Seán Cárdenas, RPA
    Ralph C. Kingery
    Christina M. Keller
    Mary E. Brady

14. Initial Study Determination:

    On the basis of this Initial Study, the Department of Planning and Land Use believes that the proposed project MAY have a potentially significant effect on the environment. An ENVIRONMENTAL IMPACT REPORT is required.

JEFFREY REDLITZ, Project Manager Date: August 18, 2002
County of San Diego, Department of General Services

ENVIRONMENTAL ANALYSIS FORM

DATE: August 18, 2002

PROJECT NAME: CAC Waterfront Park Master Plan

PROJECT NUMBER(S): KK3421

EXPLANATION OF ANSWERS:

The following questions are answered either "Potentially Significant Impact", "Potentially Significant Unless Mitigation Incorporated", "Less Than Significant Impact", or "Not Applicable" and are defined as follows.

"Potentially Significant Impact." County staff is of the opinion there is substantial evidence that the project has a potentially significant environmental effect and the effect is not clearly avoidable with mitigation measures or feasible project changes. "Potentially Significant Impact" means that County staff recommends the preparation of an Environmental Impact Report (EIR) for the project.

"Potentially Significant Unless Mitigation Incorporated." County staff is of the opinion there is substantial evidence that the project may have a potentially significant adverse effect on the resource. However, the incorporation of mitigation measures or project changes agreed to by the applicant has clearly reduced the effect to a less than significant level.

"Less Than Significant Impact." County staff is of the opinion that the project may have an effect on the resource, but there is no substantial evidence that the effect is potentially significant and/or adverse.

"Not Applicable." County staff is of the opinion that, as a result of the nature of the project or the existing environment, there is no potential for the proposed project to have an effect on the resource.

I. LAND USE AND PLANNING

1. Would the proposal potentially be in conflict with any element of the General Plan including community plans, land use designation, or zoning?

   Less Than Significant Impact.

   The proposed project is located within the boundaries of, and is consistent with the Centre City Community Plan and Centre City Planned

District Ordinance. The site is designated for commercial/office uses and is unzoned. Development of park and recreational uses are permitted in the Commercial/Office District.

Although located in the Coastal Zone, the proposed project site is not currently included in the City's Local Coastal Program. Consequently, the proposed project would require a Coastal Development Permit from the California Coastal Commission and would be consistent with all applicable California Coastal Act Regulations.

2. Would the proposal potentially be in conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?

Less Than Significant Impact.

In the review of the project, no conflicts with environmental plans or policies adopted by other agencies have been identified. These agencies include, but are not limited to: the California Regional Water Quality Control Board, the San Diego Air Pollution Control District, California Department of Fish and Game, the Federal Department of Fish and Wildlife Service, the State Department of Health Services, and the County Department of Environmental Health.

3. Does the proposal have the potential to be incompatible with existing or planned land uses or the character of the community?

Less Than Significant Impact.

Implementation of the proposed Master Plan would promote the development of the waterfront as a primary open space, park and playground that is both physically and visually accessible to the public. This type of use of the waterfront area is a stated objective of the Urban Design Element of the Centre City Community Plan (City of San Diego, 1992). The proposed plan will enhance the character of the community by preserving the historical CAC Building, and providing visual improvements to its surroundings. The proposed Master Plan is consistent with the goals of the adopted North Embarcadero Alliance Visionary Plan. The proposed project deters from primary recommendations of the Visionary Plan, in that it recommends park space for the CAC site, rather than hotel, office, and retail uses. However, the Visionary Plan EIR identifies a "maximum open space" alternative for the site, which is essentially the same as the proposed project.

4. Would the proposal have the potential to significantly disrupt or divide the physical arrangement of an established community?

Less Than Significant Impact.

The proposed project would remove the two existing parking lots and the Askew Building from the CAC site and would redevelop the site with park uses. Implementation of the proposed Master Plan would provide improved open space and recreational opportunities in an area that currently lacks these amenities.

II. AGRICULTURE RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997), prepared by the California Department of Conservation, as an optional model to use in assessing impacts on agriculture and farmland.

1. Would the proposal convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use; or have a potentially adverse effect on prime agricultural soils as identified on the soils map for the Conservation Element of the San Diego County General Plan?

Not Applicable.

The project site and adjacent parcels do not contain any lands designated as Prime Farmland, Unique Farmland or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program. In addition, the proposed project site does not support prime agricultural soils, as identified on the soils map for the Conservation Element of the San Diego County General Plan. Therefore, no adverse impacts to resources included in this program or to prime agricultural soils will occur as a result of implementation of the proposed project.

2. Would the proposal conflict with existing zoning for agricultural use, or a Williamson Act Contract?

Not Applicable.

The project site and surrounding areas do not contain agriculture. In addition, the project and surrounding areas are not zoned for agricultural use, nor is the land under a Williamson Act Contract. Therefore, the project does not conflict with existing zoning for agricultural use, or a Williamson Act Contract.

3. Would the proposal involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to a non-agricultural use?

Not Applicable.

The project site and surrounding area do not contain agriculture. Therefore, implementation of the proposed project would not result in the conversion of Farmland to non-agricultural use.

III. POPULATION AND HOUSING

1. Would the proposal potentially induce substantial growth either directly or indirectly?

Less Than Significant Impact.

The project does not involve substantial extensions of utilities such as water, sewer or new roads systems into previously unserved areas and is consistent with the Centre City Community Plan. The project will not induce substantial growth not consistent with the Centre City Community planning goals.

2. Would the proposal displace a potentially significant amount of existing housing, especially affordable housing?

Less Than Significant Impact.

There is no existing or proposed housing on the project site, therefore, there would be no impact.

IV. GEOLOGIC ISSUES

1. Would the proposal have the potential to significantly increase the exposure of people to hazards related to fault rupture (Alquist-Priolo Zone), seismic ground shaking, seismic ground failure (liquefaction), rockfall, or landslides?

Potentially Significant Unless Mitigation Incorporated.

The project is not located within a hazard zone as identified by the Alquist-Priolo Earthquake Fault Zoning Act, Special Publication 42, Revised 1994, Fault-Rupture Hazard Zones in California. However, the site is located within the active Rose Canyon fault zone, and in Seismic Zone 4 of the Uniform Building Code (UBC). Soil collapse and/or settlement of underlying fill and bay deposits, due to the load of the proposed underground parking structures, is considered likely. A project specific geotechnical study report has been prepared for the site. The EIR will incorporate the conclusions and recommendations of the geotechnical report.

2. Would the proposal result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact.

According to the Soil Survey of San Diego County, the soils onsite are identified as Urban land. A grading permit is required. Slopes are created as part of the overall construction. BMPs are proposed. Soil type is not erosive. Slopes are less than 15 feet in vertical height. Erosion control measures have been adequately addressed. Project design will be sensitive to the existing topography and native vegetation will either be retained or, where disturbed, revegetated.

The project will be required to develop a Stormwater Management Plan for the Department of Pubic Works to address Erosion Control and sedimentation issues relating to the grading aspect of the project. The Plan will specify and describe the implementation measures of all Best Management Practices (BMPs) that will address equipment operation, materials management, and prevent the erosion process from occurring.

The project will be required to comply with the National Pollutant Discharge Elimination System (NPDES) permit requirements prior to commencement of work, and to incorporate the use of Best

Management Practices (BMPs) in its associated Storm Water Pollution Protection Plan (SWPPP) to reduce runoff effect associated with grading and construction, to a less than significant level. The plan must be approved by the Regional Water Quality Control Board (RWQCB) prior to construction.

Therefore, with the approval of a Storm Water Pollution Protection Plan, no potentially significant loss of topsoil or substantial amount of erosion runoff will occur as a result of this project.

3. Would the proposal result in potentially significant unstable soil conditions (expansive soils) from excavation, grading, or fill?

Potentially Significant Unless Mitigation Incorporated.

A review of the Soil Survey, San Diego Area, CA by the U.S. Department of Agriculture has identified the soil at the project site as Urban land, having variable shrink-swell behavior. The geotechnical study identifies the site as consisting of undocumented fill and recent Bay deposits. In addition, the site is underlain by Bay Point Formation, composed mostly of marine and non-marine, poorly consolidated, fine and medium-grained, pale brown fossiliferous sandstone (1975). Soil collapse and/or settlement of underlying fill and Bay deposits due to the load of the proposed underground parking structures is considered likely. However, pile-driving for the proposed underground parking structures will extend past the loose and unconsolidated fill and Bay deposits to the underlying Bay Point Formation, which is suitable for support of the piles.

It is anticipated that excavation for the underground parking structures will require temporary dewatering during construction. Project-related dewatering activities may induce ground settlement in nearby improvements. Evaluation of dewatering effects on nearby structures will occur during the design phase. Recommendations to mitigate potential dewatering effects will be identified in the design report, included in the design of the proposed project, and implemented during the construction phase.

4. Would the proposal result in a potentially significant adverse effect to unique geologic features?

Less Than Significant Impact.

On a site visit completed by BRG Consulting, Inc. on July 17, 2002, no significant geological features were identified on-site. No known unique

geologic features were identified on the property or in the immediate vicinity on the Natural Resources Inventory of San Diego County listed in the Conservation Element of the San Diego County General Plan. Since no unique geologic features are present on the site, no adverse impacts to such features would result from the proposed project.

5. Would the proposal result in potentially significant loss of availability of a significant mineral resource that would be of future value to the region?

Less Than Significant Impact.

The project would not result in a loss of availability of a known significant mineral resource that would be of value to the region. The project is not located in a significant mineral resource area, as identified on maps prepared by the Department of Conservation, Division of Mines and Geology (Update of Mineral Land Classification: Aggregate Materials in the Western San Diego Production-Consumption Region, 1996). Also, on a site visit conducted by BRG Consulting personnel on July 17, 2002, no past or present mining activities were identified on the project site.

V. WATER RESOURCES

1. Would the proposal create a potentially adverse effect on drainage patterns or the rate and amount of runoff?

Less Than Significant Impact.

The Master Plan proposes removal of approximately 9.25 acres of existing impervious surface (parking lots and the Askew Building), to be replaced primarily with permeable, vegetated surfaces. Even with construction of the proposed underground parking structures and Upper Promenade, the project would leave more permeable surface area than currently exists at the site. Thus, there will be no adverse effect on drainage patterns or rate or amount of runoff.

2. Would the proposal result in a potentially significant increase in the demand on the local imported water system?

Less Than Significant Impact.

A Service Availability Letter from the City of San Diego Water Department will be provided indicating adequate water resources and infrastructure

resources to provide requested water resources. The proposed project has potential to increase water usage, due to increases in vegetated areas requiring water. However, the removal of the Askew Building water use will reduce some of the water demand for the site. An irrigation plan using water-efficient strategies, such as drip-irrigation, will be required.

3. Would the proposal have a potentially significant adverse effect on surface water quality?

Potentially Significant Unless Mitigation Incorporated.

The proposed grading and excavation may temporarily increase the potential of discharging eroded sediment or contaminated groundwater into the nearby San Diego Bay during construction. For the proposed project, an individual Order No. 92-08-DWQ General Permit No. CAS 000002 permit is required. Soil/groundwater testing will be performed prior to soil disturbance in conformance with federal, state and local regulations, and subject to approval of the jurisdictional agency. Such an assessment will include collecting and analyzing soil and/or groundwater samples. Soil or groundwater contamination will be remediated according to applicable federal, state and local regulations, prior to development of the site. Implementation of BMPs to control erosion during construction will be required regardless of whether or not the soil/groundwater is contaminated.

Because the project is more than 5 acres, it is subject to the provisions of the California NPDES general permit, which includes the preparation and implementation of a SWPPP and BMPs to control post-construction runoff, as well.

4. If the proposal is groundwater dependent, plans to utilize groundwater for non-potable purposes, or will obtain water from a groundwater dependent water district, does the project have a potentially significant adverse effect on groundwater quantity?

Not Applicable.

Not Applicable. The project would obtain its water supply from the City of San Diego, which obtains water from surface reservoirs and/or imported sources. The project would not use any groundwater for any purpose, including irrigation or domestic supply.

5. Does the project comply with the requirements of the San Diego County Groundwater Ordinance?

Not Applicable.

The project does not propose to use groundwater.

6. Would the project have a potentially significant adverse effect on groundwater quality?

Potentially Significant Unless Mitigation Incorporated.

Construction dewatering will occur with the development of underground parking structures. Dewatering will withdraw water from the aquifer, which may be contaminated due to underground storage tanks previously located on-site, or from areas just off-site. Soil/groundwater testing will be performed prior to soil disturbance in conformance with federal, state and local regulations, and subject to approval of the jurisdictional agency. Such an assessment will include collecting and analyzing soil and/or groundwater samples. Soil or groundwater contamination will be remediated according to applicable federal, state and local regulations, prior to development of the site.

VI. AIR QUALITY

1. Would the proposal have the potential to significantly contribute to the violation of any air quality standard or significantly contribute to an existing or projected air quality violation?

Potentially Significant Unless Mitigation Incorporated.

Two potentially significant sources of air pollutants have been identified as a result of this project. Construction activities are anticipated to generate dust particles, and construction will require standard dust control measures (short-term). Hazardous or toxic contaminants such as asbestos and/or lead-based paint may be present in the Askew Building proposed for demolition. The presence of such contaminants will need to be determined, and a plan prepared to preclude dissemination of contaminants during demolition.

2. Would the proposal have the potential to significantly increase the exposure of people to any excessive levels of air pollutants?

Less Than Significant Impact.

Based on consultation with San Diego County APCD staff (Fred Morrison, 7/25/2002) and a site visit conducted on July 17, 2002 by BRG Consulting, Inc., the project is not located near any sources of noxious emissions and will not expose people to excessive levels of air pollutants.

3. Would the proposal potentially result in the emission of objectionable odors at a significant intensity over a significant area?

Less Than Significant Impact.

No potential sources of objectionable odors have been identified within the proposed project. Thus, the project is not expected to generate any significant levels of objectionable odors.

VII. TRANSPORTATION/CIRCULATION

1. Would the proposal result in a potential degradation of the level of service of affected roadways in relation to the existing traffic volumes and road capacity?

Less Than Significant Impact.

The proposed Master Plan will result in the demolition of the existing Askew Building, located at 1700 Pacific Highway, north of the CAC Building. The Askew Building accommodates 230 workers of the County Department of Health Services. The displaced workers will be relocated to other existing County office space in the downtown area. The existing CAC Building is fully occupied at this time, and no expansion of that building is proposed. Thus, the project will not increase regional (downtown) employment related traffic. The shift of the Askew Building occupants to other existing County office space downtown will decrease existing and projected traffic in the vicinity of the CAC, and increase in existing traffic in the vicinity of the offices where they would be relocated (1,760 Average Daily Trips) per the City of San Diego Trip Generation Manual. However, traffic analysis of the buildings to which they would be relocated has already anticipated that they would be fully occupied, and

any traffic impacts associated with such occupancy has already been addressed in accordance with CEQA.

The proposal includes development of 250-400 parking spaces at the County-owned Cedar and Kettner site. However, this will not result in any additional traffic generation, since the parking will replace for part of the surface parking now located at the CAC site.

The proposed project will also create of approximately 9.25 acres of additional public park area. Traffic associated with this additional park area is estimated at 600 trips per day (based on 60 trips per acre for Bay Park use (City of San Diego, 1998). Such an increase is far less than the expected 1,760 ADT projected for the CAC area. Consequently, there will not be an increase in trips in the project area. There will be a 600 ADT per day for the downtown region, but this change is *de minimis,* compared with the overall downtown trip generation. In other words, traffic volumes and levels of service will be essentially the same, with or without those 600 trips. Furthermore, most of the trips associated with the planned park area would occur on weekends, when traffic in the area is at its lowest level.

Consequently, there will be no significant degradation of traffic level of service as a result of the proposal.

2. Would the proposal result in potentially significant impacts to traffic safety (e.g., limited sight distance, curve radii, right-of-way)?

Not Applicable.

The proposal involves no change to transportation facility geometry. However, under implementation of the previously approved North Embarcadero Visionary Plan, Pacific Highway would be widened.

3. Would the proposal potentially result in insufficient parking capacity on-site or off-site?

Less Than Significant Impact.

The County of San Diego is committed to providing adequate parking for its facilities, in accordance with the adopted North Embarcadero Visionary Plan. Conceptual parking scenarios that are under consideration at this time include two underground parking garages at the CAC site, one underground parking garage at the CAC site, off-site parking at the County-owned Cedar and Kettner site, County participation

in the Port-proposed parking structure adjacent to the Port headquarters, use of available commercial parking, or combinations of the above options. A parking demand study will be prepared.

4. Would the proposal result in a potentially significant hazard or barrier for pedestrians or bicyclists?

Less Than Significant Impact.

The addition of a travel lane to Pacific Highway, as identified in the adopted North Embarcadero Visionary Plan, would result in additional width for pedestrians to traverse when crossing that roadway. However, since Pacific Highway is already heavily traveled, and pedestrian crossing requires use of the existing pedestrian crosswalks at existing signalized intersections, no significant adverse impact to pedestrians would occur as a result of the proposal. Beneficial pedestrian impacts are anticipated along Harbor Drive, where the roadway would be narrowed to better allow easy flow of pedestrians to and from the CAC to the bayside Esplanade.

Bicyclists would benefit from the narrowing of Harbor Drive, and would incur no substantial adverse impacts as the result of widening of Pacific Highway. That roadway is already wide and heavily traveled, and bicyclists will benefit from altering their route to utilize Harbor Drive.

VIII. BIOLOGICAL RESOURCES

1. Would the proposal result in potentially significant adverse effects, including noise from construction or the project, to an endangered, threatened, or rare plant or animal species or their habitats?

Less Than Significant Impact.

The site has been completely disturbed and contains no native vegetation or habitats. Therefore, no endangered, threatened or rare plant or animal species protected by the County of San Diego or State and Federal wildlife agencies are expected to occur on-site.

2. Does the project comply with the Sensitive Habitat Lands section (Article IV, Item 6) of the Resource Protection Ordinance?

Not Applicable.

No Sensitive Habitat Lands were identified on the site as determined on a site visit conducted by BRG Consulting, Inc. on July 17, 2002. The Resource Protection Ordinance is not applicable to this project.

3. Would the proposal result in potentially significant adverse effects to wetland habitats or wetland buffers? Is the project in conformance with wetland and wetland buffer regulations within the Resource Protection Ordinance?

Not Applicable.

The site contains no wetland habitats as defined by the San Diego County Resource Protection Ordinance. The site may have a substratum containing undrained hydric soils, or that is non-soil and saturated with water, due to the location of the groundwater level approximately six feet below the surface. However, the land does not support, even periodically, hydric plants, nor is the site covered by water at some time during the growing season of each year. There are no biological habitats on-site, as the site is currently developed with buildings and paved surface parking areas. The Resource Protection Ordinance is not applicable to this project.

4. Does the proposed project have the potential to discharge material into and/or divert or obstruct the natural flow or substantially change the bed, channel or bank of any river, stream, lake, wetland or water of the U.S. in which the California Department of Fish and Game and/or Army Corps of Engineers maintain jurisdiction over?

Not Applicable.

The proposed project site does not contain any wetlands, rivers, streams, lakes or waters of the U.S that could potentially be impacted, diverted or obstructed by the proposed development. Therefore, no impacts will occur to wetlands, rivers, streams, lakes or water of the U.S in which the California Department of Fish and Game and/or Army Corps of Engineers maintain jurisdiction over.

5. Would the proposal result in potentially significant adverse effects to wildlife dispersal corridors?

Less Than Significant Impact.

No linear features (drainages, ridges, valley or linear-shaped patches of native vegetation) that connect areas of native vegetation or natural open space were identified on the site within the site visit conducted by BRG Consulting, Inc. on July 17, 2002. Therefore, the site is not expected to be used as a wildlife dispersal corridor and will not impact the dispersal of wildlife.

6. Does the proposed project conform to the Multiple Species Conservation Program and Biological Mitigation Ordinance?

Not Applicable.

The proposed project and any off-site improvements related to the proposed project are located outside the boundaries of the Multiple Species Conservation Program. Therefore, conformance with the Multiple Species Conservation Program and the Biological Mitigation Ordinance is not required.

7. Does the proposed project conform to the Habitat Loss Permit/Coastal Sage Scrub Ordinance findings?

Not Applicable.

The proposed project and off-site improvements are not located within the boundaries of the Multiple Species Conservation Program. Therefore, conformance to the Habitat Loss Permit/Coastal Sage Scrub Ordinance findings is not required.

IX. HAZARDS

1. Would the proposal present a significant risk of accidental explosion or release of hazardous substances?

Potentially Significant Unless Mitigation Incorporated.

The proposed project will contain, handle, or store potential sources of chemicals or compounds that would present a significant risk of accidental explosion or release hazardous substances. Potential

sources of hazardous substances may relate to the presence of asbestos and/or lead-based paint on the Askew Building, or leakage from previously existing underground storage tanks. Therefore, the following Department of Environmental Health, Land and Water Quality Division conditions must be met prior to use and reliance of applicable permits: all storage, handling, and disposal of potentially toxic substances shall be handled in full compliance with local, State, and Federal regulations. A hazardous materials study and remediation plan will be prepared.

2. Would the proposal have the potential to significantly interfere with the County of San Diego Operational Area Emergency Plan or the County of San Diego Operational Site Specific Dam Failure Evacuation Data Plans?

Not Applicable.

The project lies outside any mapped dam inundation area for major dams/reservoirs within San Diego County, as identified on inundation maps prepared by the dam owners (Source: Tom Amabile, Office of Disaster Preparedness, 7/25/2002).

3. Would the proposal have the potential to significantly increase the fire hazard in areas with flammable vegetation?

Not Applicable.

The project will not significantly increase fire hazard because it will comply with the regulations relating to emergency access, water supply, and defensible space specified in the Uniform Fire Code, Article 9 and Appendix II-A, Section 16, as adopted and amended by the local fire protection district. Implementation of these fire safety standards will occur during the Tentative Map, Tentative Parcel Map, or building permit process. Also, a Fire Service Availability Letter has been requested from the City of San Diego Fire Department.

4. a. Would the proposal expose people or property to flooding?

Less Than Significant Impact.

The City of San Diego is responsible for the stormwater drainage system at the proposed project site, composed of gutters and subsurface conduits. This system was determined adequate for

the proposed North Embarcadero Alliance Visionary Plan buildout of the project area, which included more intense uses than the proposed project, such as hotels and commercial uses. Therefore, the proposed project will not expose people or property to flooding.

b. Does the project comply with the Floodways and Floodplain Fringe section (Article IV, Section 3) of the Resource Protection Ordinance?

Not Applicable.

The proposed project site lies outside of the 500-year floodplain (Flood Insurance Rate Map 06073C1881F, 1997).

5. Would the proposal expose people to any other demonstrable potentially significant health or safety hazard not listed above?

Less Than Significant Impact.

The proposed site is located near San Diego Bay, and there is a potential for a tsunami to occur. However, the ACOE study on the issue determined that the anticipated height of a potential tsunami is approximately five feet. Since the project site has an elevation of approximately ten feet above mean sea level, no significant tsunami impact is anticipated. No other health or safety hazard has been identified in the review of the proposed project.

X. NOISE

1. Would the proposal result in exposing people to potentially significant noise levels (i.e., in excess of the San Diego County Noise Control Regulations)?

Potentially Significant Impact.

Existing transportation (traffic, railroad, aircraft) noise levels at the project site exceed the 60 decibel (dB) Community Noise Equivalent Level (CNEL) limit for park use, measuring at approximately 65 dB. In addition, the proposed project will be subject to noise impacts from temporary construction activities and the episodic Coaster horn. Noise impacts from vehicular traffic may be significant along Pacific Highway, due to the location of park uses adjacent to the highway. Noise levels at

50 feet from Pacific Highway are projected at 69 dB (CNEL), with projected buildout levels of 72 dB. The EIR will describe anticipated noise impacts, and address appropriate mitigation options.

2. Would the proposal generate potentially significant adverse noise levels (i.e., in excess of the San Diego County Noise Control Regulations)?

Potentially Significant Impact.

Even though the proposal could generate potentially significant noise levels associated with construction (i.e. in excess of the County General Plan or Noise Ordinance), the following noise mitigation measures are proposed to reduce the noise impacts to applicable limits: all construction activities will be required to comply with the City of San Diego Noise Ordinance performance standards for construction activities, all pile-driving activities will be performed during weekdays between 9:00 a.m. and 5:00 p.m., and pre-drilled piles or vibratory drivers will be used if the subsurface conditions can accommodate such methods.

XI. PUBLIC SERVICES

Would the proposal create potentially significant adverse effects on, or result in the need for new or significantly altered services or facilities? This could include a significantly increased maintenance burden on fire or police protection, schools, parks, or other public services or facilities. Also, will the project result in inadequate emergency access?

Less Than Significant Impact.

All public services are currently in place. The proposed project is located in a fully developed urban area, and would not increase the demand on public services.

XII. UTILITIES AND SERVICES

Would the proposal result in a need for potentially significant new distribution systems or supplies, or substantial alterations to the following utilities:

Power or natural gas;
Communication systems;
Water treatment or distribution facilities;

Sewer or septic tanks;
Storm water drainage;
Solid waste disposal;
Water supplies?

Potentially Significant Unless Mitigation Incorporated.

No substantial changes to utility systems listed above would be required, since the proposed project will be less intensive than the existing development at the site. However, temporary impacts to solid waste infrastructure are anticipated.

It is anticipated that solid waste generated from the demolition of the surface parking lots and Askew Building will exceed the City's annual threshold of 52 tons/year for commercial uses during the construction period. Therefore, a waste management plan will need to be prepared in consultation from the City Environmental Services Department (ESD), which will also approve the plan. The waste management plan will include the following elements:

- the type and quantity of waste expected to enter the waste stream;
- source separation techniques to be used and the location of on-site storage for separated materials as required by Municipal Code 101.2001;
- the method of transport and destination of separated waste and/or construction debris not re-used on-site;
- a "buy-recycled" program for the project; and
- an impact analysis spreadsheet completed by an ESD analyst.

A copy of the waste management plan will be submitted to the City ESD. With respect to construction/demolition debris, the amount of this material being deposited in the landfill could be reduced by implementing any or all of the following mitigation techniques:

- on-site re-use of demolition material in the construction of the development activities;
- separating construction debris for recycling/re-use by others; and
- using recycled materials in the construction of the development activities.

In addition, potential sources of hazardous substances may relate to the presence of asbestos and/or lead-based paint on the Askew Building, or leakage from previously existing underground storage tanks. Therefore, the following Department of Environmental Health, Land and Water Quality Division conditions must be met prior to use and reliance of applicable permits: all storage, handling, and disposal of potentially toxic substances shall be

handled in full compliance with local, State, and Federal regulations. A hazardous materials study and remediation plan will be prepared. Appropriate elements of the hazardous material remediation plan will be incorporated into the waste management plan to ensure proper disposal of hazardous solid waste materials.

XIII. AESTHETICS

1. Would the proposal result in a demonstrable, potentially significant, adverse effect on a scenic vista or scenic highway?

   Less Than Significant Impact.

   The proposed project contains designated view corridors between Pacific Highway and along Ash, Beech, Cedar, Date, Fir, and Grape Streets (Centre City Community Plan, 1992). The proposed design will not block any of those view corridors. Further, replacement of the existing surface parking lots with public greenspace will enhance the scenic quality.

2. Would the proposal result in a demonstrable, potentially significant, adverse visual effect that results from landform modification, development on steep slopes, excessive grading (cut/fill slopes), or any other negative aesthetic effect?

   Not Applicable.

   The proposed project would be located on a site that is nearly level, with no major landform alteration necessary.

3. Does the project comply with the Steep Slope section (Article IV, Section 5) of the Resource Protection Ordinance?

   Not Applicable.

   See Response 2 above.

4. Would the project produce excessive light, glare, or dark sky impacts?

   Less Than Significant Impact.

   The proposed project must comply with existing City and County lighting ordinances. Therefore, there will be no significant lighting impacts.

XIV. CULTURAL AND PALEONTOLOGICAL RESOURCES

1. Would the proposal grade or disturb geologic formations that may contain potentially significant paleontological resources?

Less Than Significant Impact.

A review of the "Geology of the San Diego Metropolitan Area, Point Loma 7 1/2 minute quadrangle (California Department of Mines and Geology, 1975) indicates that the project is located on geological formations that contain significant paleontological resources. No impact is anticipated to the unstabilized, artificial fill or Bay deposits, which have a low probability of containing paleontological resources. However, the support piers for the underground parking structures will intrude into the underlying Bay Point Formation, which has a high probability of containing paleontological resources. However, the anticipated small area of the support piers, compared to the total site area, indicates that the disturbance of paleontological resources by the piers would be minimal, and less than significant.

2. Does the project comply with the Significant Prehistoric and Historic Site section (Article IV, Section 7) of the Resource Protection Ordinance?

Yes.

The existing CAC site is developed on 16.62 acres of reclaimed tidelands. The site consists of hydraulically placed fill underlain, in turn, by recent Bay deposits and the Quaternary-age Bay Point Formation. The hydraulic fill was dredged from San Diego Bay and consists primarily of silty sand, extending to below the water table. The hydraulic fill is uniformly underlain across the site by recent, unconsolidated Bay deposits that accumulated along the margins of the San Diego Bay. There is no potential for significant prehistoric or historic archeological resources to occur in the hydraulic fill, Bay deposits, or Bay Point Formation.

The CAC Building, The Guardian of the Water Sculpture, and adjacent landscaped grounds are listed on the National Register of Historic Places, and the California State Register of Historic Places. Article IV, Section 7 of the Resource Protection Ordinance prohibits any use or activity that would damage a significant historic site. The proposed Master Plan will develop additional park lands to replace the existing surface parking lots and Askew Build, which are non-contributing

elements to the national Register property. Several existing fern pine trees that are damaging the building will be removed to protect the building. The project complies with the Resource Protection Ordinance because the historic building, sculpture, and landscaping will be preserved in place.

3. Would the proposal grade, disturb, or threaten a potentially significant archaeological, historical, or cultural artifact, object, structure, or site which:

   a. Contains information needed to answer important scientific research questions;

   b. Has particular quality or uniqueness (such as being the oldest of its type or the best available example of its type);

   c. Is directly associated with a scientifically recognized important prehistoric or historic event or person;

   d. Is listed in, or determined to be eligible to be listed in, the California Register of Historical Resources, National Register of Historic Places, or a National Historic Landmark; or

   e. Is a marked or ethnohistorically documented religious or sacred shrine, landmark, human burial, rock art display, geoglyph, or other important cultural site?

   Less Than Significant Impact.

The project will not impact significant archeological resources since prior filling and grading of the property has eliminated any potential for buried archeological features.

The CAC Building, The Guardian of the Water Sculpture, and adjacent landscaped grounds are listed on the National Register of Historic Places and the California State Register of Historic Places. Implementation of the proposed Master Plan could potentially affect the historic significance of the site. The proposed development details will be reviewed as part of the EIR analysis to ensure consistency with U.S. Secretary of Interior and California State Historic Preservation Office (SHPO) standards for the treatment of Historic Properties.

XV. OTHER IMPACTS NOT DETAILED ABOVE

None.

XVI. MANDATORY FINDINGS OF SIGNIFICANCE

1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

   Less Than Significant Impact.

   As discussed in Section VIII, Biological Resources, Questions 1., 2., 3., and 4., and Section XIV, Cultural and Paleontological Resources, Questions 1., 2., and 3., the project will not degrade the quality of the environment and will not substantially reduce the habitat of a fish or wildlife species. The project will not cause a fish or wildlife population to drop below self-sustaining levels and will not threaten to eliminate a plant or animal community. Also, the project would not reduce the number or restrict the range of a rare or endangered plant or animal and will not eliminate important examples of the major periods of California history or prehistory.

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

   Less Than Significant Impact.

   In the completion of this Initial Study, it has been determined that no significant unmitigated environmental impacts will result from the project. Thus, all long-term environmental goals have been addressed.

3. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

   Less Than Significant Impact.

   The incremental impacts of the project have not been found to be cumulatively considerable after an evaluation of all potential impacts. After careful review, there is no substantial evidence that any of the incremental impacts of the project are potentially significant. The impacts of the project have therefore not been found to be cumulatively considerable. The potential combined environmental impacts of the project itself have also been considered in reaching a conclusion that the total cumulative effect of such impacts is insignificant.

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

   Potentially Significant Unless Mitigation Incorporated.

   In the completion of this Initial Study, it has been determined that the project will not cause substantial adverse effects on human beings, either directly or indirectly. This conclusion is based on the analysis completed in Sections: I, Land Use and Planning; III, Population and Housing; IV, Geologic Issues; V, Water Resources; VI, Air Quality; VII, Transportation/ Circulation; IX, Hazards; X, Noise; XI, Public Services; XII, Utilities and Services; and XIII, Aesthetics. In totality, these analyses have determined that the project will not cause substantial adverse effects on human beings.

XVII. EARLIER ANALYSIS

Earlier CEQA analyses are used where one or more effects have been adequately analyzed in an earlier EIR or Negative Declaration.

1. Earlier analyses used: The North Embarcadero Alliance Visionary Plan FEIR (2000) was used as a reference to identify issues pertaining to the project site for which previous mitigation measures were required.

2. Mitigation measures: Air Quality, Cultural/Historical, Hazards/Public Safety, Seismic/Geologic, Solid Waste, Water Quality.

XVIII. REFERENCES USED IN THE COMPLETION OF THE INITIAL STUDY CHECKLIST

Air in San Diego County, 1996 Annual Report, Air Pollution Control District, San Diego County

Bay Area Air Quality Management District - Assessing the Air Quality Impacts of Projects and Plans, April 1996

California Environmental Quality Act, CEQA Guidelines 1997

California State Clean Air Act of 1988

Centre City Community Plan. Centre City Planning Committee, City of San Diego Planning Department, and Centre City Development Corporation. April, 1992.

City of San Diego Seismic Safety Study – Geologic Hazards and Faults, 1995.

County of San Diego General Plan

County of San Diego Code Zoning and Land Use Regulation Division Sections 88.101, 88.102, and 88.103

County of San Diego Code Zoning and Land Use Regulation, Division 7, Excavation and Grading

County of San Diego Groundwater Ordinance (Chapter 7, Sections 67.701 through 67.750)

County of San Diego Noise Element of the General Plan (especially Policy 4b, Pages VIII-18 and VIII-19)

County of San Diego Noise Ordinance (Chapter 4, Sections 36.401 through 36.437)

County of San Diego Zoning Ordinance (Performance Standards, Sections 6300 through 6314, Section 6330-6340)

Dam Safety Act, California Emergency Services Act; Chapter 7 of Division 1 of Title 2 of the Government Code

General Construction Storm Water Permit, State Water Resources Control Board

General Dewatering Permit, San Diego Regional Water Quality Control Board

Geology of the San Diego Metropolitan Area, California - Del Mar, La Jolla, Point Loma, La Mesa, Poway, and SW 1/4 Escondido 7 1/2 Minute Quadrangles, Bulletin 200. California Division of Mines and Geology, Sacramento, CA 1975.

Geotechnical Study for the Proposed CAC Waterfront Park Master Plan, Geocon, 2002.

Groundwater Quality Objectives, San Diego Regional Water Quality Control Board's Basin Plan

Health and Safety Code (Chapters 6.5 through 6.95), California Codes of Regulations Title 19, 22, and 23, and San Diego County Ordinance (Chapters 8, 9, and 10)

North Embarcadero Alliance Visionary Plan FEIR, San Diego Unified Port District et al., April 2000

Resource Protection Ordinance of San Diego County, Articles I-VI inclusive, October 10, 1993

San Diego County Soil Survey, San Diego Area, United States Department of Agriculture, December 1973

Special Publication 42, Fault Rupture Hazard Zones in California, Alquist-Priolo Special Studies Zones Act, Title 14, Revised 1994

Update of Mineral Land Classification: Aggregate Materials in the Western San Diego County Production-Consumption Region, 1996, Department of Conservation, Divisions of Mines and Geology

U.S. Federal Clean Air Act of 1990

THE CITY OF SAN DIEGO

October 2, 2002

VIA FACSIMILE TO (858) 694-3151

Jeffrey Redlitz
County of San Diego
Department of General Services
5555 Overland Avenue
San Diego, CA 92123-1924

Dear Mr. Redlitz:

Subject: Review of Notice of Intent (NOI) to Prepare a Draft Program Environmental Impact Report; San Diego County Administration Center Waterfront Park Master Plan (Project No. KK3421)

Thank you for the opportunity to respond to the Notice of Intent (NOI) to Prepare a Draft Program Environmental Impact Report for the San Diego County Administration Center Waterfront Park Master Plan. The review of this NOI by the City of San Diego has been coordinated by the Environmental Analysis Section of the Development Services Department. The City's offers the following comments for your consideration:

General Comments

1. Based on the City approvals identified in the Initial study that would be required in order to implement the proposed project, the city is a Responsible Agency under the California Environmental Qaulity Act (CEQA), as defined in Section 21069 of the Public Resources Code. The City, will, therefore, participate in the environmental review process for this project in accordance with Section 15096 of the State CEQA Guidelines.

2. Graphically show the location of the proposed Port District parking structure on Figure 2.

Transportation Review Comments

3. This project should evaluate and provide adequate number of parking spaces for the existing and proposed uses. In addition, according to the adopted North Embarcadero Visionary Plan, 50 off-street parking spaces are designated at this subject site for public use. Upon completion of the parking demand study, please address this parking requirement consistently with the North Embarcadero Visionary Plan EIR (April 2000).

4. For any proposed off-site parking structure, the Program EIR should evaluate Transportation/Circulation impact of such facility on the fronting and nearby streets and intersections. Any proposed off-site parking facility should be within walking distance, not farther than 600 feet from the main entrance of CAC building. Pedestrian safety and access to and from CAC building and such parking facility should also be evaluated and discussed.

5. Any anticipated additional trips due to relocation of and addition to services within the CAC building should also be evaluated and discussed in the Program EIR.

Transportation Review Comments (cont.)

6. The proposed service access way off of Pacific Highway, instead of Harbor Drive, should be discussed and evaluated in the Program EIR, and such driveway should be physically limited to right in/right out movements.

Long Range Planning Comments

7. **Courtesy Review of County Park Master Plan by Inter-Agency staff**

The North Embarcadero Alliance agreed during the Visionary Plan process that as a courtesy each agency would provide the opportunity for the other agencies to review the proposed projects as they came forward for permitting.

8. **North Embarcadero Alliance Visionary Plan consistency**

The San Diego County Administration Center Waterfront Park Master Plan should be reviewed for consistency with The North Embarcadero Alliance Visionary Plan Environmental Impact Report/April 2000 (NEAVP-EIR). The proposed County Park Master Plan may or may not be consistent with the NEAVP-EIR as proposed. The NEAVP-EIR outlines a policy for each agency to contribute land for the right-of-way improvements on Pacific Highway in order to implement the Visionary Plan (Page 106-107, 138). Anaylsis should be conducted to verify whether the County Park Master Plan proposal is donating land toward the implementation of Pacific Highway.

The Visionary Plan also sets forth a policy regarding public parking for developments. The Visionary Plan states: "The Visionary Plan proposes that developments in the North Embarcadero provide for their own parking needs and that such facilities be available for public parking..." (Page 139). The Visionary Plan also states: "public parking will be accommodated on-street and in large parking facilities either existing or provided by new commercial developments" (Page 139). An evaluation should be included in the EIR to determine how the County Park Master Plan proposal will meet the on-site and on-street parking requirements.

9. **On-Site Parking**

The North Embarcadero Alliance Visionary Plan EIR (NEAVP-EIR) made certain assumptions regarding the parking requirements of subsequent projects within the proposed North Embarcadero project area. The NEVP-EIR assumed that the County Administration site would replace the 1,100 parking lot provided for the County employees. The NEAVP-EIR had a deficit of parking in the area of the County Administration site. The NEAVP-EIR Parking Management Plan recommended to build a 50 space parking lot or provide 50 dedicated public spaces in a future County Administration Building parking structure. It also recommended to "designate 10 spaces for carpool/vanpool employee use only and the balance should be designated for public use only with longer than 3 hour parking allowed" (Page 19 on Volume 2, Appendices to the Draft Master Environmental Impact Report for the proposed North Embarcadero Alliance Visionary Plan). The County Waterfront Park Master Plan on-site parking analysis may be inconsistent with the North Embarcadero Visionary Plan EIR parking requirement conclusions for the County Park site. This may result in additional parking impacts associated with the County Park Master Plan project.

Long Range Planning Comments (cont.)

10. **Existing Off-Site/On-street Parking for cars and bus layovers**

The County Park Master Plan may make some changes to the existing on-street parking and bus layover areas. Any changes to the existing and proposed on-street parking and bus layover areas, as described in the NEAVP-EIR, may result in additional parking impacts associated with the County Park Master Plan project.

11. **Public Right-of-Ways**

The effect of the County Park Master Plan design on the public streets adjacent to the County park site should be analyzed. Those streets are: Pacific Highway, Ash Street, Grape Street and Harbor Drive. The EIR should evaluate the potential impacts of the County Park Master Plan design to the existing on-street parking, existing bus layover locations and any changes to the street right-of-way.

12. **Coordination with Metropolitan Transit Development Board (MTDB)**

The coordinating all future projects within the North Embarcadero Visionary Plan area with MTDB will be an important effort to ensure that the multiple bus layovers and bus stops in the North Embarcadero area continue to be adequately planned for.

13. **Historic Site Board Review**

The County staff should provide confirmation that the County Park Master Plan and all related historic issues will be processed through the County's Historic Site Board.

14. **Review for Consistency with all applicable City Documents**

The County Park design should be reviewed for consistency with the Centre City Community Plan, the Planned District Ordinance, the Little Italy Focus Plan and all other pertinent and applicable guiding documents.

If you have any questions please contact Jerry Jakubauskas, Associate Planner, at (619) 446-5389.

Sincerely,

Cathy Cibit

for Lawrence C. Monserrate, Assistant Deputy Director
Assistant Deputy Director
Development Services Department

cc: Lesley Henegar, Senior Planner, Long Range Planning
Kamran Khaligh, Associate Traffic Engineer, Transportation Development Section
Alexandra Elias, Associate Planner, Centre City Development Corporation
County of San Diego, Development & Land Use Department
City of San Diego Environmental Review and Comments files

Centre City
Development
Corporation

October 2, 2002

Mr. Jeff Redlitz, Project Manager
Department of General Services
County of San Diego
General Services, Bldg 2, Room 220
5555 Overland Avenue, Suite 2600
San Diego, CA 92123

Dear Jeff:

Thank you for the opportunity to comment on the County's Notice of Intent to Prepare a Draft Environmental Impact Report (NOI). As the City of San Diego's downtown redevelopment arm, CCDC has a great interest in the County's Waterfront Park project. The Waterfront Park is very important: both because of its relationship to the North Embarcadero Alliance Visionary Plan ("Visionary Plan"), and because of the importance of the County site in our rapidly developing downtown.

Our comments fall into two categories: general comments, and then, specifically to the areas of proposed analysis in the NOI.

General Comments

The County's North Embarcadero Alliance partners (CCDC, the City of San Diego, and the San Diego Unified Port District) recognize that the environmental document that results from this effort bears an important relationship to the existing program-level Environmental Impact Report that the Alliance prepared (the "North Embarcadero EIR") that was certified by the Port District acting as lead agency, and that was approved by the California Coastal Commission in March 2001. The County Administration Center (CAC) site was analyzed in the North Embarcadero Alliance Environmental Impact Report (EIR) as containing development, with a "maximum open space" alternative identified as well.

The County Waterfront Park was a subsequent project–one of four subsequent projects–that were contemplated in the Visionary Plan. One of the fundamental premises of the subsequent projects is that they are not dependent in any way on the improvements proposed in the Visionary Plan, and further, that neither would they place any burden on

225 Broadway Suite 1100 San Diego, California 92101-5074 619 235-2200 FAX 619/236-9148

the North Embarcadero Alliance project or the Alliance partners. For that reason, we appreciate the County's effort to be consistent with this notion by completing an EIR that is independent from that of the Visionary Plan.

As part of the North Embarcadero Alliance Visionary Plan, the Alliance agencies agreed that development proposals for sites within the area would be circulated to the other Alliance agencies for review. In fact, CCDC added specific language to its Centre City Planned District Ordinance stating that plans for projects within the North Embarcadero must be circulated to the other four Alliance agencies for comment as part of our normal review procedure. As a result, we would hope to receive a copy of the Waterfront Park plans to comment on as the County works through its public process. Ideally, the plans would be circulated and comments would be taken prior to the issuance of a draft EIR to ensure that comments could be incorporated, and if necessary, be addressed in the EIR.

Also, land dedication was required along Pacific Highway to achieve the full 130-foot right-of-way required for implementation of the Visionary Plan improvements (specifically to allow the narrowing of Harbor Drive). As stated on page 138 of the Visionary Plan, "The land currently owned by the Port, County and Navy will be dedicated." This dedication should be made as part of the proposed Waterfront Park, and evaluated in the EIR if necessary.

Comments on the Notice of Intent to Prepare a Draft Program EIR

1. The document cites a number of discretionary actions required in two places in the document: first on page 2 of the NOI, then on page 4 of the Initial Study. The lists do not match. Perhaps they should be under the heading "Discretionary Actions that May Be Required" since some of the actions are optional. It is unclear from the project description what elements of the project would require a major use permit, or Centre City Community Plan and Centre City Planned District Ordinance amendments as cited. We do not know of any amendments that would be required, but if there are elements that your staff believes would require an amendment, please detail these specific elements. If amendments to those documents are required, be advised that those documents are the Local Coastal Program and amendments in those areas may be required to be processed by CCDC (not the City of San Diego) through and approved by the California Coastal Commission.

2. The Transportation/Circulation section of the NOI states that the County is committed to provide adequate parking for its facilities, and describes a number of areas that could potentially be used for parking. The certified North Embarcadero EIR states that "The Visionary Plan requires individual private projects to provide adequate on-site parking (off-street) parking," and further that "The Visionary Plan proposes on-street parking for the public in the following areas...on the eastside [sic] of North Harbor Drive, ...along east/west streets; and...along Pacific Highway."

(Page 4.2-4). Additionally, the North Embarcadero EIR assumed that the approximately 1100 spaces that currently exist at the County Administration Center would be available for evening and weekend use. (See table 4.2-1 on page 4.2-3) The County's site at Cedar/Kettner, which is anticipated to provide at least a portion of the parking of the Waterfront Park, is not within the Visionary Plan area. Any reduction, relocation or elimination of parking within the North Embarcadero Visionary Plan area as part of the proposed Waterfront Park project must be evaluated and mitigated to below a level of significance.

3. Also related to parking, the North Embarcadero EIR found a parking deficit in the vicinity of the CAC, and a mitigation measure required for the North Embarcadero was to create an additional 50 spaces to be accommodated for the public at the CAC. This number should be added to the parking requirement for other new uses, including the park, the restaurant/terrace and any other facilities in the proposed Waterfront Park and any parking that is displaced on the street as a result of project elements affecting any of the surrounding public streets.

4. For the same reason, any changes to surrounding streets (particularly on Ash, Pacific Highway and Harbor Drive) on existing bus stops and layovers should be evaluated, and mitigated to below a level of significance.

5. As you know, the Alliance agencies' agreement to enforce view corridors to the Bay on east/west streets was perhaps the most important achievement of the North Embarcadero Visionary Plan process. The requirement applies on street corridors that extend through the County Administration Center property. View corridors should be a minimum of 80 feet, free from any view obstructions. Diagrams to date of the proposed "garden rooms" as part of the Waterfront Park have not been shown to correspond to view corridor requirements. The proposed Waterfront Park should be evaluated for visual impact to view corridors, including the elevated nature of the garden rooms from Pacific Highway.

6. On the Environmental Analysis Form, page 2 states that the proposed project site is "not currently included in the City's Local Coastal Program." The site is in the Local Coastal Program because it is in both the Community Plan and the Planned District Ordinance (PDO). In fact, in the case of private development, the development of the site would be subject to the PDO. It would be more accurate to state that "the site is a Deferred Certification Area"; and therefore, the Coastal Development Permit is issued directly from the California Coastal Commission, rather than CCDC or the Port District.

7. The comment on page 2 of the Environmental Analysis Form may not be correct: "...no conflicts with environmental plans or policies adopted by other agencies have been identified." The issues between the North Embarcadero EIR related to parking

may be in conflict with the policies of the proposed Waterfront Park. We suggest re-considering this response.

8. On page 11, comment 2 lists "not applicable" to potentially significant impacts to traffic safety. Because there are a number of changes to the street geometry (particularly related to the dedication of land to complete Pacific Highway, the removal/relocation of bus stops/layovers and the relocation of service entrances), we recommend that you find this section applicable, and analyze the impacts in the EIR. Under Item 4 on page 12, the document cites the narrowing of Harbor Drive to be a beneficial impact. This is an impact resulting from the North Embarcadero project, not the County Waterfront Park. Please do not include this discussion in the EIR, as it is not relevant to benefits associated with the Waterfront Park.

We, as your partner in the North Embarcadero Alliance, look forward to working with you through the details of the "umbrella project" (the North Embarcadero Visionary Plan) and the subsequent project (the Waterfront Park) toward the completion of both to our mutual satisfaction. We pledge assistance in clarifying the significance of areas of "overlap" with respect to exactly what they are, how the overlap is properly addressed, satisfying the legal requirements of the California Environmental Quality Act (CEQA), our Coastal Commission approval, and the concerns of our partner Alliance agencies.

Sincerely,

ALEXANDRA ELIAS
ASSOCIATE PLANNER

cc: North Embarcadero Alliance staff

/jh

S:\Elias\My Documents\Projects\North Embarcadero\comments waterfront park noi.wpd

RECEIVED

Port of San Diego
and Lindbergh Field Air Terminal
(619) 686-6200 • P.O. Box 120488, San Diego, California 92112-0488
www.portofsandiego.org

October 1, 2002

Mr. Jeffrey Redlitz
County of San Diego
Department of General Services
5555 Overland Avenue
San Diego, CA 92123-1294

SUBJECT: SAN DIEGO COUNTY ADMINSTRATION CENTER WATERFRONT PARK MASTER PLAN NOTICE OF PREPARATION

Dear Mr. Redlitz:

The San Diego Unified Port District (Port District) appreciates the opportunity to provide comments on the County's proposed Waterfront Park located in the North Embarcadero area. As a member of the North Embarcadero Alliance, the Port is very interested in ensuring that the North Embarcadero Visionary Plan is implemented. Therefore, the following comments should be addressed in the Draft Program Environmental Impact Report.

1. The Project Description under "Provision of Alternate Parking Facilities" incorrectly states that "the County may secure parking spaces in a proposed new Port District parking structure." At this time, the District has no approved plans or funding for a parking structure located next to the Port District Administration Building. If such a facility were to be proposed, a comprehensive detailed analysis is required to determine effect of the traffic, parking and air quality.

2. According to the Airport Master Plan Constraints Analysis, intersection failure at Grape Street/Pacific Highway is expected to occur by 2010 without the implementation of mitigation measures. By 2020, the Grape Street segment between Harbor Drive and Pacific Highway will have failing levels of service, along with intersections at Grape/Hawthorne/Pacific Highway/Harbor Drive. Interstate-5 freeway on-ramp failures are also expected to occur when metering is implemented. The recommendation of the report is to widen Grape Street at Pacific Highway to provide additional turn lanes to mitigate traffic impacts. The Port District would be very concerned if the proposed Waterfront Park project would preclude the possible implementation of this mitigation measure.

3. The Port has coastal permitting authority over those tideland areas bayward of the historic mean high tide line, excluding the property of the County Administration Building. This includes the streets within the tidelands, such as portions of Harbor Drive, Ash, Hawthorne, Grape and portions of Pacific Highway. The NOP notes

several permits types and actions. Please add possible easement approval and coastal development permit from the District for encroachment into Harbor Drive right-of-way, depending upon the design of the parking structure in addition to City of San Diego approvals for an encroachment permit on Harbor Drive which is a city dedicated street.

4. Parking for the North Embarcadero has been a critical issue to implementing the North Embarcadero Visionary Plan. The Port, as lead agency on behalf of the Alliance, adopted a Mitigation Monitoring and Reporting Program for the Visionary Plan. A parking shortage in areas 2 (County Administration area) and 3 (Lane Field area) was identified. Mitigation measures require the implementation of a parking management plan, as well as the requirement to: 1) Provide a 50-space surface parking lot or provide similar dedicated spaces at the County Administration Center for public use during the weekday hours; and 2) Provide 150-space surface parking lot or similar dedicated spaces at Lane Field or 1220 Pacific Highway for public use during the weekday hours. Use of the County Administration Center parking during the weekday evenings and weekends was critical in providing adequate public parking to service the needs of the Visionary Plan. Any reduction, relocation, or elimination of parking within Visionary Plan area as part of the proposed Waterfront Park project must be evaluated and mitigated to below a level of significance.

5. Please evaluate potential visual impacts from the underground parking structures. Impacts to view corridors identified in the North Embarcadero Alliance Visionary Plan should be evaluated.

These comments are provided in the spirit of cooperation as we share a common goal as Alliance agencies to make our vision for the North Embarcadero a reality. We look forward to reviewing the Draft EIR for the San Diego County Administration Center Waterfront Park Master Plan when it is published for public review. Please feel free to contact me at (619) 686-6469 if you have any questions regarding this letter.

Sincerely,

William B. Chopyk
Manager, Planning Services

WBC:jla

cc: Dan Wilkens
Chris Anderson
Ralph Hicks
Dan Strum
Karen Weymann
Melissa Mailander

File: Plng/PD 3/No Emb/County Park NOP Letter.doc

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS – M.S.#40
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-4959
FAX (916) 653-9531

SEP 25

Flex your power!
Be energy efficient!

September 19, 2002

Mr. Jeffrey Redlitz
San Diego County Department of General Services
5555 Overland Avenue
Building 2, Room 220
San Diego, CA 92123

Dear Mr. Redlitz:

Re: *San Diego County's Notice of Preparation For the San Diego County Administration Center Waterfront Park; SCH# 2002081089*

The California Department of Transportation (Department), Division of Aeronautics, reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to CEQA. The following comments are offered for your consideration.

The proposal is for the San Diego County Administration Center (CAC) Waterfront Park Master Plan to convert the project site into a civic greenspace. The project site is located approximately one-half mile southeast of San Diego International Airport. The Draft EIR should address potential aircraft-related noise and safety impacts. The proposal should also be submitted to the San Diego County Airport Land Use Commission (ALUC) for a consistency determination and coordinated with Airport staff.

In addition, in accordance with CEQA, Public Resources Code 21096, the Department's Airport Land Use Planning Handbook (Handbook) must be utilized as a resource in the preparation of environmental documents for projects within two miles of an airport. The Handbook can be accessed at www.dot.ca.gov/aeronautics under the Office of Technical Services or please contact this office to request a copy.

Depending on structural heights, the proposal may require a Notice of Proposed Construction or Alteration (Form 7460-1) by the Federal Aviation Administration (FAA) pursuant to Federal Aviation Regulations Part 77. For information concerning the enclosed obstruction evaluation, the applicant should be advised to contact the FAA, Western-Pacific Region Office.

The need for compatible and safe land uses near airports in California is both a local and a state issue. Along with protecting individuals who reside or work near an airport, the Division of Aeronautics views each of the 250 public use airports in California as part of the statewide transportation system, which is vital to the state's continued prosperity. This role will no doubt increase as California's population continues to grow and the need for efficient mobility becomes more crucial. We strongly feel that the protection of airports from incompatible land use encroachment is vital to California's economic future.

These comments reflect the areas of concern to the Department's Division of Aeronautics with respect to airport-related noise and safety impacts and regional airport land use planning issues. We advise you to contact our district office concerning surface transportation issues.

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please call me at (916) 654-5314.

Sincerely,

Sandy Hesnard

SANDY HESNARD
Aviation Environmental Planner

Enclosure

c: State Clearinghouse, San Diego International Airport
San Diego County ALUC

Please Type or Print on This Form

Form Approved OMB No. 2120-0001

U.S. Department of Transportation
Federal Aviation Administration

Failure To Provide All Requested Information May Delay Processing of Your Notice

Notice of Proposed Construction or Alteration

FOR FAA USE ONLY
Aeronautical Study Number

1. Sponsor *(person, company, etc. proposing this action)* :

Attn.of: _____

Name: _____

Address: _____

_____

City: _____ State: _____ Zip: _____

Telephone: _____ Fax: _____

2. Sponsor's Representative *(if other than #1)* :

Attn.of: _____

Name: _____

Address: _____

_____

City: _____ State: _____ Zip: _____

Telephone: _____ Fax: _____

3. Notice of: ☐ New Construction ☐ Alteration ☐ Existing

4. Duration: ☐ Permanent ☐ Temporary (____months, ____days)

5. Work Schedule: Beginning _____ End _____

6. Type: ☐ Antenna Tower ☐ Crane ☐ Building ☐ Power Line
☐ Landfill ☐ Water Tank ☐ Other _____

7. Marking/Painting and/or Lighting Preferred:

☐ Red Lights and Paint ☐ Dual - Red and Medium Intensity White
☐ White - Medium Intensity ☐ Dual - Red and High Intensity White
☐ White - High Intensity ☐ Other _____

8. FCC Antenna Structure Registration Number *(if applicable)*:

_____

9. Latitude: _____ ° _____ ' _____ . _____ "

10. Longitude: _____ ° _____ ' _____ . _____ "

11. Datum: ☐ NAD 83 ☐ NAD 27 ☐ Other _____

12. Nearest: City: _____ State: _____

13. Nearest *Public-use* *(not private-use)* or Military Airport or Heliport:

_____

14. Distance from #13. to Structure: _____

15. Direction from #13. to Structure: _____

16. Site Elevation *(AMSL)*: _____ **ft.**

17. Total Structure Height *(AGL)*: _____ **ft.**

18. Overall Height *(#16. + #17.) (AMSL)*: _____ **ft.**

19. Previous FAA Aeronautical Study Number *(if applicable)*:

_____ – OE

20. Description of Location: *(Attach a USGS 7.5 minute Quadrangle Map with the precise site marked and any certified survey.)*

21. Complete Description of Proposal:

Frequency/Power (kW)	

Notice is required by 14 Code of Federal Regulations, part 77 pursuant to 49 U.S.C., Section 44718. Persons who knowingly and willingly violate the notice requirements of part 77 are subject to a civil penalty of $1,000 per day until the notice is received, pursuant to 49 U.S.C., Section 46301 (a).

I hereby certify that all of the above statements made by me are true, complete, and correct to the best of my knowledge. In addition, I agree to mark and/or light the structure in accordance with established marking & lighting standards as necessary.

Date	Typed or Printed Name and Title of Person Filing Notice	Signature

INSTRUCTIONS FOR COMPLETING FAA FORM 7460-1

PLEASE TYPE or PRINT

ITEM #1. Please include the name, address, and phone number of a personal contact point as well as the company name.

ITEM #2. Please include the name, address, and phone number of a personal contact point as well as the company name.

ITEM #3. New Construction would be a structure that has not yet been built.

Alteration is a change to an existing structure such as the addition of a side mounted antenna, a change to the marking and lighting, a change to power and/or frequency, or a change to the height. The nature of the alternation shall be included in **ITEM #21** "Complete Description of Proposal".

Existing would be a correction to the latitude and/or longitude, a correction to the height, or if filing on an existing structure which has never been studied by the FAA. The reason for the notice shall be included in **ITEM #21** "Complete Description of Proposal".

ITEM #4. If Permanent, so indicate. If Temporary, such as a crane or drilling derrick, enter the estimated length of time the temporary structure will be up.

ITEM #5. Enter the date that construction is expected to start and the date that construction should be completed.

ITEM #6. Please indicate the type of structure. **DO NOT LEAVE BLANK.**

ITEM #7. In the event that obstruction marking and lighting is required, please indicate type desired. If no preference, check "other" and indicate "no preference". **DO NOT LEAVE BLANK.** ***NOTE:*** *High intensity lighting shall be used only for structures over 500' AGL.* In the absence of high intensity lighting for structures over 500' AGL, marking is also required.

ITEM #8. If this is an existing tower that has been registered with the FCC, enter the FCC Antenna Structure Registration number here.

ITEM #9. and #10. Latitude and longitude must be geographic coordinates, accurate to within the nearest second or to the nearest hundredth of a second if known. Latitude and longitude derived solely from **a hand-held GPS instrument is NOT acceptable.** A hand-held GPS is only accurate to within 100 meters *(328 feet)* 95 per cent of the time. This data, when plotted, should match the site depiction submitted under **ITEM #20.**

ITEM #11. NAD 83 is preferred; however, latitude/longitude may be submitted in NAD 27. Also, in some geographic areas where NAD 27 and NAD 83 are not available other datums may be used. It is important to know which datum is used. **DO NOT LEAVE BLANK.**

ITEM #12. Enter the name of the nearest city/state to the site. If the structure is or will be in a city, enter the name of that city/state.

ITEM #13. Enter the **full** name of the nearest public-use ***(not private-use)*** airport *(or heliport)* or military airport *(or heliport)* to the site.

ITEM #14. Enter the distance **from** the airport or heliport listed in **#13 to the structure.**

ITEM #15. Enter the direction **from** the airport or heliport listed in **#13 to the structure.**

ITEM #16: Enter the site elevation above mean sea level and expressed in **whole feet** rounded to the nearest foot (e.g. 17' 3" rounds to 17', 17' 6" rounds to 18'). This data should match the ground contour elevations for site depiction submitted under **ITEM #20.**

ITEM #17. Enter the total structure height **above ground level** in **whole feet** rounded to the **next highest foot** (e.g. 17' 3" rounds to 18'). **The total structure height shall include anything mounted on top of the structure, such as antennas, obstruction lights, lightning rods, etc.**

ITEM #18. Enter the overall height above mean sea level and expressed in **whole feet**. This will be the total of **ITEM #16 + ITEM #17.**

ITEM #19. If an FAA aeronautical study was previously conducted, enter the previous study number.

ITEM #20. Enter the relationship of the structure to roads, airports, prominent terrain, existing structures, etc. Attach an 8-1/2" X 11" non-reduced copy of the appropriate 7.5 minute U.S. Geological Survey *(USGS)* Quadrangle Map MARKED WITH A PRECISE INDICATION OF THE SITE LOCATION. To obtain maps, Contact USGC at 1-800-435-7627 or via Internet at "http://mapping.usgs.gov". If available, attach a copy of a documented site survey with the surveyor's certification stating the amount of vertical and horizontal accuracy in feet.

ITEM #21.

- For transmitting stations, include maximum effective radiated power *(ERP)* and all frequencies.
- For antennas, include the type of antenna and center of radiation *(Attach the antenna pattern, if available).*
- For microwave, include azimuth relative to true north.
- For overhead wires or transmission lines, include size and configuration of wires and their supporting structures *(Attach depiction).*
- For **each** pole/support, include coordinates, site elevation, and structure height above ground level or water.
- For buildings, include site orientation, coordinates of **each** corner, dimensions, and construction materials.
- For alterations, explain the alteration thoroughly.
- For existing structures, thoroughly explain the reason for notifying the FAA *(e.g. corrections, no record of previous study, etc.).*

Filing this information with the FAA does not relieve the sponsor of this construction or alteration from complying with any other federal, state or local rules or regulations. If you are not sure what other rules or regulations apply to your proposal, contact local/state aviation and zoning authorities.

Paperwork Reduction Work Act Statement: This information is collected to evaluate the effect of proposed construction or alteration on air navigation and is not confidential. Providing this information is mandatory for anyone proposing construction or alteration that meets or exceeds the criteria contained in 14 CFR , part 77. We estimate that the burden of this collection is an average 19 minutes per response. An agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a currently valid OMB control number. The OMB control number for this collection is 2120-0001.

NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION

§77.13 Construction or alteration requiring notice.

(a) Except as provided in §77.15, each sponsor who proposes any of the following construction or alteration shall notify the Administrator in the form and manner prescribed in §77.17:

(1) Any construction or alteration of more than 200 feet in height above the ground level at its site.

(2) Any construction or alteration of greater height than an imaginary surface extending outward and upward at one of the following slopes:

(i) 100 to 1 for a horizontal distance of 20,000 feet from the nearest point of the nearest runway of each airport specified in paragraph (a) (5) of this section with at least one runway more than 3,200 feet in actual length, excluding heliports.

(ii) 50 to 1 for a horizontal distance of 10,000 feet from the nearest point of the nearest runway of each airport specified in paragraph (a) (5) of this section with its longest runway no more than 3,200 feet in actual length, excluding heliports.

(iii) 25 to 1 for a horizontal distance of 5,000 feet from the nearest point of the nearest landing and takeoff area of each heliport specified in paragraph (a) (5) of this section.

(3) Any highway, railroad, or other traverse way for mobile objects, of a height which, if adjusted upward 17 feet for an Interstate Highway that is part of the National System of Military and Interstate Highways where overcrossings are designed for a minimum of 17 feet vertical distance, 15 feet for any other public roadway, 10 feet or the height of the highest mobile object that would normally traverse the road, whichever is greater, for a private road, 23 feet for a railroad, and for a waterway or any other traverse way not previously mentioned, an amount equal to the height of the highest mobile object that would normally traverse it, would exceed a standard of paragraph (a) (1) or (2) of this section.

(4) When requested by the FAA, any construction or alteration that would be in an instrument approach area (defined in the FAA standards governing instrument approach procedures) and available information indicates it might exceed a standard of Subpart C of this part.

(5) Any construction or alteration on any of the following airports (including heliports):

(i) An airport that is available for public use and is listed in the Airport Directory of the current Airman's Information Manual or in either the Alaska or Pacific Airman's Guide and Chart Supplement.

(ii) An airport under construction, that is the subject of a notice or proposal on file with the Federal Aviation Administration, and except for military airports, it is clearly indicated that that airport will be available for public use.

(iii) An airport that is operated by an armed force of the United States.

(b) Each sponsor who proposes construction or alteration that is the subject of a notice under paragraph (a) of this section and is advised by an FAA regional office that a supplemental notice is required shall submit that notice on a prescribed form to be received by the FAA regional office at least 48 hours before the start of construction or alteration.

(c) Each sponsor who undertakes construction or alteration that is the subject of a notice under paragraph (a) of this section shall, within 5 days after that construction or alteration reaches its greatest height, submit a supplemental notice on a prescribed form to the FAA regional office having jurisdiction over the region involved, if —

(1) The construction or alteration is more than 200 feet above the surface level of its site; or

(2) An FAA regional office advises him that submission of the form is required.

§77.15 Construction or alteration not requiring notice.

No person is required to notify the Administrator for any of the following construction or alteration:

(a) Any object that would be shielded by existing structures of a permanent and substantial character or by natural terrain or topographic features of equal or greater height, and would be located in the congested area of a city, town, or settlement where it is evident beyond all reasonable doubt that the structure so shielded will not adversely affect safety in air navigation.

(b) Any antenna structure of 20 feet or less in height except one that would increase the height of another antenna structure.

(c) Any air navigation facility, airport visual approach or landing aid, aircraft arresting device, or meteorological device, of a type approved by the Administrator, or an appropriate military service on military airports, the location and height of which is fixed by its functional purpose.

(d) Any construction or alteration for which notice is required by any other FAA regulation.

§77.17 Form and time of notice.

(a) Each person who is required to notify the Administrator under §77.13 (a) shall send one executed form set of FAA Form 7460-1, Notice of Proposed Construction or Alteration, to the Manager, Air Traffic Division, FAA Regional Office having jurisdiction over the area within which the construction or alteration will be located. Copies of FAA Form 7460-1 may be obtained from the headquarters of the Federal Aviation Administration and the regional offices.

(b) The notice required under §77.13 (a) (1) through (4) must be submitted at least 30 days before the earlier of the following dates —

(1) The date the proposed construction or alteration is to begin.

(2) The date an application for a construction permit is to be filed.

However, a notice relating to proposed construction or alteration that is subject to the licensing requirements of the Federal Communications Act may be sent to the FAA at the same time the application for construction is filed with the Federal Communications Commission, or at any time before that filing.

(c) A proposed structure or an alteration to an existing structure that exceeds 2,000 feet in height above the ground will be presumed to be a hazard to air navigation and to result in an inefficient utilization of airspace and the applicant has the burden of overcoming that presumption. Each notice submitted under the pertinent provisions of this part 77 proposing a structure in excess of 2,000 feet above ground, or an alteration that will make an existing structure exceed that height, must contain a detailed showing, directed to meeting this burden. Only in exceptional cases, where the FAA concludes that a clear and compelling showing has been made that it would not result in an inefficient utilization of the airspace and would not result in a hazard to air navigation, will a determination of no hazard be issued.

(d) In the case of an emergency involving essential public services, public health, or public safety that requires immediate construction or alteration, the 30 day requirement in paragraph (b) of this section does not apply and the notice may be sent by telephone, telegraph, or other expeditious means, with an executed FAA Form 7460-1 submitted within five (5) days thereafter. Outside normal business hours, emergency notices by telephone or telegraph may be submitted to the nearest FAA Flight Service Station.

(e) Each person who is required to notify the Administrator by paragraph (b) or (c) of §77.13, or both, shall send an executed copy of FAA Form 7460-2, Notice of Actual Construction or Alteration, to the Manager, Air Traffic Division, FAA Regional Office having jurisdiction over the area involved.

ADDRESSES OF THE REGIONAL OFFICES

Alaska Region
AK
Alaskan Regional Office
Air Traffic Division, AAL-530
222 West 7th Avenue
Anchorage, AK 99513
Tel: 907-271-5893

Central Region
IA, KS, MO, NE
Central Regional Office
Air Traffic Division, ACE-520
60 East 12th Street
Kansas City, MO 64106
Tel: 816-426-3408 or 3409

Eastern Region
DC, DE, MD, NJ, NY, PA, VA, WV
Eastern Regional Office
Air Traffic Division, AEA-520
JFK International Airport
Fitzgerald Federal Building
Jamaica, NY 11430
Tel: 718-553-2616

Great Lakes Region
IL, IN, MI, MN, ND, OH, SD, WI
Great Lakes Regional Office
Air Traffic Division, AGL-520
2300 East Devon Avenue
Des Plaines, IL 60018
Tel: 847-294-7568

New England Region
CT, MA, ME, NH, RI, VT
New England Regional Office
Air Traffic Division, ANE-520
12 New England Executive Park
Burlington, MA 01803-5299
Tel: 781-238-7520

Northwest Mountain Region
CO, ID, MT, OR, UT, WA, WY
Northwest Mountain Regional Office
Air Traffic Division, ANM-520
1601 Lind Avenue, SW
Renton, WA 98055-4056
Tel. 425-227-2520

Southern Region
AL, FL, GA, KY, MS, NC, PR, SC, TN, VI
Southern Regional Office
Air Traffic Division, ASO-520
1701 Columbia Avenue
College Park, GA 30337
Tel: 404-305-5585

Southwest Region
AR, LA, NM, OK, TX
Southwest Regional Office
Air Traffic Division, ASW-520
2601 Meacham Boulevard
Fort Worth, TX 76137-0520
Tel: 817-222-5531

Western Pacific Region
HI, CA, NV, AZ, GU
Western-Pacific Regional Office
Air Traffic Division, AWP-520
15000 Aviation Boulevard
Hawthorne, CA 90260
Tel: 310-725-6557

September 17, 2002

County of San Diego
Department of General Services
5555 Overland Avenue
San Diego, CA 92123-1924
Attn: Jeffrey Redlitz

Re: Project No. KK3421

Dear Sirs:

On behalf of the Maritime Museum Association of San Diego, I am writing in response to the Notice of Preparation of an Environmental Impact Report concerning project No. KK3421: San Diego County Administration Center Waterfront Park Master Plan. Please consider the following:

Supporting documents attached to the Notice of Preparation include agenda items and presentation materials pertinent to the North Embarcadero Visionary Plan. The North Embarcadero Visionary Plan documents do not, however, contain reference to the North Embarcadero Alliance steering committee meeting of May 30, in which the Steering Committee moved unanimously to instruct the project manager and design team to address the Maritime Museum's concerns regarding a permanent stand-alone location that would include proper berthing arrangements for its collection of historic ships as well as a detached museum/interpretive structure. Nor do these documents reference the unanimous approval by the Steering Committee in the August 1 meeting, of a proposal raised by Committee member Urtasun to consider the area of Embarcadero wharf front between Grape Street and Ash Street an historical waterfront for the permanent location of the Museum's fleet of historic vessels and museum/interpretive structure. Instead, the attached supporting documents continue to depict configurations for the Maritime Museum deemed unworkable by the Museum and superceded by the above actions.

Item XIV, section 2 of the Notice affirms compliance of the master plan with Article IV, Section 7 of the Resource Protection Ordinance, which prohibits any use or activity that would damage a significant historic site. The notice specifically refers to the CAC building and The Guardian of the Waters Sculpture as protected resources. In that the CAC Waterfront Park is presented as part of the North Embarcadero Visionary Plan, the Maritime Museum would like to see consideration of impacts on the nearby historic steamship *Berkeley* and the sailing ship *Star of India,* each of which are National and State of California historic landmarks guaranteed protection under Article IV, Section 7 of the resource protection ordinance.

Likewise, the Museum would like to see consideration for the value of retaining deep draft berthing for visiting ships and historic ships at the wharf areas adjoining the proposed park and any potential impacts of this project on the capacity of the waterfront to moor ships. Please note that nothing contained in the Notice of Preparation suggests to the Museum that any negative impacts will ensue, but we deem it desirable that preservation of the historical and maritime resources of the adjoining site be addressed as part of the plan.

Please contact Raymond Ashley, Executive Director of the San Diego Maritime Museum or Mark Montijo, Museum Deputy Director, concerning this project.

Thank you for your time and consideration,

Raymond Ashley, PhD
Executive Director, San Diego Maritime Museum

Centre City
Development
Corporation

SEP 16 2002

September 13, 2002

Mr. Jeff Redlitz, Project Manager
Department of General Services
County of San Diego
General Services, Bldg 2, Room 220
5555 Overland Avenue, Suite 2600
San Diego, CA 92123

Dear Jeff:

We appreciated the opportunity to meet as a complete staff yesterday on the North Embarcadero Project. The implementation of the North Embarcadero Alliance Visionary Plan–fully and completely–is one of CCDC's most important goals as an organization.

The City of San Diego, the San Diego Unified Port District and CCDC are preparing comment letters in response to the Notice of Intent to Prepare a Draft Environmental Impact Report (NOI). The environmental document that results from this effort bears an important relationship to the existing program-level Environmental Impact Report that the Alliance prepared, and that was certified by the Port District acting as lead agency, and that was approved by the California Coastal Commission in March 2001. As we discussed at the Alliance Senior Staff meeting, our collective staffs have not had an opportunity to work through the details of the two environmental documents in order to clarify the significance of areas of "overlap" with respect to exactly what they are, and how the overlap is properly addressed, satisfying the legal requirements of the California Environmental Quality Act (CEQA), our Coastal Commission approval, and the concerns of three Alliance agencies.

It is for that reason that we request that you extend the deadline for comments on the County's NOI from September 18, 2002 to Friday, October 11, 2002 for our staffs to come together collectively the appropriate personnel to determine what these relationships are, and what the letters of comment will address.

225 Broadway Suite 1100 San Diego, California 92101-5074 619 235-2200 FAX 619/236-9148

Please confirm that the comment period will be extended in order to meet the needs of all members of the Alliance.

Sincerely,

PETER J. HALL
PRESIDENT

cc: North Embarcadero Alliance staff
Joe Minner, County of San Diego
Sharon Cooney, Office of Supervisor Ron Roberts
Brice Bossler, Office of Greg Cox
Yehudi Gaffen, GafCon

/jh

S:\Haley\WPDATA\Alex\Letters\2002\ltredlitz.pjh.wpd

Department of Toxic Substances Control

Edwin F. Lowry, Director
5796 Corporate Avenue
Cypress, California 90630

Winston H. Hickox
Agency Secretary
California Environmental
Protection Agency

Gray Davis
Governor

SEP 06 2002

September 3, 2002

Mr. Jeffrey Redlitz
Project Manager
San Diego County Department of General Services
5555 Overland Avenue
Building 2, Room 220
San Diego, California 92123

NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE SAN DIEGO COUNTY ADMINISTRATION CENTER WATERFRONT PARK PROJECT (SCH #2002081089)

Dear Mr. Redlitz:

The Department of Toxic Substances Control (DTSC) has received your Notice of Preparation (NOP) of a draft Environmental Impact Report (EIR) for the above-mentioned project.

Based on the review of the document, DTSC's comments are as follows:

1) The NOP does not specifically address the Hazards' section checklist of the California Environmental Quality Act (CEQA) which includes the following questions:

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

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

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

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our Web-site at www.dtsc.ca.gov.

Printed on Recycled Paper

2) The draft EIR needs to identify and determine whether current or historic uses at the Project site have resulted in any release of hazardous wastes/substances at the Project area.

3) The draft EIR needs to identify any known or potentially contaminated site within the proposed Project area. For all identified sites, the ND needs to evaluate whether conditions at the site pose a threat to human health or the environment.

4) The draft EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may require remediation, and the government agency to provide appropriate regulatory oversight.

5) Any hazardous wastes/materials encountered during construction should be remediated in accordance with local, state, and federal regulations. Prior to initiating any construction activities, an environmental assessment should be conducted to determine if a release of hazardous wastes/substances exists at the site. If so, further studies should be carried out to delineate the nature and extent of the contamination. Also, it is necessary to estimate the potential threat to public health and/or the environment posed by the site. It may be necessary to determine if an expedited response action is required to reduce existing or potential threats to public health or the environment. If no immediate threat exists, the final remedy should be implemented in compliance with state regulations and policies rather than excavation of soil prior to any assessments.

6) All environmental investigation and/or remediation should be conducted under a Workplan which is approved by a regulatory agency who has jurisdiction to oversee hazardous waste cleanups. Complete characterization of the soil is needed prior to any excavation or removal action.

7) If the proposed project is located within 2,000 feet from a contaminated site, then the proposed development may fall under the "Border Zone of a Contaminated Property". Appropriate precautions should be taken prior to construction if the proposed project is on a "Border Zone Property".

8) If the site was previously used for vegetation or agricultural, onsite soils could contain pesticide residues and the site may have contributed contamination to soil and/or groundwater. Proper investigation and remedial actions should be conducted at the site prior to the new development. Details should be provided in the draft EIR.

9) The project construction may require soil excavation and/or soil filling in certain areas. Appropriate sampling is required prior to disposal of the excavated soil. If the soil is contaminated, properly dispose it rather than placing it in another location. Land Disposal Restrictions (LDRs) may be applicable to these soils. Also, if the project is planning to import soil to backfill the areas excavated, proper sampling should be conducted to make sure that the imported soil is free of contamination.

10) The Initial Study suspects asbestos containing materials (ACMs) or lead-based paints in the currently existing Askew Building. If the proposed project is planning to demolish any old buildings during the development, investigate the presence of lead paints and ACMs in the currently existing building structures. If the presence of lead or ACMs is suspected, proper precautions should be taken during any future demolition activities. Additionally, the contaminants should be remediated in compliance with the California environmental regulations.

11) The Initial Study also suspects leakage from previously existing underground storage tanks. Proper investigations should be conducted and include the results in the draft EIR.

12) If during construction/demolition of the project, soil and/or groundwater contamination is suspected, construction/demolition in the area should cease and appropriate Health and Safety procedures should be implemented. If it is determined that contaminated soil and/or groundwater exist, the draft EIR should identify how any required investigation and/or remediation will be conducted, and the government agency to provide appropriate regulatory oversight.

DTSC provides guidance for the Preliminary Endangerment Assessment (PEA) preparation and cleanup oversight through the Voluntary Cleanup Program (VCP). For additional information on the VCP, please visit DTSC's web site at www.dtsc.ca.gov.

If you have any questions regarding this letter, please contact Mr. Johnson P. Abraham, Project Manager at (714) 484-5476.

Sincerely,

for

Haissam Y. Salloum, P.E.
Unit Chief
Southern California Cleanup Operations Branch - Cypress Office

cc: See next page

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Mr. Guenther W. Moskat, Chief
Planning and Environmental Analysis Section
CEQA Tracking Center
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806

San Diego County Archaeological Society, Inc.

Environmental Review Committee

1 September 2002

SEP 04 2002

To: Mr. Jeffrey Redlitz
Department of General Services
County of San Diego
5555 Overland Avenue
San Diego, California 92123-1924

Subject: Notice of Preparation of a Draft Environmental Impact Report
San Diego County Administration Center Waterfront Park Master Plan
Project No. KK3421

Dear Mr. Redlitz:

Thank you for the Notice of Preparation for the subject project, received by this Society last month.

We are pleased to note the inclusion of cultural resources in the list of subject areas to be addressed in the DEIR, and look forward to reviewing it during the upcoming public comment period. To that end, please include us in the distribution of the DEIR, and also provide us with a copy of the cultural resources technical report(s).

We note that Section XIV of the initial study concludes that, since the fill on the site was hydraulically placed dredging spoil that extends below the water table, that there is no possibility for significant historic or prehistoric archaeological resources. We do not agree. While the fill material would not contain any significant cultural material, there is a possibility that the filled area contains evidence of historic maritime uses. Prior to filling, piers along this stretch of the shoreline of the bay presented an opportunity for material to be discarded into the bay. There may also be evidence of the piers themselves and of sunken watercraft.

The DEIR should include an analysis of the historic land and maritime uses of the property. Archaeological monitoring of any areas where excavation activities may extend to near the bottom of the fill should be specified in the DEIR. Included in the mitigation should be a requirement for site recordation at the South Coastal Information Center. Also, curation at an appropriate institution of any cultural material recovered, along with the associated records, should be specified.

P.O. Box 81106 • San Diego, CA 92138-1106 • (858) 538-0935

SDCAS appreciates being included in the County's environmental review process for this project.

Sincerely,

James W. Royle, Jr., Chairperson
Environmental Review Committee

cc: SDCAS President
File

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse

Gray Davis
GOVERNOR

Notice of Preparation

Tal Finney
INTERIM DIRECTOR

August 20, 2002

AUG 23 2002

To: Reviewing Agencies

Re: San Diego County Administration Center Waterfront Park
SCH# 2002081089

Attached for your review and comment is the Notice of Preparation (NOP) for the San Diego County Administration Center Waterfront Park 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:

Jeffrey Redlitz
San Diego County Department of General Services
5555 Overland Ave.
Building 2, Room 220
San Diego, CA 92123

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,

for Becky Frank
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency

1400 TENTH 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# 2002081089
Project Title San Diego County Administration Center Waterfront Park
Lead Agency San Diego County

Type **NOP** Notice of Preparation

Description The project is a proposal for the conversion of the project site into a civic greenspace surrounding the historic CAC Building and would include the following major components: replacement of surface parking lots with public greenspace; provision of alternative parking facilities; demolition of the existing Askew Building and relocation of its occupants to other County office space; relocation of and addition to services within the CAC Building; and removal and relocation of service accessways.

Lead Agency Contact

Name Jeffrey Redlitz
Agency San Diego County Department of General Services
Phone 858 694-8834 **Fax**
email
Address 5555 Overland Ave.
Building 2, Room 220
City San Diego **State** CA **Zip** 92123

Project Location

County San Diego
City San Diego
Region
Cross Streets Cedar Street/Pacific Highway
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways I-5
Airports Lindbergh Field
Railways Amtrack, Coaster
Waterways San Diego Bay
Schools Washington; Harborview
Land Use Governmental offices and parking/unzoned/office

Project Issues Aesthetic/Visual; Archaeologic-Historic; Coastal Zone; Drainage/Absorption; Geologic/Seismic; Noise; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Growth Inducing; Cumulative Effects

---

Reviewing Agencies Resources Agency; California Coastal Commission; Department of Conservation; Office of Historic Preservation; Department of Water Resources; Department of Parks and Recreation; Department of Fish and Game, Region 5; Native American Heritage Commission; Public Utilities Commission; State Lands Commission; Caltrans, District 11; Caltrans, Division of Aeronautics; California Highway Patrol; Department of Toxic Substances Control

---

Date Received 08/20/2002 **Start of Review** 08/20/2002 **End of Review** 09/18/2002

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

NOP Distribution List

County: San Diego

SCH# 2002081099

Resources Agency

- [x] **Resources Agency**
  Nadell Gayou
- [ ] **Dept. of Boating & Waterways**
  Bill Curry
- [x] **California Coastal Commission**
  Elizabeth A. Fuchs
- [x] **Dept. of Conservation**
  Roseanne Taylor
- [ ] **Dept. of Forestry & Fire Protection**
  Allen Robertson
- [x] **Office of Historic Preservation**
  Hans Kreutzberg
- [x] **Dept of Parks & Recreation**
  B. Noah Tilghman
  Environmental Stewardship Section
- [ ] **Reclamation Board**
  Pam Bruner
- [ ] **S.F. Bay Conservation & Dev't. Comm.**
  Steve McAdam
- [x] **Dept. of Water Resources**
  Resources Agency
  Nadell Gayou

Health & Welfare

- [ ] **Health & Welfare**
  Wayne Hubbard
  Dept. of Health/Drinking Water

Food & Agriculture

- [ ] **Food & Agriculture**
  Steve Shaffer
  Dept. of Food and Agriculture

Fish and Game

- [ ] **Dept. of Fish & Game**
  Scott Flint
  Environmental Services Division
- [ ] **Dept. of Fish & Game 1**
  Donald Koch
  Region 1
- [ ] **Dept. of Fish & Game 2**
  Banky Curtis
  Region 2
- [ ] **Dept. of Fish & Game 3**
  Robert Floerke
  Region 3
- [ ] **Dept. of Fish & Game 4**
  William Laudermilk
  Region 4
- [x] **Dept. of Fish & Game 5**
  Don Chadwick
  Region 5, Habitat Conservation Program
- [ ] **Dept. of Fish & Game 6**
  Gabrina Gatchel
  Region 6, Habitat Conservation Program
- [ ] **Dept. of Fish & Game 6 I/M**
  Tammy Allen
  Region 6, Inyo/Mono, Habitat Conservation Program
- [ ] **Dept. of Fish & Game M**
  Tom Napoli
  Marine Region

Independent Commissions

- [ ] **California Energy Commission**
  Environmental Office
- [x] **Native American Heritage Comm.**
  Debbie Treadway
- [x] **Public Utilities Commission**
  Ken Lewis
- [x] **State Lands Commission**
  Betty Silva
- [ ] **Governor's Office of Planning & Research**
  State Clearinghouse Planner
- [ ] **Colorado River Board**
  Gerald R. Zimmerman
- [ ] **Tahoe Regional Planning Agency (TRPA)**
  Lyn Barnett
- [ ] **Office of Emergency Services**
  John Rowden, Manager
- [ ] **Delta Protection Commission**
  Debby Eddy
- [ ] **Santa Monica Mountains Conservancy**
  Paul Edelman

Dept. of Transportation

- [ ] **Dept. of Transportation 1**
  Mike Eagan
  District 1
- [ ] **Dept. of Transportation 2**
  Don Anderson
  District 2
- [ ] **Dept. of Transportation 3**
  Jeff Pulverman
  District 3
- [ ] **Dept. of Transportation 4**
  Jean Finney
  District 4
- [ ] **Dept. of Transportation 5**
  David Murray
  District 5
- [ ] **Dept. of Transportation 6**
  Marc Birnbaum
  District 6
- [ ] **Dept. of Transportation 7**
  Stephen J. Buswell
  District 7
- [ ] **Dept. of Transportation 8**
  Linda Grimes,
  District 8
- [ ] **Dept. of Transportation 9**
  Katy Walton
  District 9
- [ ] **Dept. of Transportation 10**
  Tom Dumas
  District 10
- [x] **Dept. of Transportation 11**
  Bill Figge
  District 11
- [ ] **Dept. of Transportation 12**
  Bob Joseph
  District 12

Business, Trans & Housing

- [ ] **Housing & Community Development**
  Cathy Creswell
  Housing Policy Division
- [x] **Caltrans - Division of Aeronautics**
  Sandy Hesnard
- [x] **California Highway Patrol**
  Lt. Julie Page
  Office of Special Projects
- [ ] **Dept. of Transportation**
  Ron Helgeson
  Caltrans - Planning
- [ ] **Dept. of General Services**
  Robert Sleppy
  Environmental Services Section

Air Resources Board

- [ ] Airport Projects
  Jim Lerner
- [ ] Transportation Projects
  Kurt Karperos
- [ ] Industrial Projects
  Mike Tollstrup

- [ ] **California Integrated Waste Management Board**
  Sue O'Leary
- [ ] **State Water Resources Control Board**
  Diane Edwards
  Division of Clean Water Programs
- [ ] **State Water Resources Control Board**
  Greg Frantz
  Division of Water Quality
- [ ] **State Water Resouces Control Board**
  Mike Falkenstein
  Division of Water Rights
- [x] **Dept. of Toxic Substances Control**
  CEQA Tracking Center

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**
  Jonathan Bishop
  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)
- [ ] **RWQCB 9**
  San Diego Region (9)

Technical Appendices

to the

FINAL ENVIRONMENTAL IMPACT REPORT

for the proposed

San Diego County Administration Center Waterfront Park Development and Master Plan

SCH No. 2002081089
Project No. KK3421

Prepared for:

COUNTY OF SAN DIEGO
Contact: Mr. Jeffrey Redlitz
Department of General Services
5555 Overland Avenue
San Diego, CA 92123-1924
858-694-3151

Prepared by:

BRG CONSULTING, INC.
304 Ivy Street
San Diego, CA 92101
619-298-7127

April 2003

SAN DIEGO COUNTY ADMINISTRATION CENTER WATERFRONT PARK DEVELOPMENT AND MASTER PLAN FINAL EIR

List of Technical Appendices

A Notice of Preparation and Responses
(Bound with Draft EIR)

B San Diego County Administration Center Waterfront Park, Master Plan–January 28, 2002
Selected Project Plans/Perspectives–June 18, 2002
Prepared by Hargreaves Associates

C Updated Geotechnical Investigation
Prepared by Geocon Incorporated, March 29, 2002

D Parking Demand Study
Prepared by Linscott, Law & Greenspan, October 30, 2002

E Limited Groundwater Assessment
Prepared by Geocon Incorporated, October 2002

F Askew Building Hazardous Materials Report
Prepared by County of San Diego Department of Environmental Health

G Will-Serve Letters

H San Diego County Administration Center Nomination for Inclusion on the National Register of Historic Places, 1988

I County Administration Center – Cultural Landscape Report
Prepared by Vonn Marie May, Landscape Historian, June 2002

▪ APPENDIX B ▪

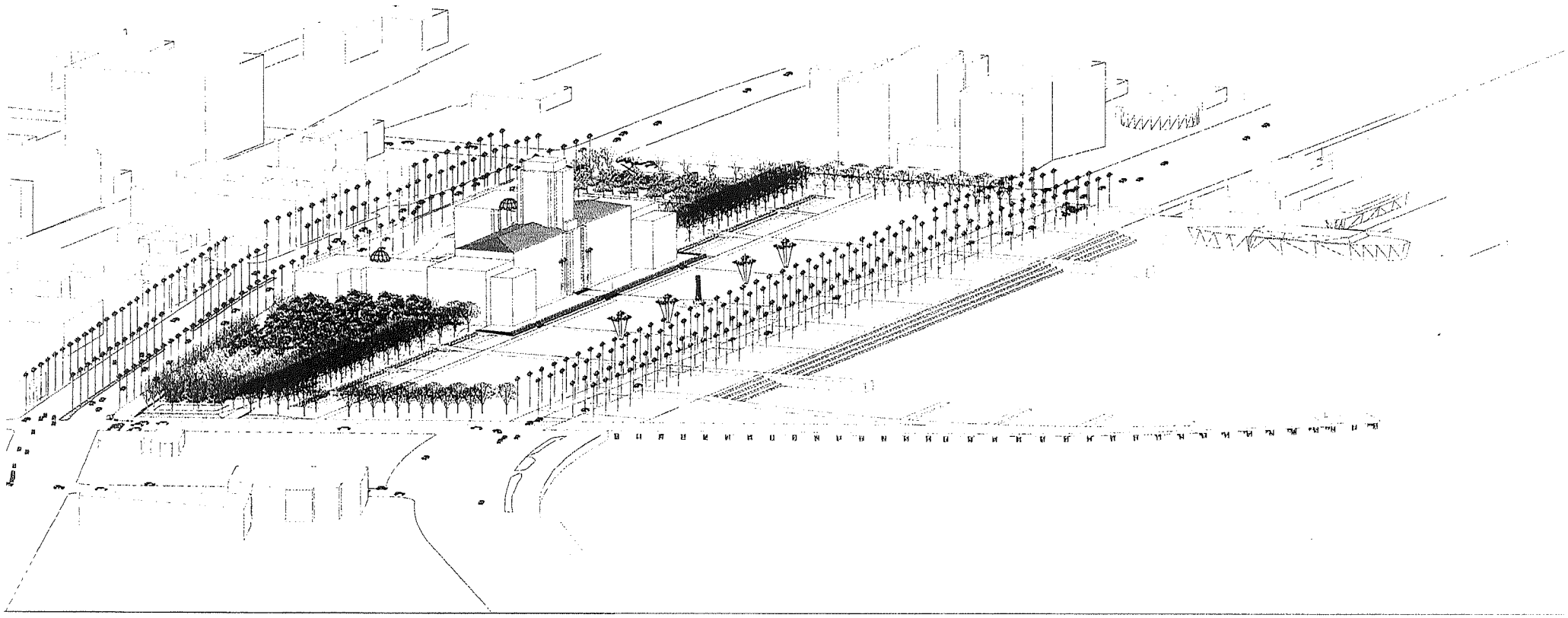
San Diego CAC Waterfront Park Master Plan

January 28, 2002

and

Selected Project Plans/Perspectives

Prepared by Hargreaves Associates



SAN DIEGO COUNTY ADMINISTRATION CENTER WATERFRONT PARK MASTER PLAN

SAN DIEGO COUNTY / COUNTY BOARD OF SUPERVISORS

HARGREAVES ASSOCIATES / DAVIS DAVIS ARCHITECTS

JANUARY 28, 2001

Acknowledgements

County of San Diego
- Supervisor Ron Roberts
- Supervisor Greg Cox
- Supervisor Dianne Jacob
- Supervisor Pam Slater
- Supervisor Bill Horn
- Walt Ekard, Chief Administrative Officer
- Alex Martinez, Deputy Chief Administrative Officer
- John A. Miller, Director, Department of General Services
- Nick Marinovich, Project Manager

Evaluation Committee
- Doug Austin, Austin Veum Robbins Parshalle
- Walter Rask, Centre City Development Corporation
- Laura Burnett, Wallace Roberts Todd
- Tom Fat, Little Italy Association
- Jim Winter, County Parks and Recreation

Citizen Advisors
- Fred Baranowski, Downtown Partnership
- Diane Coombs, Citizen Coordinate for Century Three
- Hal Sadler, Ruocco Foundation
- Kay Kaiser, Advisor to the Ruocco Foundation
- Max Schmidt, Advisor to the Ruocco Foundation
- Ray Ashley, Maritime Museum Acknowledgements

The County of San Diego and the design team would also like to thank the many citizens who attended the three community workshops and provided valuable input to the preparation of the master plan.

Design Team
- Hargreaves Associates / Davis Davis Architects
  - Moffat & Nichol
  - Hope Engineering
  - Geocon
  - Urban Systems

Contents

Introduction
- Goals of the Master Plan

History and Context
- The Need for a Civic Center
- Realization of a Dream
- Historic Landscape
- The North Embarcadero Alliance Visionary Plan
- The County Administration Center within San Diego
- Site and Beyond

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- Vegetation
- Parking / Open-space
- Pedestrian / Bicycle
- Transit
- Opportunities / Constraints
- View Corridors

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- Three Schemes
- Design Selection
- Final Scheme

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- Civic Park / Green
- Esplanade / Civic Plaza / Waterfront Terraces

The Goals of the Master Plan

Built in 1938, the CAC has long been considered the 'Jewel on the Bay', a landmark of San Diego's past, and a symbol of its civic strength and vitality. Years before its construction, city and county leaders and citizens envisioned a Civic Center for the people of the County of San Diego. This vision and subsequent architectural concepts included a magnificent building and surrounding landscape that would be a true public realm on the waterfront. The CAC building has fulfilled this ideal for over sixty years. The full potential of the CAC landscape has not been fully realized. Most of the CAC site is now used as large surface parking lots.

This Master Plan embodies the next critical step in the long process toward full realization of the vision of a landmark County Administration Center Waterfront Park. This Park will become a major attraction to residents and visitors alike, and as the keystone open space of the larger North Embarcadero Project, will encourage the revitalization of this waterfront district.

The CAC site is one of few large remaining under-utilized properties on San Diego's Waterfront. The decision to transform this land into an unparalleled waterfront park captures a priceless legacy for present and future residents of San Diego.

The park is being planned and designed to satisfy the present and future needs of neighborhood, city, and county residents, as well as visitors: it will function as both a civic and neighborhood park. The Master Plan fulfills historic ideals and the present realities of a well-established, thriving city.

Design proposals will carefully integrate historic plant materials and landscape elements. Building from this historic landscape core, the design includes a large open Civic Green, intimate Garden Rooms with distinct themes and functions, and an Upper Promenade/Civic Fountain that create a spine of passive/contemplative space running the length of the site.

The dramatic transformation of the CAC surface parking lots requires that 1000 parking spaces either be placed below-grade or relocated to the Cedar/Kettner site (owned by the County of San Diego). The master plan proposes that 500 spaces be provided below ground at the County Administration Center and 500 spaces be located at the Cedar/Kettner site, thus minimizing the impact upon park users, while retaining adequate parking in close proximity to the CAC building and waterfront amenities.

History and Context

The Need for a Civic Center

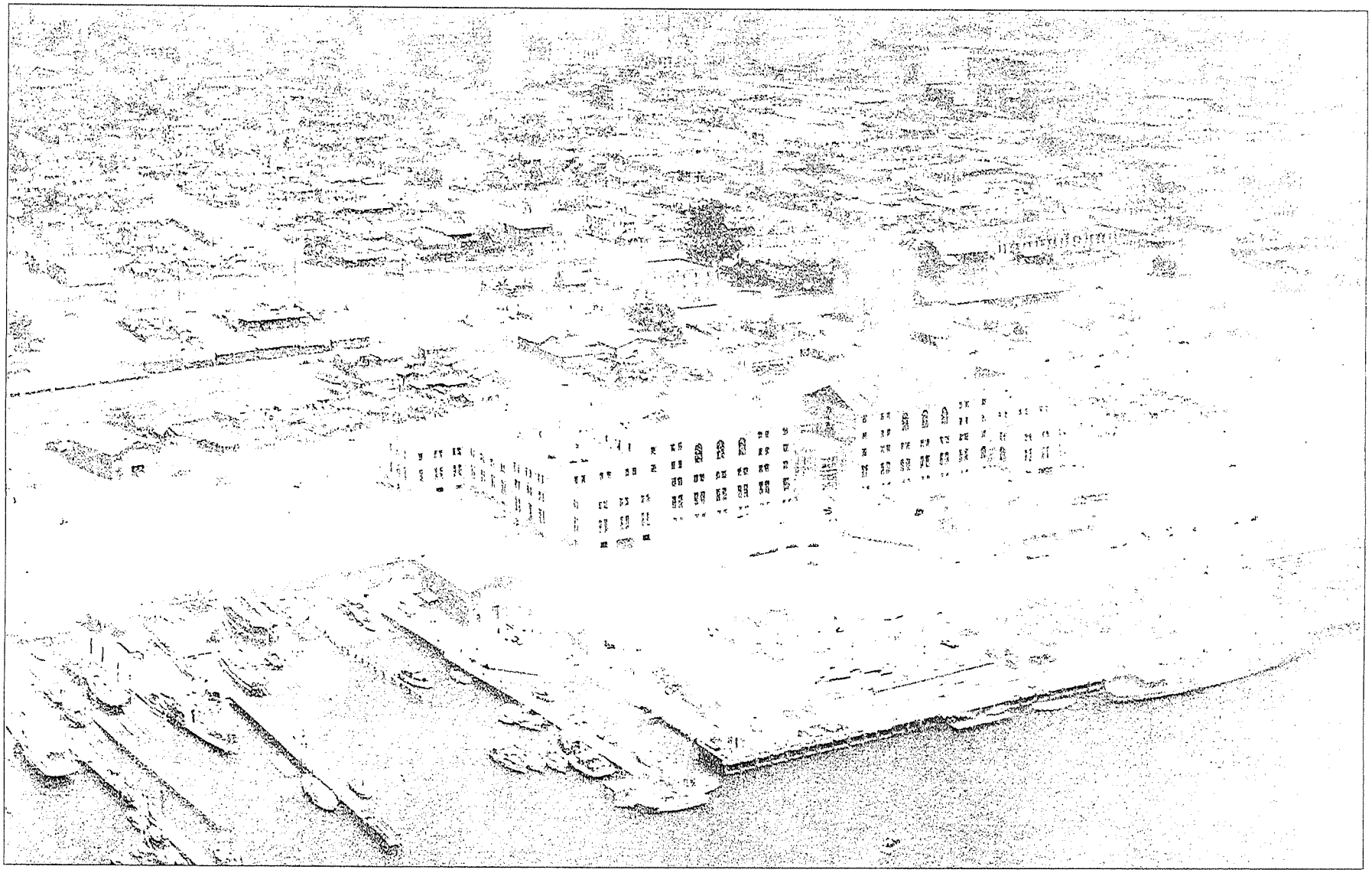
Realization of a Dream

Landscape History

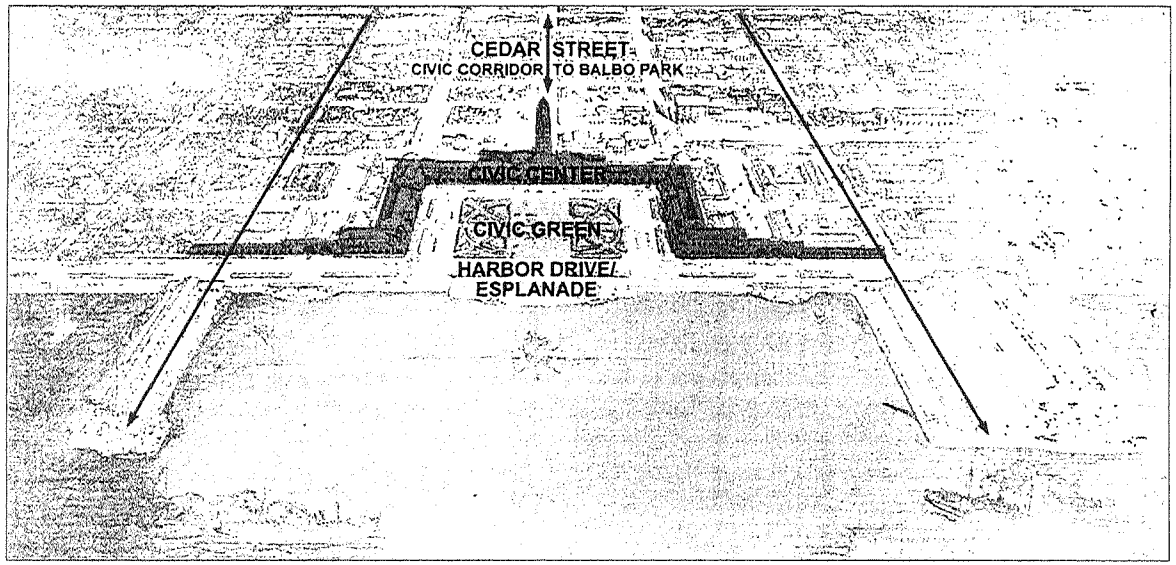
The North Embarcadero Alliance Visionary Plan

The CAC Site within San Diego

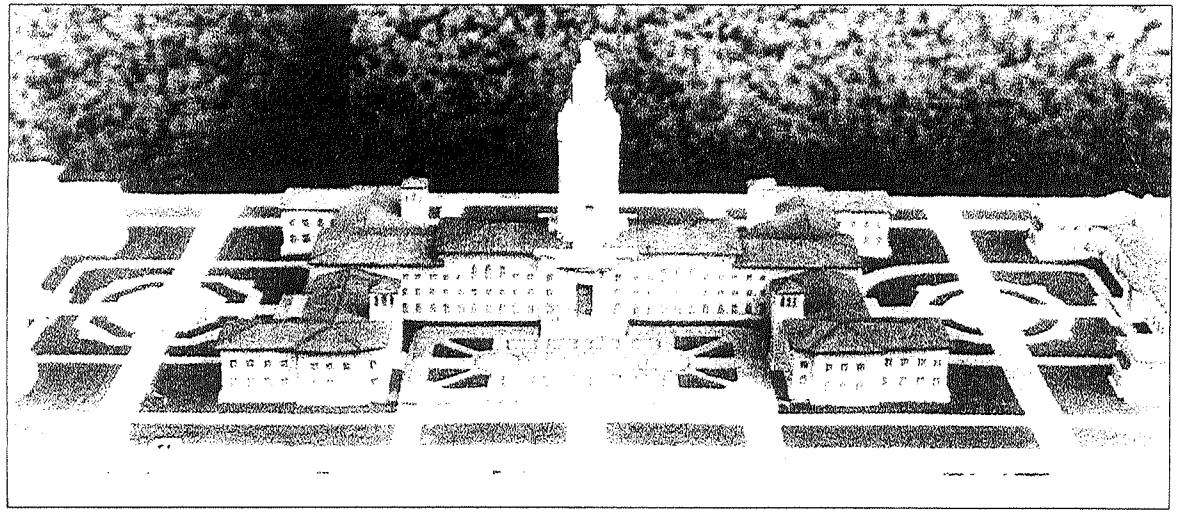
Site and Beyond



1. 1937 Photograph of Partially Filled CAC Site



2. Drawing based on the Nolen Plan (with color overlay by Hargreaves Associates)



3. 1935 Model, Requa, Gill, Johnson Architects

*** The Need for a Civic Center**

The vision of a large civic center in San Diego was introduced as early as 1902 when space for City and County offices was deficient at City Hall. Citizen activist groups led by George Marston funded the planning and encouraged the political support that eventually led to the civic center's construction. A major step for San Diego and its civic center was the 1908 Nolen Plan. At that time, the project did not gather widespread public support. The First World War further hindered planning efforts.

At the time of the original Nolen Plan, the eventual site of the County Administrative Center was still under water. Funds were made available for dredging in 1911 and the current location of the building became suitable for construction by 1914.

History and Context

* Realization of the Dream

In 1923, the Nolen Plan was reconsidered at George Marston's urging. In 1926, planner John Nolen restated the need for a civic center, and the Board of Supervisors passed a resolution in support of the project. Nolen's report recommended the formerly tidal site between Pacific Highway and Harbor Drive as the site for the Civic Center. Nolen proposed that the Civic Center become the "cornerstone of Public Buildings on the San Diego waterfront. The center would serve as the western anchor point of a grand promenade that would link the bay with Balboa Park.

Funding for the building was secured from the federal government after President Franklin D. Roosevelt visited the site in 1935. In 1934, San Diego architects William Templeton Johnson, Richard S. Requa, and Louis J. Gill were selected to design the building. Illness on the part of Johnson, a commitment to the 1935 World's Fair Exposition on the part of Requa, and Gill's desire to manage bookkeeping for the office led to the selection of Samuel Hamill to lead the project design team.

The architects designed a building combining Spanish Renaissance and modernist design. The 'H' shaped plan enclosed two formal gardens rooms on the west and east of the building, while two other proposed buildings (never constructed) flanking the north and south, creating rectilinear gardens. The overall effect was that of a grand building rising from a series of carefully planned garden rooms. The Civic Center broke ground in December 1935 and was completed by 1938.

* Historic Landscape

In 1938 landscape architect Roland Hoyt was hired to oversee the completion of the landscape. It was completed at a cost of $129,944. The design of the landscape was to complement the building with a symmetrical path system and amorphous border planting beds filled with a broad spectrum of plants suited to San Diego's unique climate. A Mediterranean style garden, composed of a large paved terrace punctuated by fountains and surrounded by trees and low plantings, was created between the two east wings of the building. Washingtonia Palms were used extensively west of the building and Senegal Palms dotted an the open expanse of lawn fronting Harbor Drive. The original plans for gardens in the large areas at the north and south of the site were never completed. Large parking lots eventually filled much of this space.

This landscape has evolved over time. During World War II, vegetables were grown in the planting beds and donated to charity. The County built the Askew Building in 1958 as a temporary structure. The building remains today, but will be demolished to make way for the new park. In 1984, the County installed a xeriscape garden, with arid adapted plants to demonstrate water conservation.

• History of the CAC site paraphrased from *Bridging the Centuries: The Jewel on the Bay, A History Commemorating the 60th Anniversary of the County Administration Center, 1938-1998*

The North Embarcadero Alliance Visionary Plan

The 1998 North Embarcadero Alliance Visionary Plan was instrumental in establishing a common series of guidelines, goals and objectives for development of the North Embarcadero. The Plan was the result of an unprecedented cooperative planning effort between the five agencies comprising the North Embarcadero Alliance: the Centre City Development Corporation, the City of San Diego, the County of San Diego, the San Diego Unified Port District, and the United States Navy. The North Embarcadero area is bounded by Hawthorn Street on the north, the railroad right of way to the east, Market Street to the south and the bulkhead line of San Diego bay to the west. The following is a summary of some of the Visionary Plan's fundamental goals that effect the planning and design of CAC Waterfront Park:

• Establish the North Embarcadero as a public precinct and front porch to the whole community, creating attractions that draw people to the bayfront

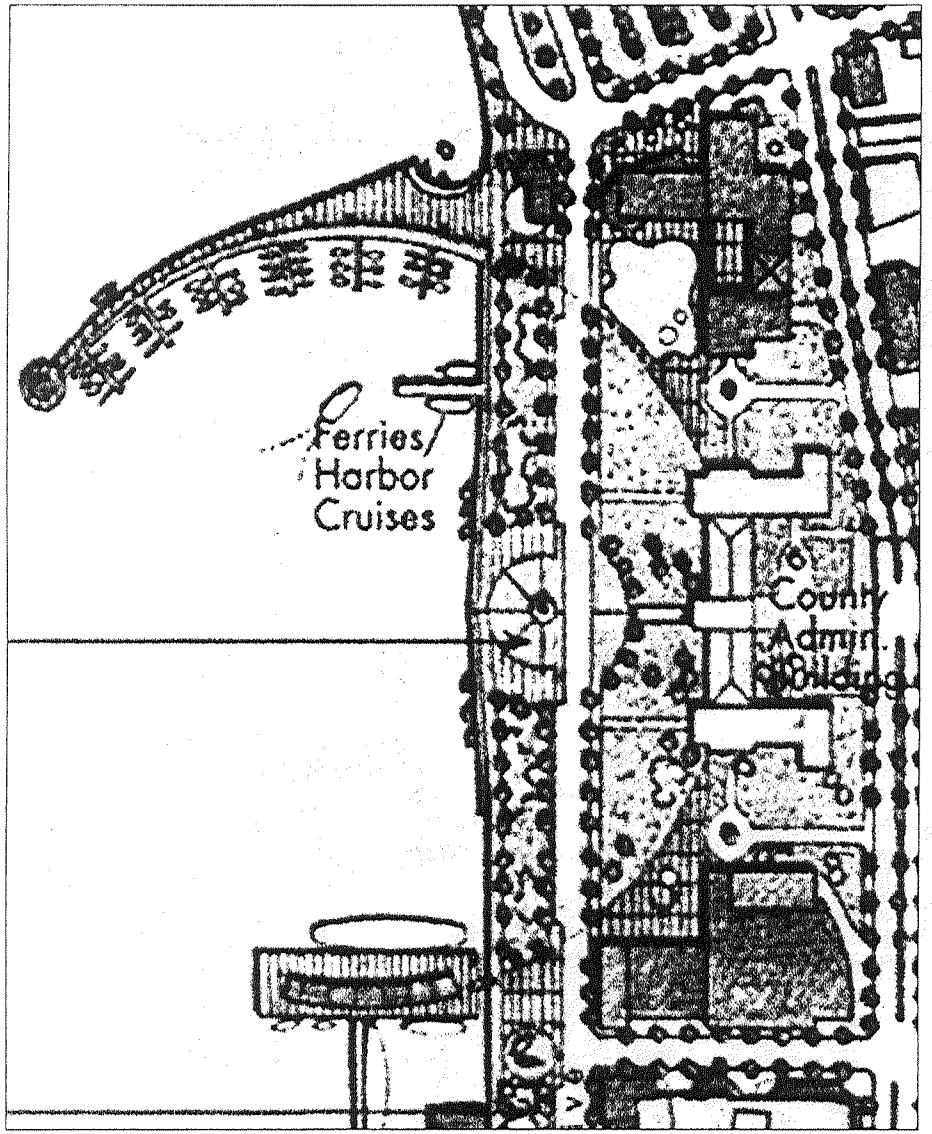
• Establish the North Embarcadero as an active, vibrant area, particularly along the bayfront

• Encourage development that is economically viable and increase the economic and social vitality of the bayfront

• Provide for uses and amenities that celebrate the San Diego community

• Preserve, enhance, and celebrate the area's marine uses, architecture, art, and culture

• Make the bayfront accessible to all, including those with disabilities - on foot, bicycle, boat, transit, auto



4. North Embarcadero Alliance Visionary Plan, 1998 Sasaki Associates

These general goals stated in the North Embarcadero Alliance Visionary Plan provided a starting point for this Master Plan and were given great consideration throughout the planning process. The Visionary Plan had many specific planning and design recommendations impacting the proposed CAC Waterfront Park. The image at left is from that document.

The most significant departure from the Visionary Plan recommendations has been a shift in emphasis to favor the creation of open park space, as opposed to the combination of development and open space specified in the North Embarcadero Alliance Visionary Plan. The surface of the CAC site will be almost exclusively park space, although large parking structures will be built below-grade.

As outlined in the Visionary Plan, the waterfront to the east of the CAC Park should be as open and accessible as possible, with strong connections between the Park and waterfront. In agreement with the approved Visionary Plan, a crescent-shaped Grape Street Pier is shown in the plan. The master plan also envisions a connection between the park and the new esplanade envisioned in the North Embarcadero Plan.

The general tenets of the North Embarcadero Alliance Visionary Plan will continue to provide input to this project in subsequent design phases as well as providing a framework for coordination between this project and the concurrent North Embarcadero Project.

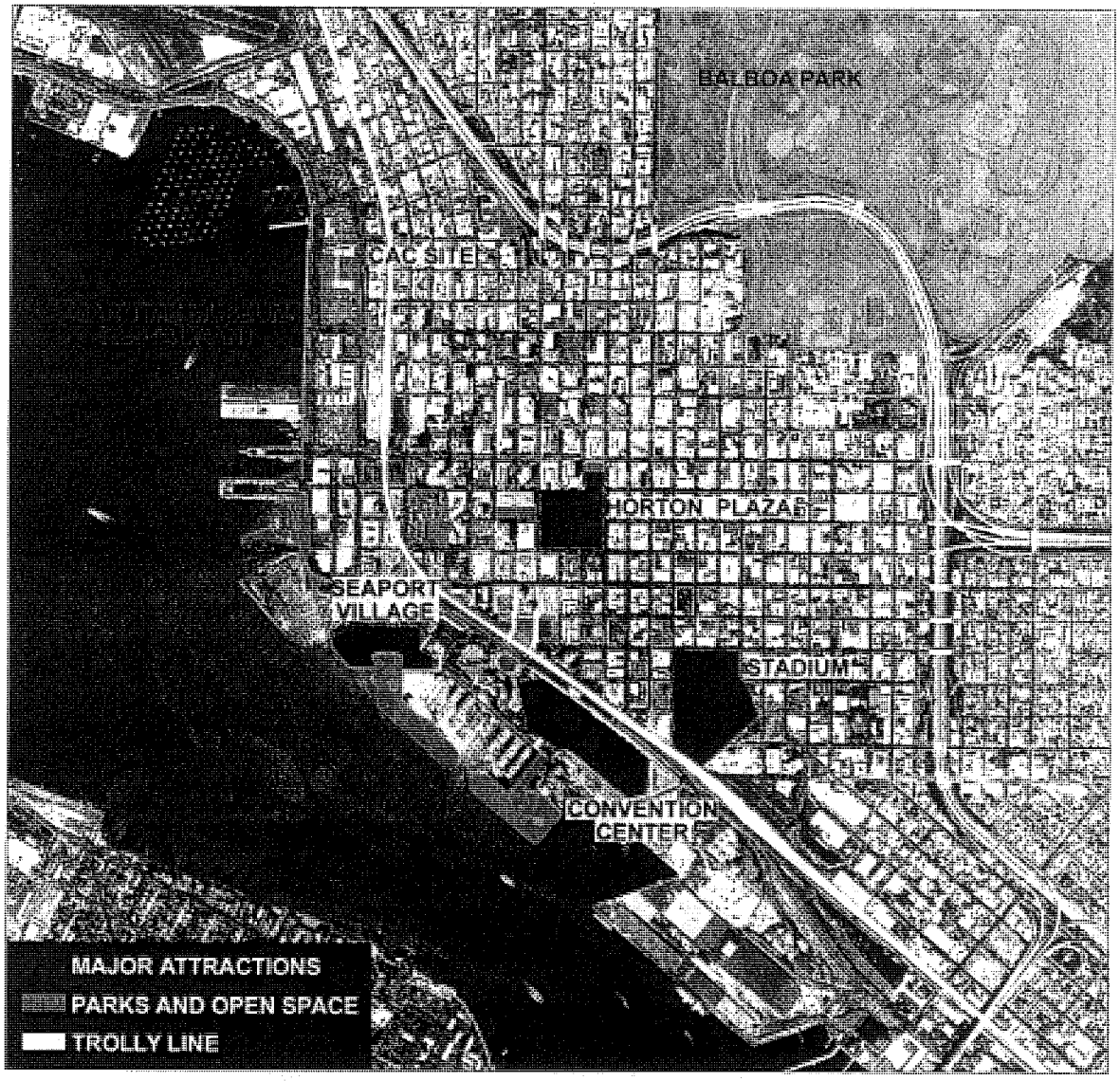
History and Context

The CAC Site within San Diego

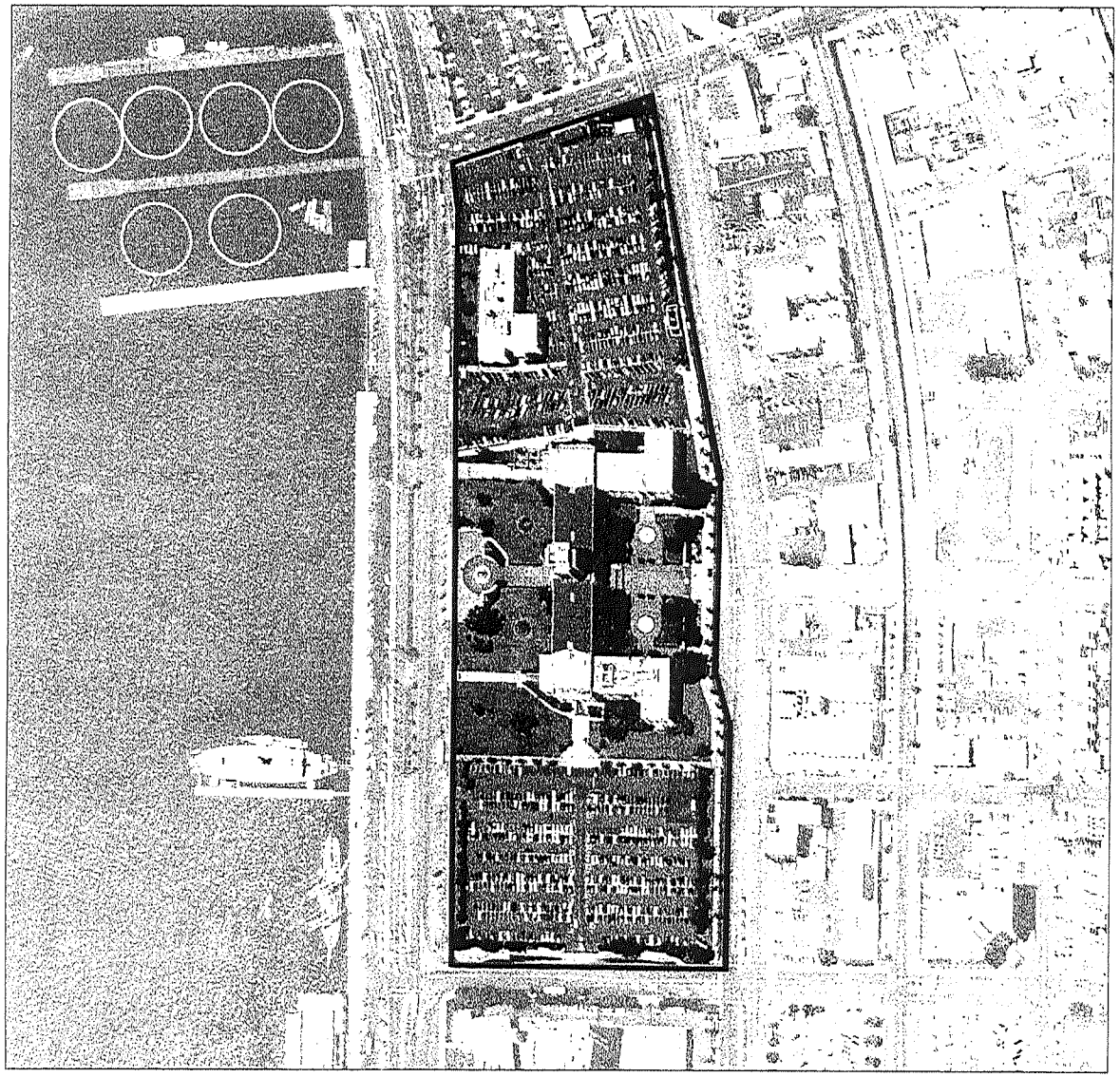
The County Administration Center Site lies northwest of downtown San Diego and south of the San Diego airport within a region of the city known as the North Embarcadero. The North Embarcadero is an area that is currently undergoing a renaissance. Adjacent neighborhoods, including Little Italy, are rapidly transforming in response to the residential influx into downtown San Diego.

The most remarkable contextual feature of the County Administration Center site is it's location on San Diego Bay. A broad look at the County Administration Center site within its metropolitan context reveals the site's importance. Along this crowded commercial and industrial waterfront, typical of a large port city, exists an unexploited void, a potential. An area that is now dominated by parking lots has the potential to become a landmark San Diego park. As the keystone open space of the larger North Embarcadero Project and the largest potential waterfront park in downtown San Diego, the successful transformation of this site to parkland is particularly important.

The diagram (right) highlights downtown San Diego's major attractions (red) and existing open spaces (green). The CAC Waterfront Park will be both an open space and a major attraction, extending the high level of activity that currently exists downtown and in portions of the South Embarcadero into the North Embarcadero.



5. Aerial Photograph of San Diego with CAC Project Boundary Outlined in Red

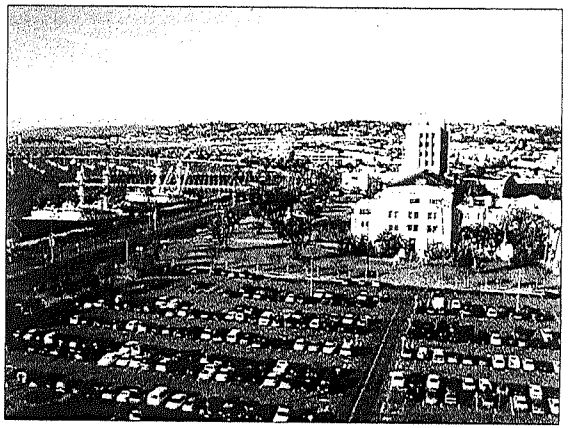


6. CAC Site Boundary

Site and Beyond

The County Administration Center Site is bordered by Grape Street on the north, Ash Street on the south, Pacific Highway on the east, and Harbor Drive on the west.

The CAC Waterfront Park Master Plan focuses primarily on planning and design investigations within the site area, outlined in red on the diagram at left. This is the extent of the County of San Diego property on this site. Many of the diagrams, models and drawings in this document extend beyond these limits. Off-site areas and issues that were examined at a planning level of detail include the Cedar/Kettner Development, connections to adjacent neighborhoods, Pacific Highway, Harbor Drive, and the Waterfront. Creating strong connections to these surrounding elements is crucial to the long term success of the CAC Waterfront Park. Subsequent phases of this project will increasingly focus on the design of the area within the specific property line.



7. Photograph of CAC Building and South Parking Lot

Analysis

Adjacent Development

Vegetation

Parking / Open Space

Pedestrian / Bicycle

Transit

Opportunities / Constraints

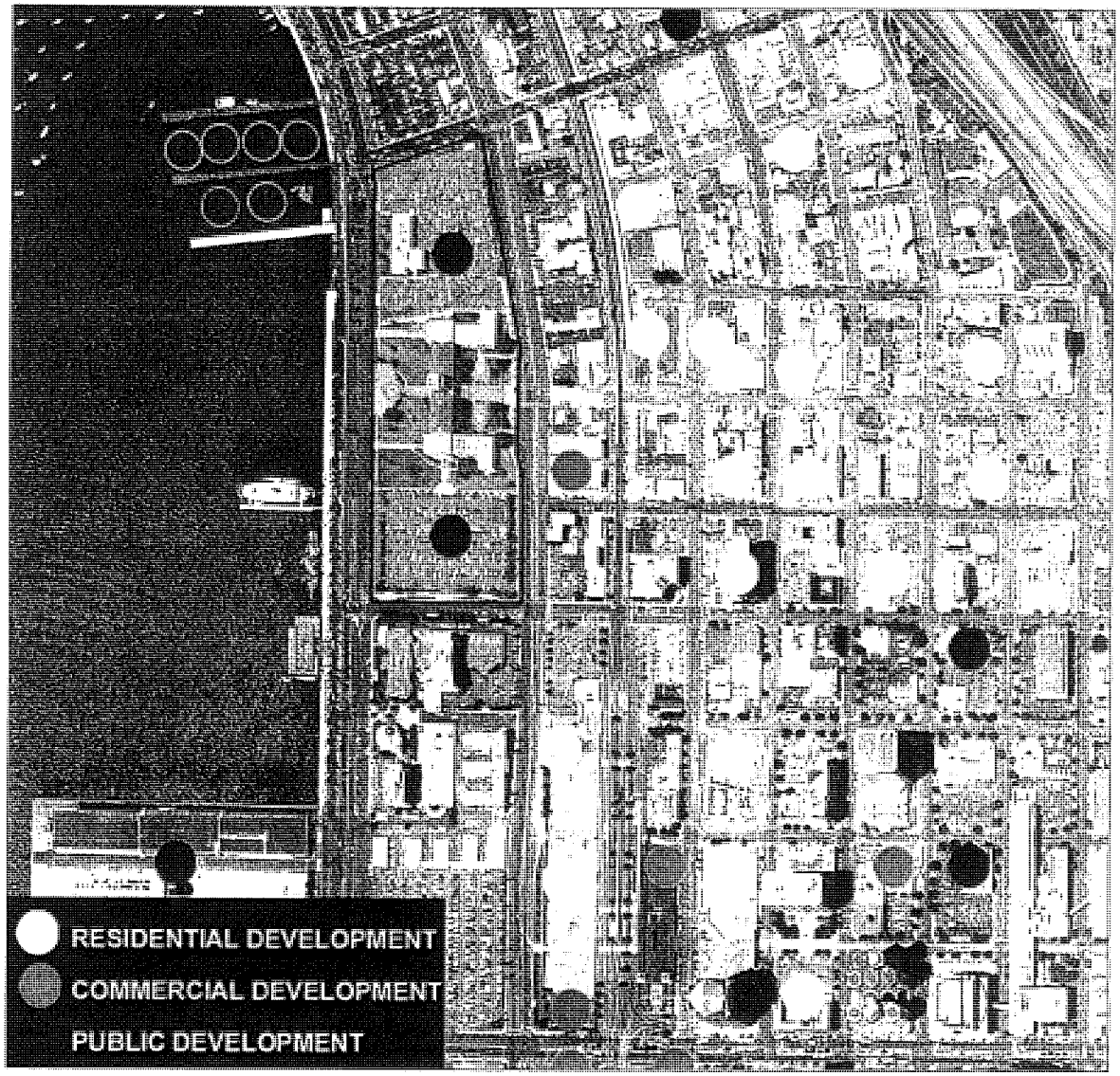
View Corridors

Analysis

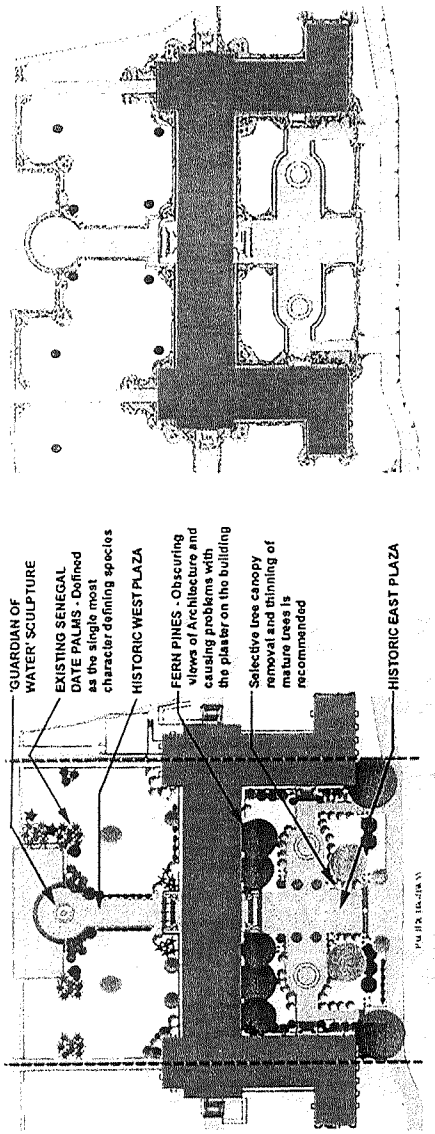
Adjacent Development

The tremendous growth of residential development (yellow) in downtown San Diego, particularly in the Little Italy neighborhood shown at left, is dramatically transforming the urban core of the city. The rate of residential expansion in the neighborhoods adjacent to the proposed CAC Park reinforces the fact that the park will have to satisfy the individual requirements of adjacent residents as well as larger civic needs.

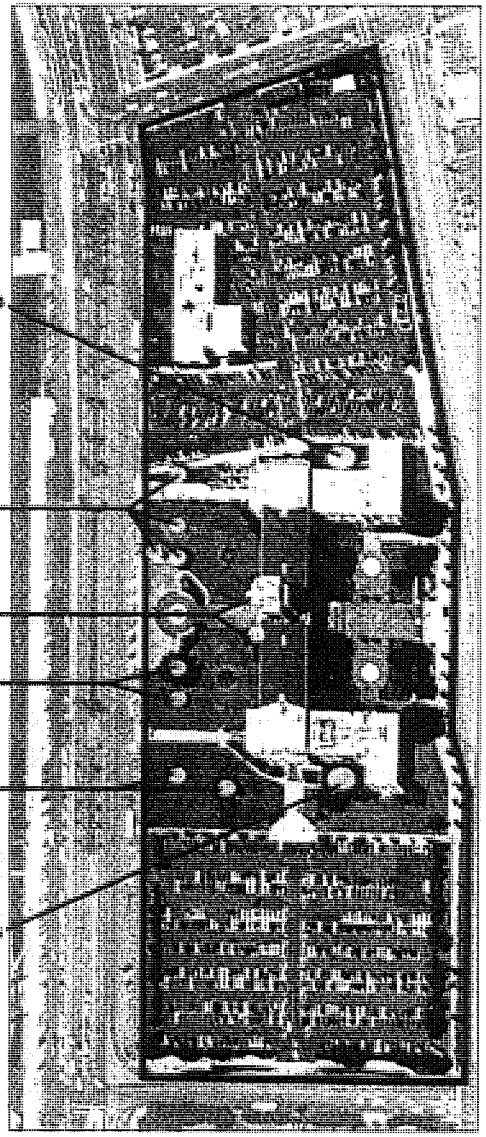
Current public development, (blue) will be dramatically increased in the waterfront zone around the CAC Park with the advent of the North Embarcadero Project. The public investment embodied within the North Embarcadero Project will in turn encourage a wave of private commercial development within this area.



8. Adjacent Development



9. Vegetation Comparison: Roland Hoyt Landscape (above) vs. Existing Vegetation (below)



10. Existing Vegetation - North, South, West

Vegetation

Significant historic vegetation exists primarily within the core of the CAC site, between Date and Beech Streets. Although much of the basic structure of the original Roland Hoyt landscape design exists in this area today, many of the plantings have been removed or replaced in subsequent years. The original wide diversity of plant materials has been dramatically reduced, and the landscape has evolved without a unified design intent.

Notable additions/modifications to the original landscape include Cape Chestnuts in the lawn area at the buildings west end, Coral Trees east of the fountains, and the xeriscape garden near Pacific Highway. The most significant existing historic plantings are the Senegal Palms (*Phoenix reclinata*) to the west of the CAC building. Perimeter plantings around the south parking lot were part of the original design. The north parking area was constructed on a subsequent fill of the site, and is thus not part of the original design. The Master Plan proposes to retain important existing plant materials, including the Senegal Palms. Planting on the CAC East Terrace will be retained except the Fern Pines that are damaging the CAC building.

Analysis

Parking / Open Space

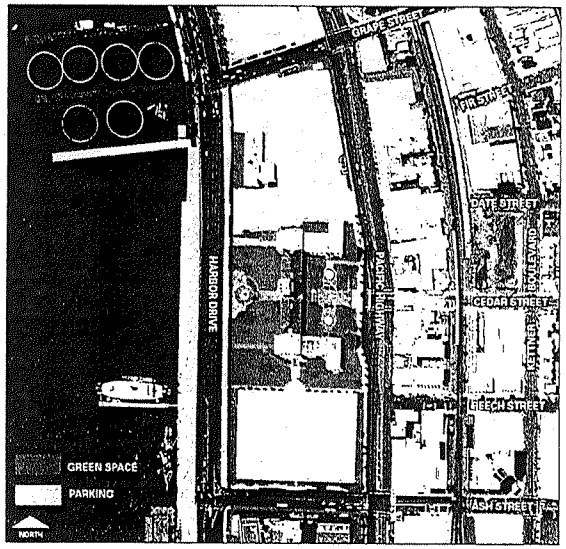
A surprisingly large proportion of the CAC site (outlined in red) and adjacent land is currently dedicated to surface parking (yellow). The historic landscape of the CAC site is the only green space or parkland in this area. A much more balanced dispersal of parking and green space will soon characterize this area. The CAC Waterfront Park Project will replace parking and roadway space with park space on the CAC site, and the North Embarcadero Project will replace a large amount of parking with public space on the land to the west of the CAC site.

Pedestrian / Bicycle

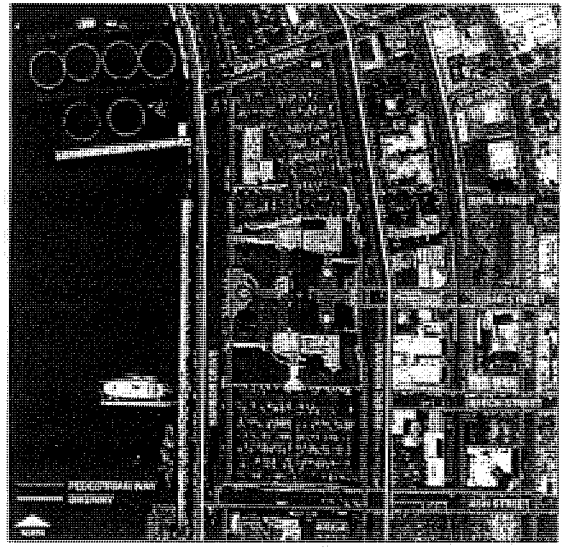
Pedestrian and bicycle access to the CAC site is adequate from most directions, with the notable exception of the circulation gap on Date and Fir Streets, where rail lines and grade change block circulation from the Little Italy neighborhood. Pedestrian and bike circulation along the Bayfront will be dramatically enhanced by the North Embarcadero Project improvements.

Transit

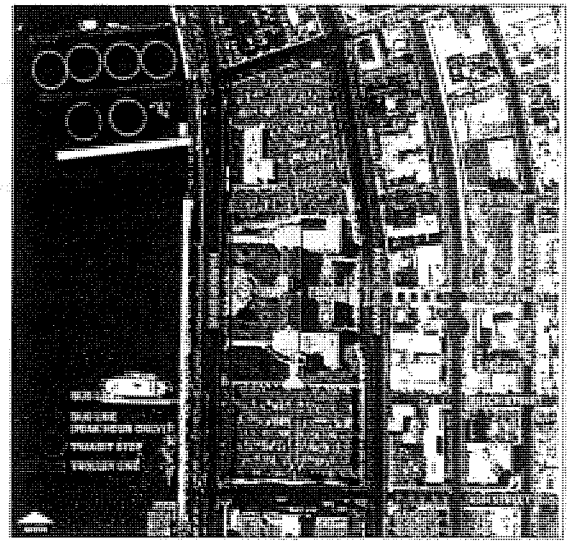
The CAC site is well served by public transportation, including bus, trolley, and ferry boat. Improvements in public transportation should accompany the transformation of the CAC site and the North Embarcadero to satisfy increasing transportation demands within this area.



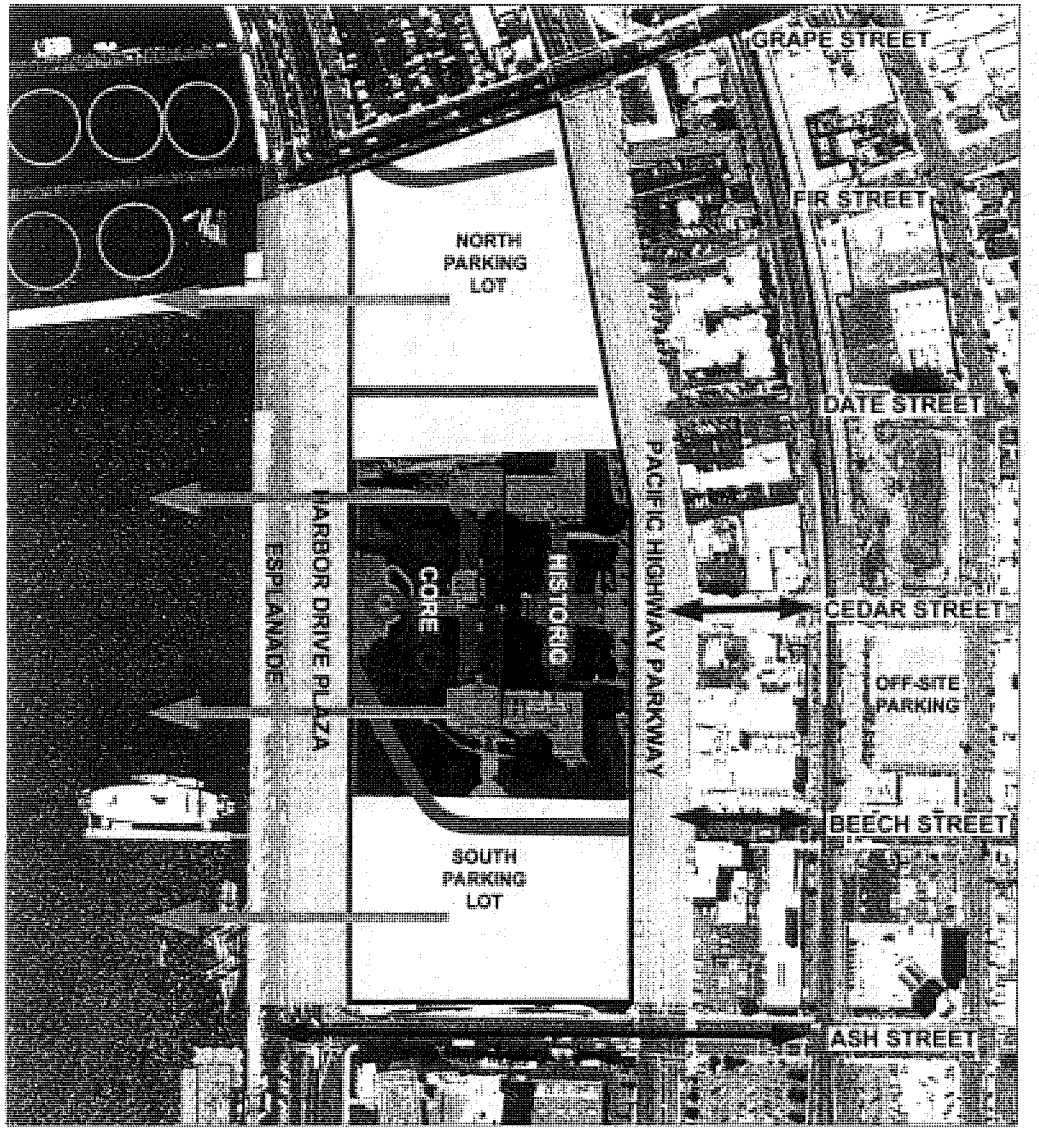
11. Open Space / Parking



12. Pedestrian and Bicycle Circulation



13. Transit



14. Opportunities and Constraints

Opportunities / Constraints

Several important opportunities and constraints have guided the development of this Master Plan. The greatest opportunity on this site is the transformation of the north and south parking lots into park space. 500 parking spaces will be relocated to on-site below-grade parking structures. Another 500 parking spaces will be located within the off-site Cedar/Kettner parking structure. The most significant constraints to the relocation of the required 500 parking spaces on-site below-grade are the relatively high water table, adding to the expense of below-grade parking, and the three utility easements running east-west across the site (orange).

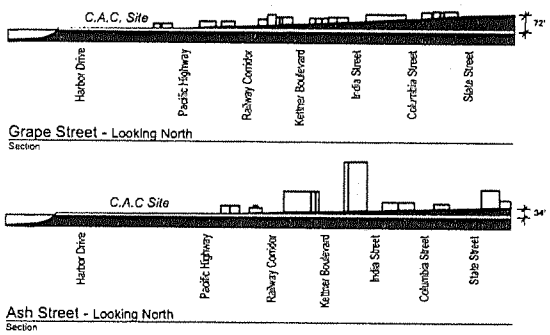
An historic Roland Hoyt landscape surrounds the historic CAC building. Existing significant historic vegetation and elements such as the "Guardian of Water" sculpture is retained and integrated into design proposals. New plantings will be selected with consideration to long-term maintenance and regional water constraints. The requirement to retain runoff on-site will also shape design decisions.

The activation of the park requires that strong connections be made across Harbor Drive to the Bay and the Bayfront Esplanade. This effort will be significantly aided by the transformation of Harbor Drive into a connective element. It will be significantly narrowed into a three-lane, pedestrian-oriented roadway. To the East, Pacific Highway will be transformed into a high traffic volume parkway. These changes were alluded to in the North Embarcadero Alliance Visionary Plan, and will be included within the scope of the North Embarcadero Project.

Analysis

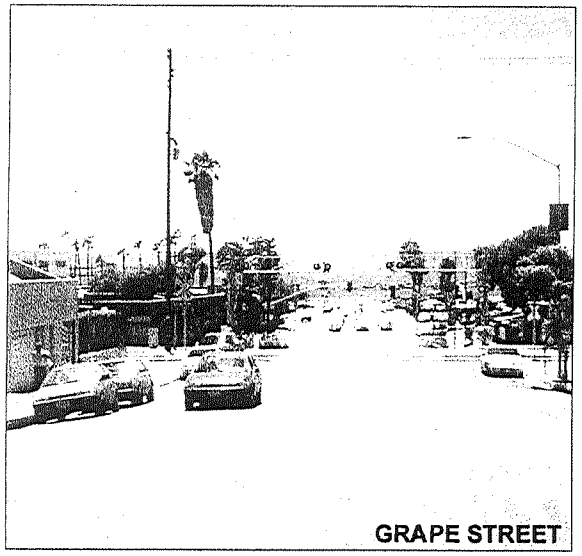
View Corridors

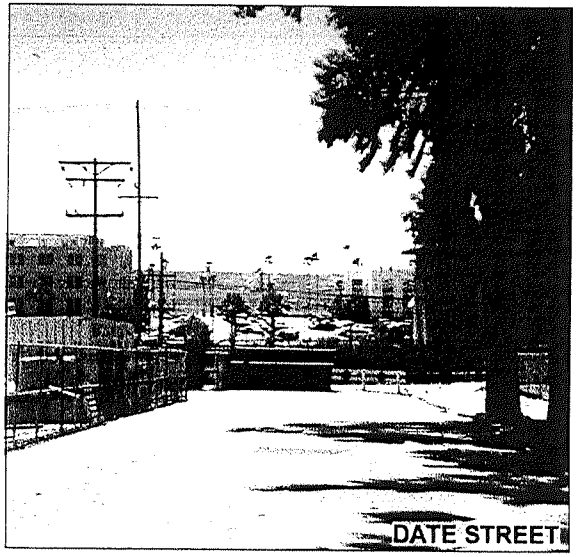
The CAC site is located on fill at the base of a hill rising up to the east. This significant grade change, described in the sections below, yields spectacular views out over the Bay from the street corridors. The preservation of existing view corridors, as well as the new view corridor created by the removal of the Askew Building is an important element of the plan. The Cedar Street view corridor terminating at the ceremonial front facade of the CAC building is particularly important.

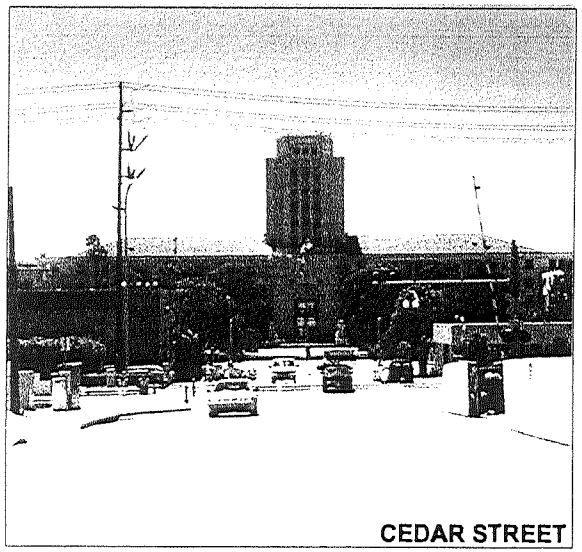


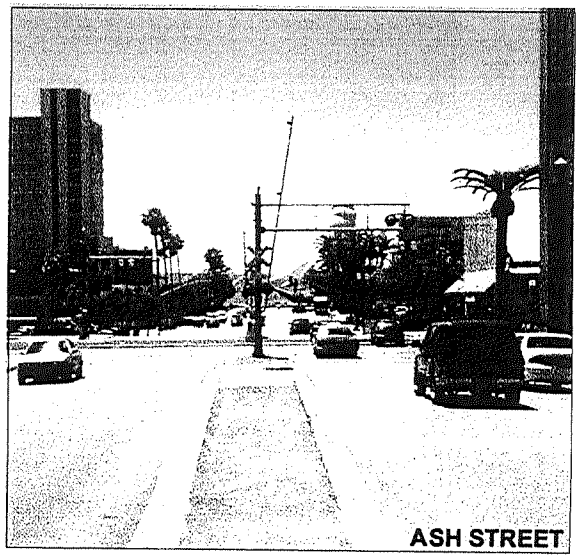
15. East West Sections

16. View Corridors









17. Existing Views West from East/ West Streets

Process

Park Program Zones

Early Public Input

Three Schemes

Design Selection

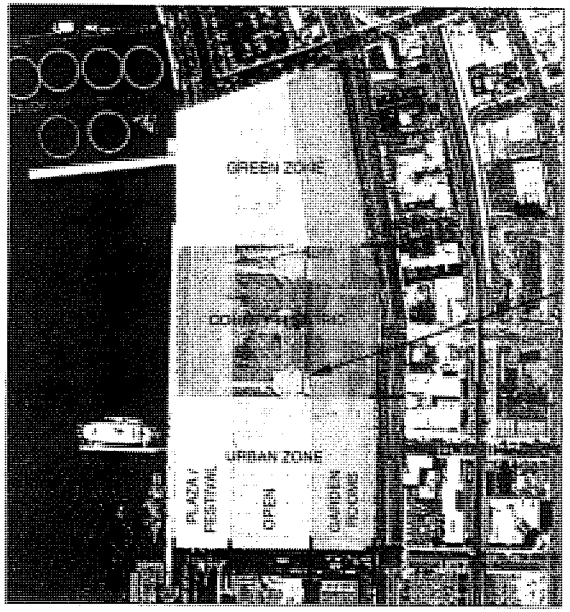
Final Scheme

Process

Park Program Zones

As a first step in programming the park, three program layout alternatives were developed.

Diagram 18 shows a program strategy combining north/south and east/west banding across the site, determined by adjacencies. Diagram 19 illustrates a dominant north/south program layering: a soft green park zone to the north, a historic garden zone in the center of the site, and a more heavily programmed urban zone on the south downtown edge of the park. Diagram 20 illustrates an east/west program layering: garden rooms on the east edge buffer Pacific Highway and provide intimate spaces adjacent to neighborhoods, an open green in the center of the park serves as a multi-use activity platform, and a plaza zone extending to the waterfront.



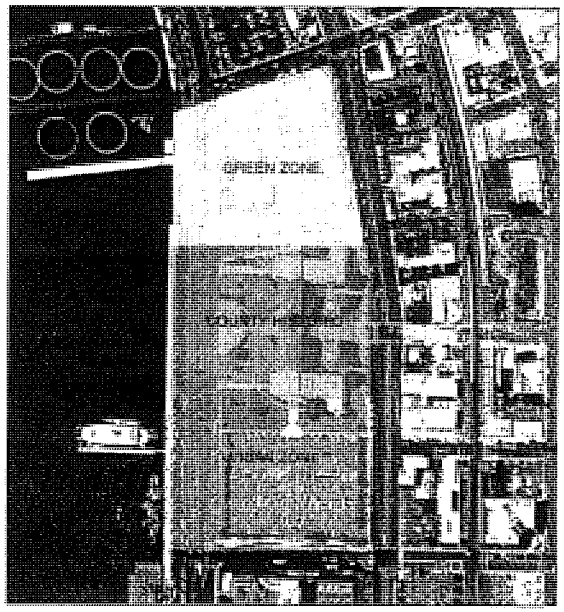
18. Composite Program Zoning

Early Public Input

Extensive community and inter jurisdictional input was sought during the master planning process from groups and entities such as the Centre City Development Corporation, Little Italy Association, the Port District, City of San Diego, the Downtown San Diego Partnership, Maritime Museum, and Citizens Coordinate for Century 3. Three community workshops were held during the master planning process. Crucial input included the following:

- The Park should drive the parking structure design, and views of parked cars should be minimized

- Parking on the County lots should be reduced or eliminated, or relocated to an alternative site, where possible



19. North/South Program Zoning

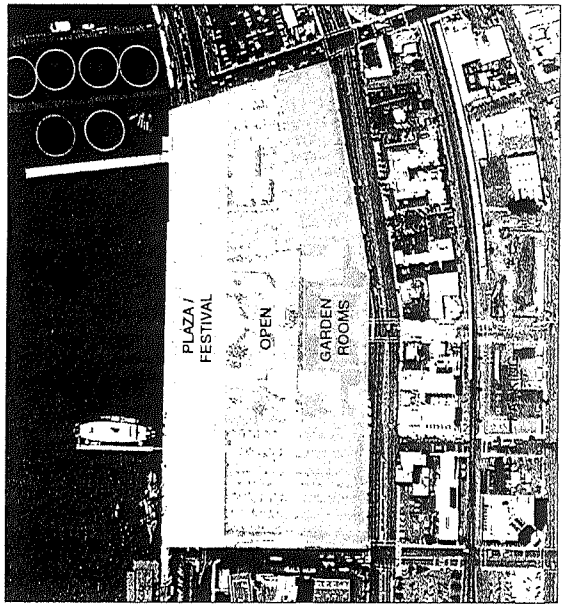
- The design should integrate the concept of a tranquil and contemplative Park envisioned by the Ruocco Fund with more active Park spaces, making the park a destination point and attracting repeat visitors

- View corridors should be respected and preserved

- Opportunity for many uses such as: arts and crafts fairs, farmer's markets, etc. should be provided

- The Waterfront Park should serve three constituencies; downtown San Diego residents, regional residents, and visitors

- The heritage of the CAC should be incorporated in the park design



20. East/West Program Zoning

Three Schemes

General public input, further analysis, and specific feedback relating to the program zoning diagrams informed the development of the three more sophisticated program/model overlay diagrams below.

Scheme 1

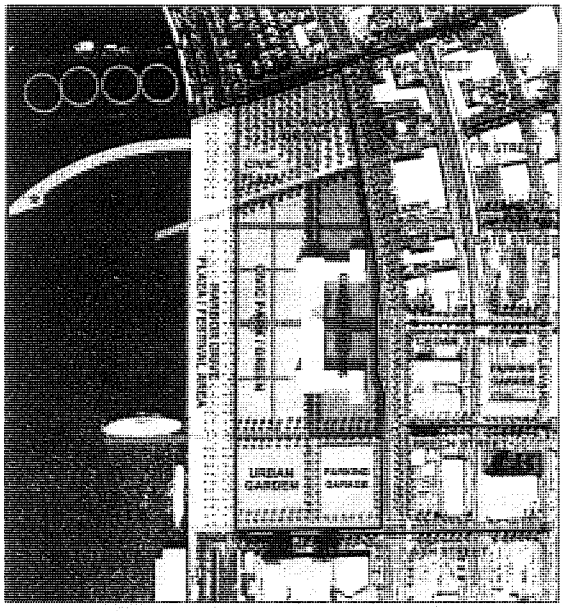
Garden Rooms east of the CAC building extend between Fir and Beech Streets. A Civic Park / Green provides an open multi-use activity space at the CAC's front door. A Civic Park / Grove anchors the north end of the site, enclosing the Civic Plaza and buffering chaotic Grape Street and Pacific Highway. A crescent-shaped Grape Street Pier draws activities into the heart of the park and extends park activities onto to the bay. Urban Gardens and a parking structure anchor the south end of site.

Scheme 2

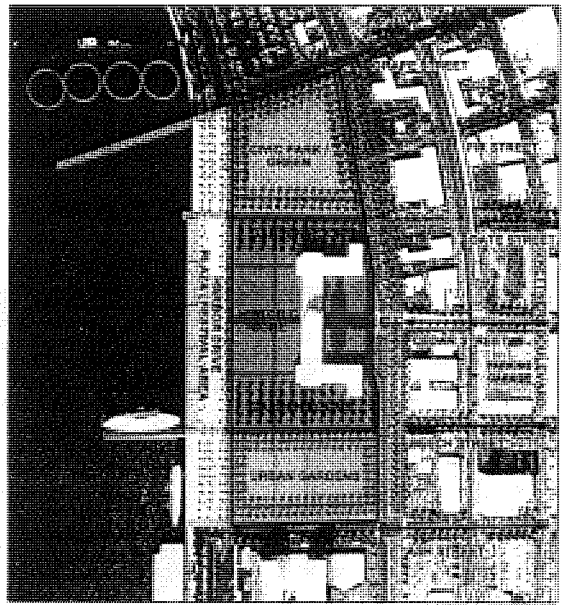
Garden Rooms define the north and south edges of the park's historic core. The Historic Core landscape is restored and contained within garden rooms, strengthening the CAC building's presence. A Civic Park / Green to the north provides a large multi-use field for daily use and events and festivals. The linear Grape Street Pier extends the north edge of the park into the bay. Urban Gardens anchor the south end of the site. Water terraces extend between and Date and Beech Streets, projecting the historic core of the park out into the bay, while providing seating and opportunities to interact with the water.

Scheme 3

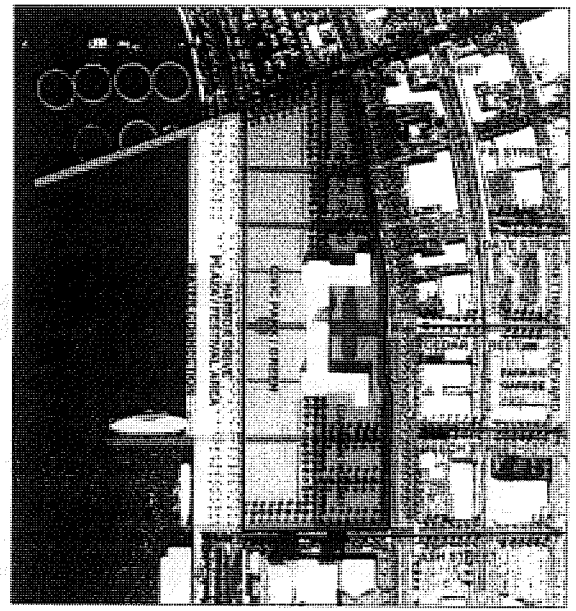
The Civic Park / Green provides an open multi-use activity platform for events / festivals and everyday use. The scale of the Civic Green and orientation parallel to the bay and the west facade of the CAC building highlights the historic structure and maximizes viewing opportunities of the building, and from the building out over the landscape and bay. Garden Rooms on the east edge of the site define more intimate spaces for a variety of contemplative and passive activities and are buffered from Pacific Highway by vegetation. Harbor Drive is transformed into a broad plaza that links the park to the waterfront. Water terraces running the length of the site provide bay-oriented seating and access to the water.



21. Scheme 1



22. Scheme 2



23. Scheme 3

Process

Design Selection

With three strong and unique design schemes in hand, the process once again turned to advisory groups and citizens of San Diego County to offer further input that helped select a preferred scheme to pursue in greater detail. After Scheme 3 was chosen as the resounding favorite, the Design Team integrated desirable elements from the other schemes into the preferred scheme to create a strong design that would satisfy the needs of the greatest number of interested people. This composite was then further refined, incorporating another wave of public input, into the final scheme. The following key public input was offered at the October 2001, Public Workshop:
-en rooms. The layout of the Civic Green distinguishes the CAC Building.

• The Civic Plaza of Scheme 1 affords good opportunities for gatherings.

• The Waterfront in front of the CAC Building should be as open and clear as possible.

• Grape Street Pier should be crescent-shaped as a reference to the crescent arc of the Bay's edge and to be consistent with the North Embarcadero Visionary Plan.

• A linear fountain bordering the Civic Green is preferred.

• Terracing up of land on the east side of the site would enhance views out over the Civic Green and the Bay.

• The Garden Rooms should be designed and programmed to provide a diversity of spaces and uses.

• Significant historic vegetation should be preserved.

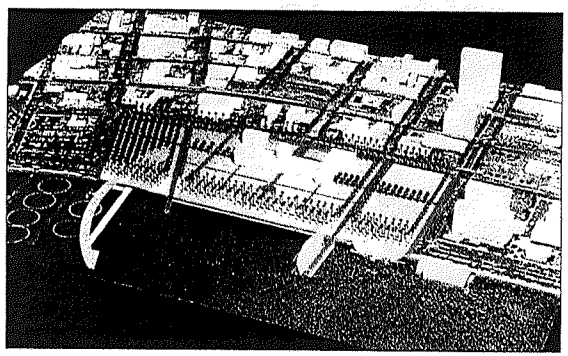
Final Scheme

The final scheme was derived from an improved and refined Scheme 3 (model right). Notable improvements from the previous Scheme 3 include:

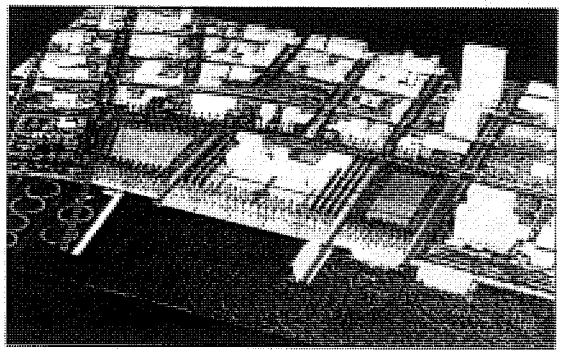
• A redesigned Grape Street Pier , reflecting the North Embarcadero Alliance Visionary Plan, activates the waterfront and increases opportunities for interaction with the water.

• The entire north-south Garden Room zone was raised 2-3 feet to enhance views to the Bay and subtly separate the Garden Rooms from Pacific Highway. This grade change continues along a terrace at the front of the CAC Building. Basic spatial and programmatic attributes of the Garden Rooms, were further developed with a thematic organization.

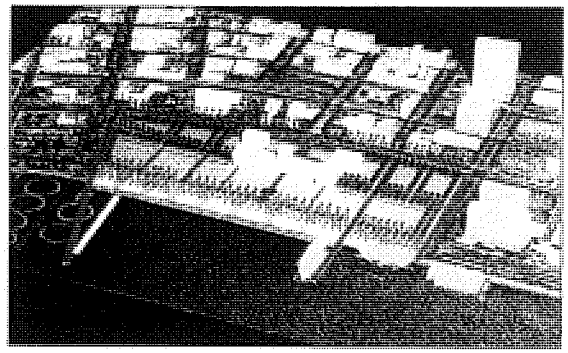
• The central north-south axis separating the Garden Rooms with the Civic Green was developed further in conjunction with the fountain. Structured terraces step down from a shaded Upper Promenade to the Fountain and Civic Green below.



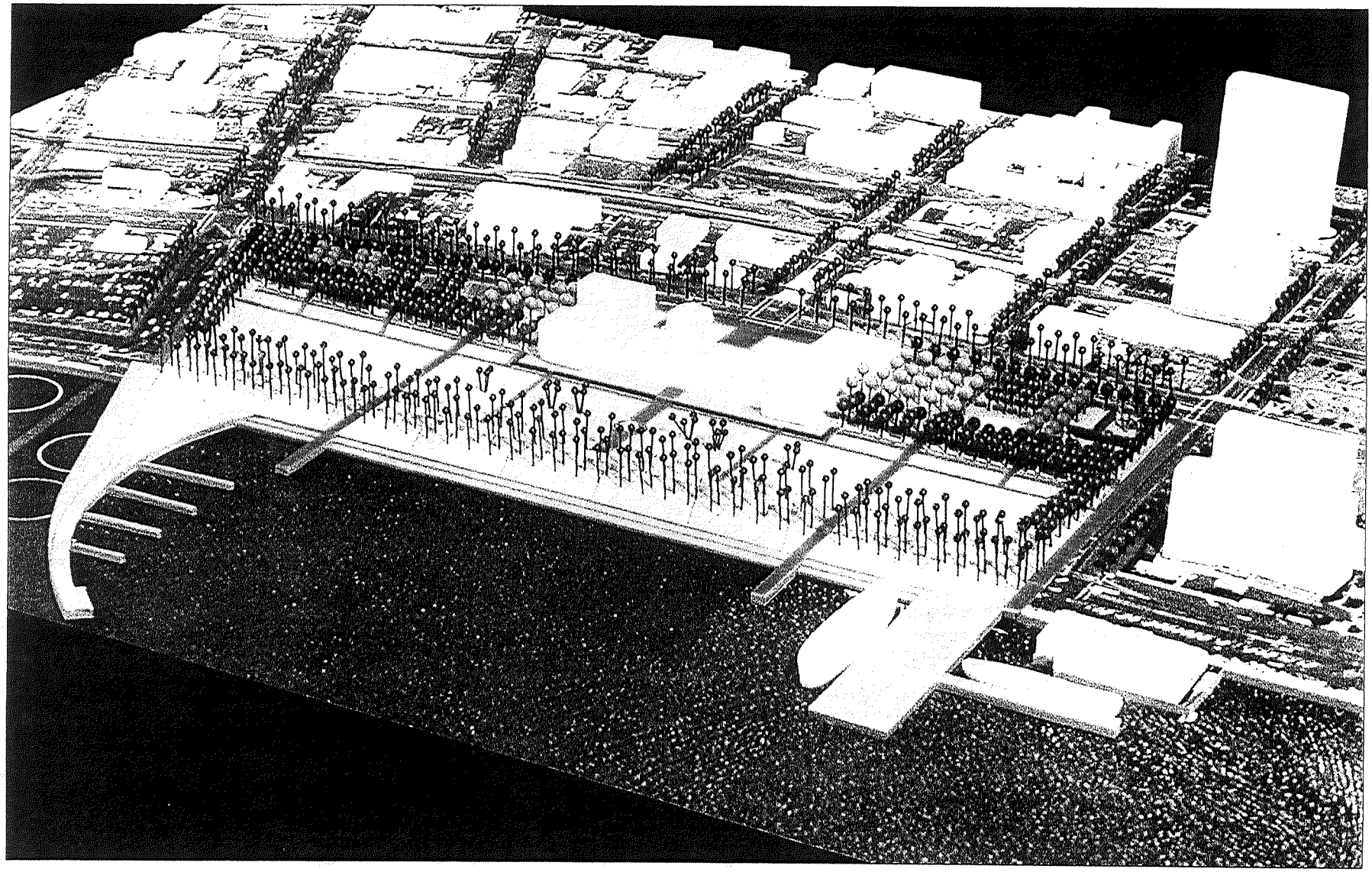
24. Scheme 1



25. Scheme 2



26. Scheme 3



27. Final Scheme - Model Photo

Process

Final Scheme - Program

The final program diagram and the exploded program block axonometric (28-29) show the east/west layering of park spaces and use. The CAC site is outlined in black on the program diagram.

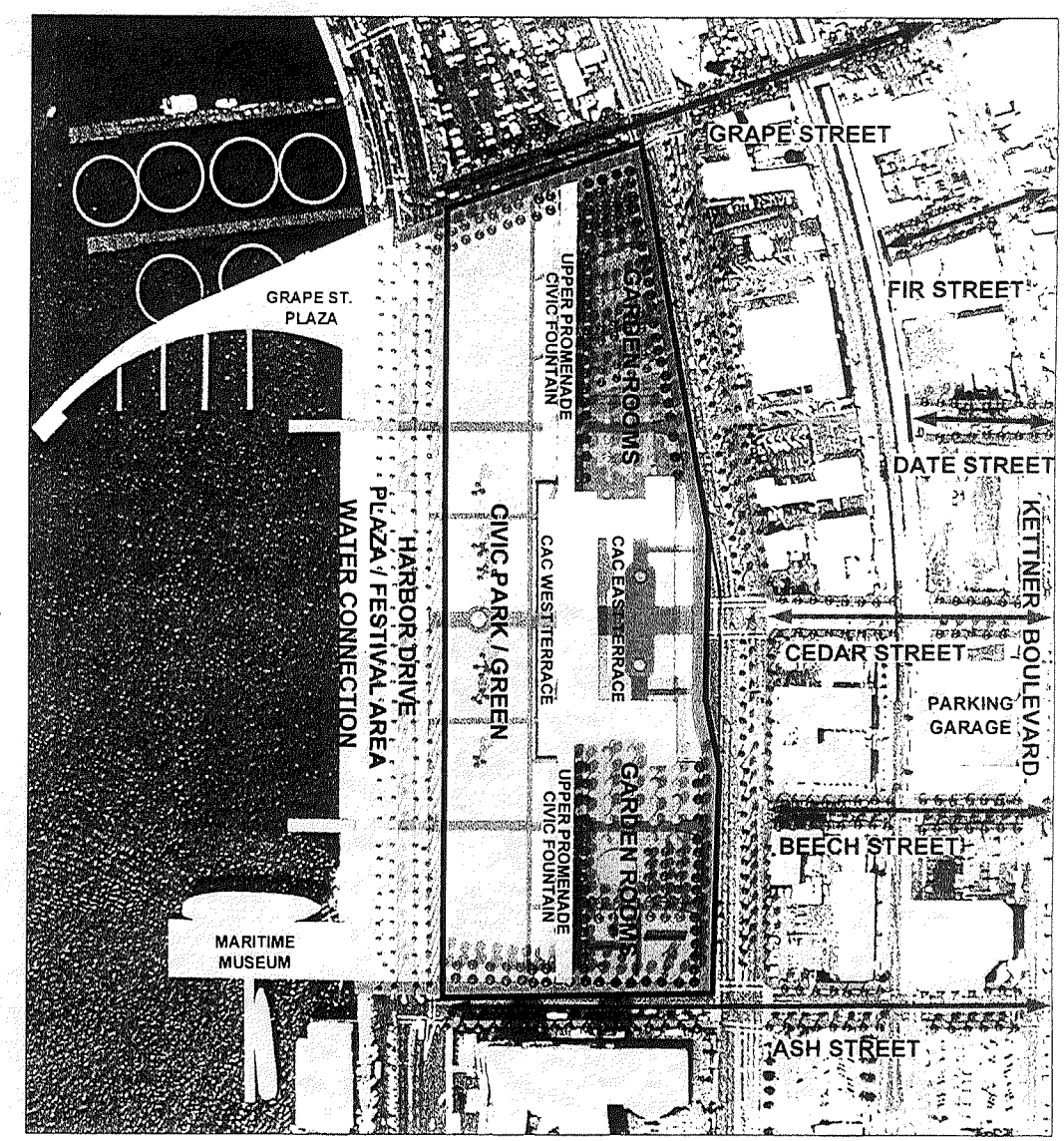
• The Garden Rooms, along the west edge of Pacific Highway, are a series of discrete, thematically vegetated spaces shielded from the chaos of Pacific Highway by grade change and plantings.

• The Upper Promenade and Civic Fountain serve as the spine of the Park, straddling the highly public Civic Green and intimate Garden Rooms, while offering wonderful views. This spine is well suited to passive activities and contemplation.

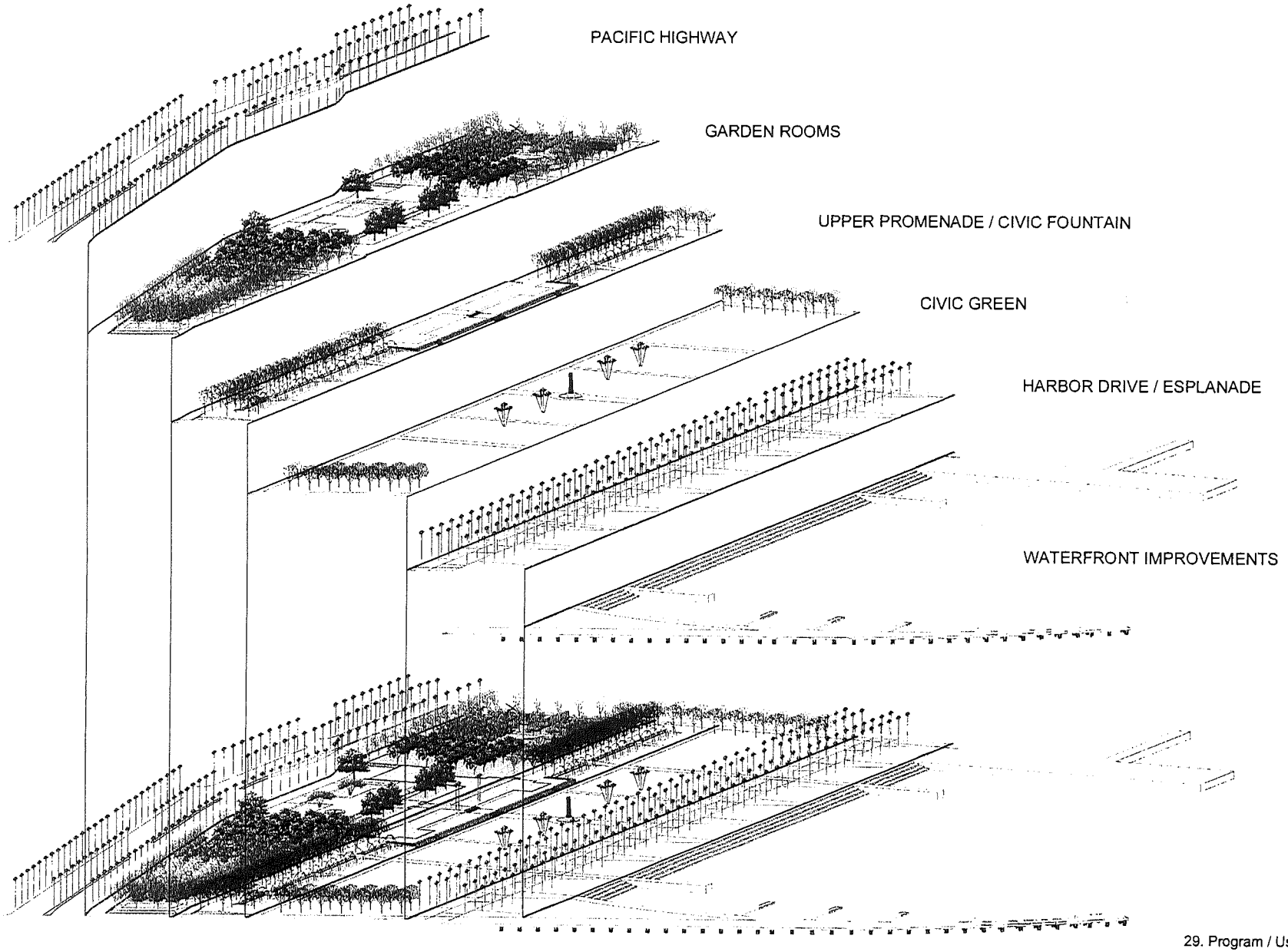
• The Civic Park / Green is a large flexible activity "platform" able to accommodate events and festivals as well as day-to-day park use. Its orientation along the waterfront and strong connections to the esplanade allow it to become an extension of the larger waterfront zone.

• Harbor Drive is transformed into low-speed, low-traffic-volume, plaza linking the Civic Green to the Bayfront Esplanade and Waterfront. This zone becomes an occasional venue for public festivals and events requiring a large hard surface, and a daily venue for all types of waterfront recreation.

• The crescent-shaped programmable Grape Street Pier, the Maritime Museum, and water terraces running the length of the site, extend park activities onto the Bay while encouraging waterfront activities to be drawn into the park.



28. Final Scheme - Model Photograph / Program Diagram



29. Program / Use Blocks

Site and Off-Site Investigations

CAC Ground Floor

Service

Parking

Neighborhood Connections

Cedar / Kettner Structure

Site and Off Site Issues

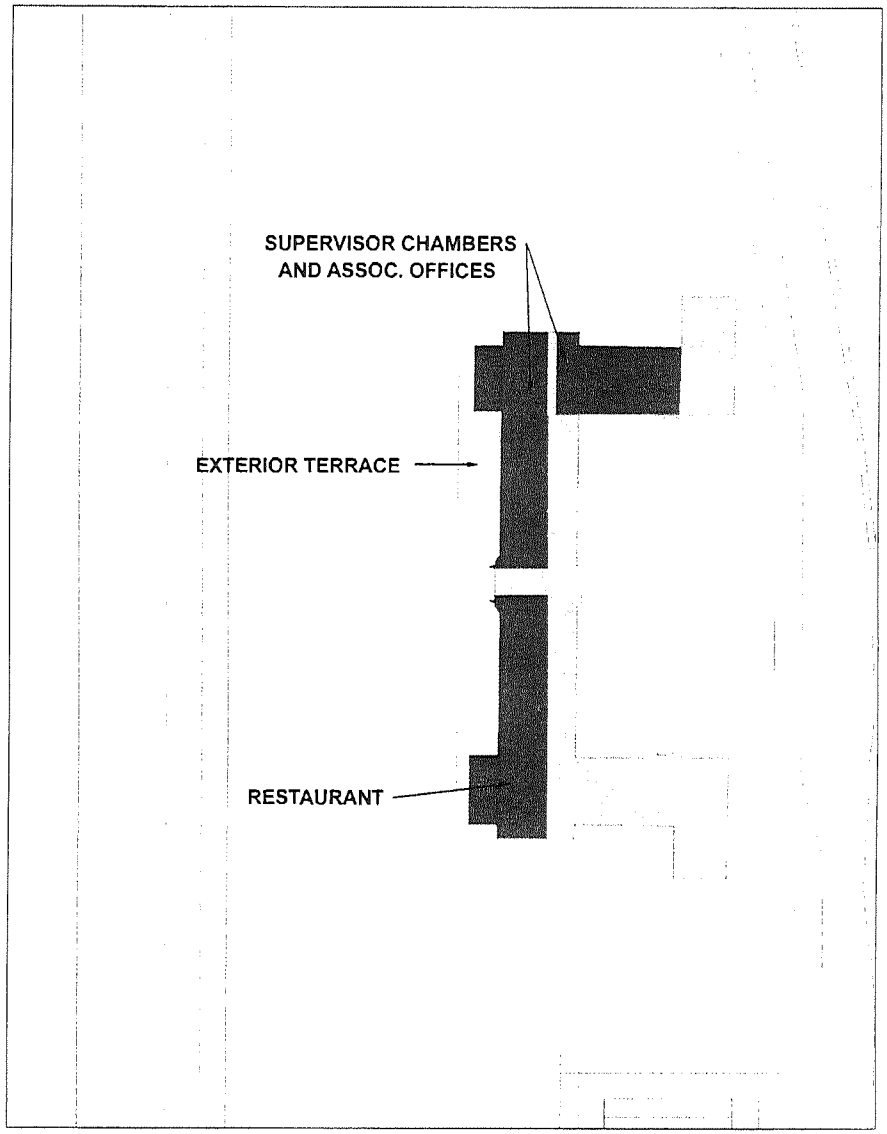
CAC Ground Floor

In conjunction with the transformation of the outdoor spaces of the CAC site, several proposed modifications within the CAC building itself will enhance its public functions. The relocation of the most intensively used public functions currently within the CAC building onto the ground floor breathes new life into this historic civic space. The proposal includes the relocation and renovation of approximately 20,000 sq. ft. of Supervisors Chambers and associated support offices onto the 63,000 sq. ft. ground floor.

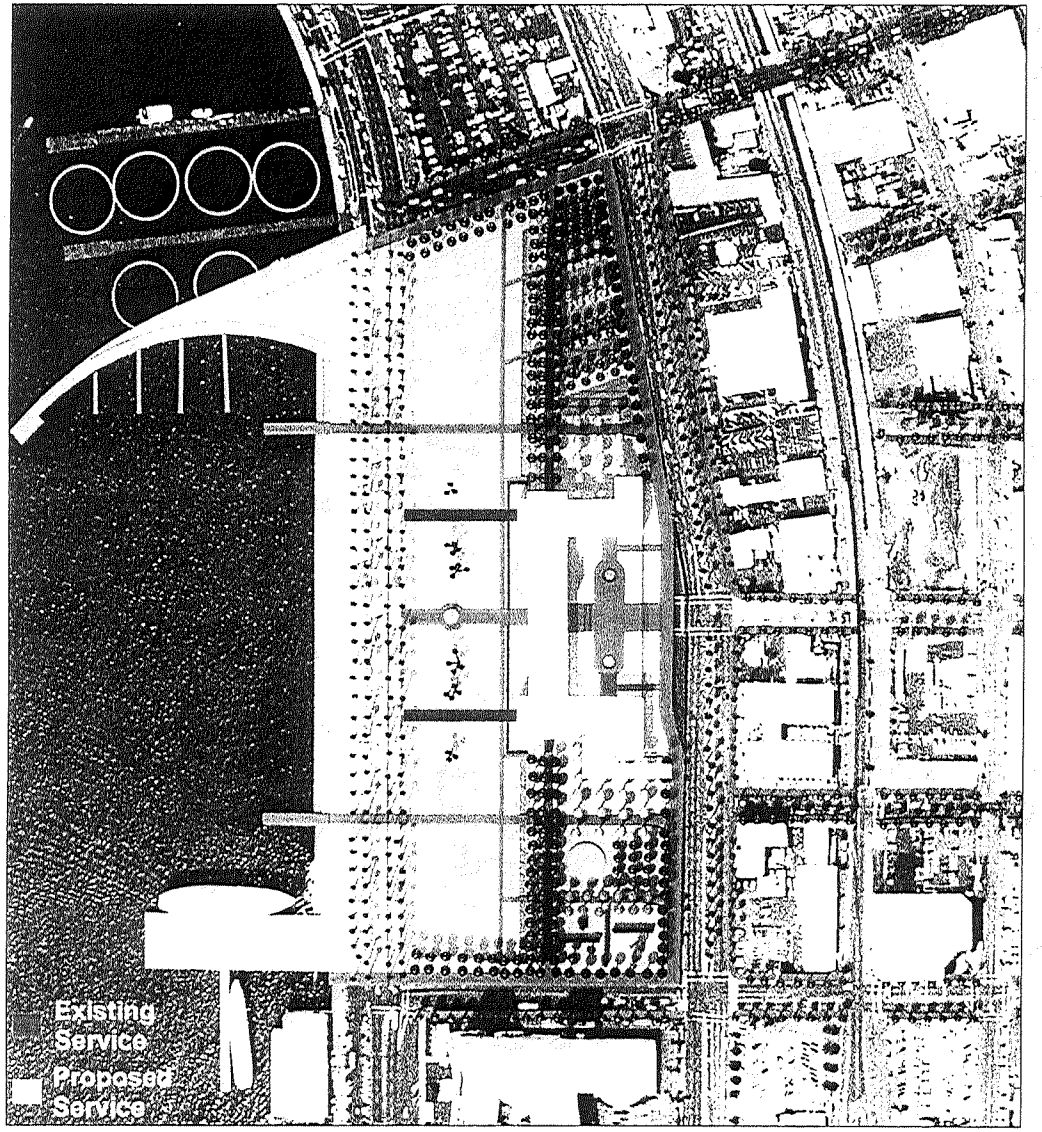
A new restaurant anchoring the southwest corner of the ground floor will further activate the ground floor. It's unique waterfront location within a beautiful historic building surrounded by park space will attract patrons from the surrounding park, the adjacent Maritime Museum, the Bayfront Esplanade, adjacent neighborhoods, and the city at large.

The interior program will spill outdoors onto the proposed 17,000 sq. ft. West Terrace. This terrace, slightly elevated above the grade of the surrounding landscape, will offer spectacular views out over the Bay, the Bayfront Esplanade, the Civic Green, and Civic Fountain.

A broad range of other ground floor program possibilities could include interpretive displays of San Diego County history, regional natural history, or general San Diego information.



30. CAC Ground Floor

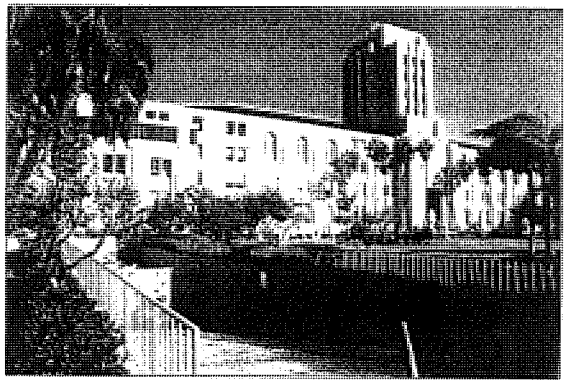


31. Existing and Proposed Service Diagram

Service

Existing service drives slice across the historic core of the landscape west of the CAC building. The west façade of the building was originally conceived as the back, or service side of the building. The activation of the waterfront and parkland west of the CAC building detailed in the CAC Waterfront Park and North Embarcadero Projects will create a second front façade.

The Master Plan envisions a large Civic Green to the west of the CAC building. The photograph below illustrates the impact of the north service drive on this otherwise contiguous open space. Service Drives and delivery platforms should be relocated to the south of the CAC building with the entrance off of Pacific Highway, consistent with the NEA Visionary Plan's proposed role of Harbor Drive as a pedestrian-oriented local access road. Service and storage facilities will be set within an open grove of trees and enclosed within an attractive garden wall. Service delivery at-grade onto the ground floor, as opposed to the basement, will eliminate the need for a trenched access road across the site.



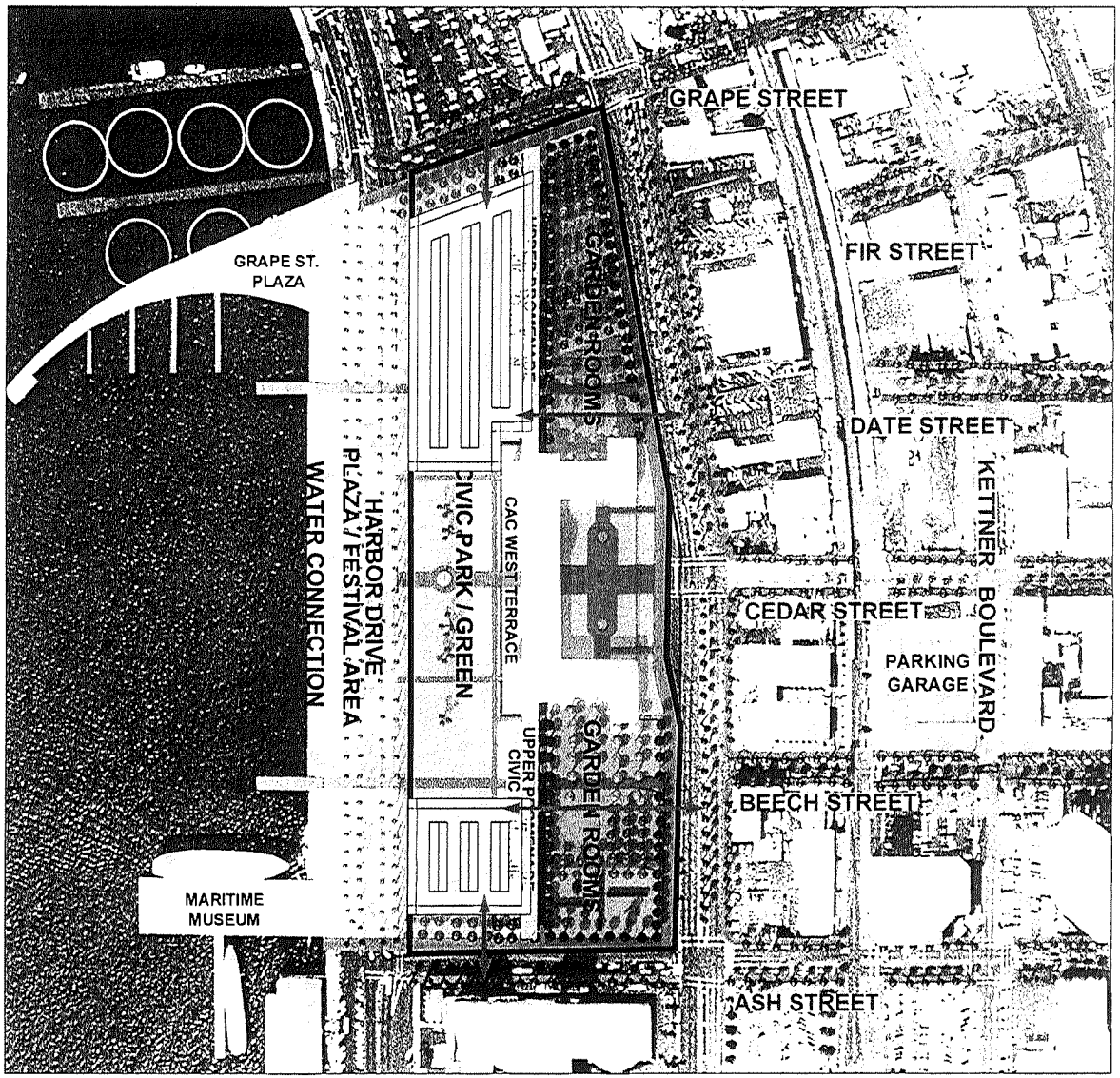
32. Existing Service Drive and Storage

Site and Off Site Issues

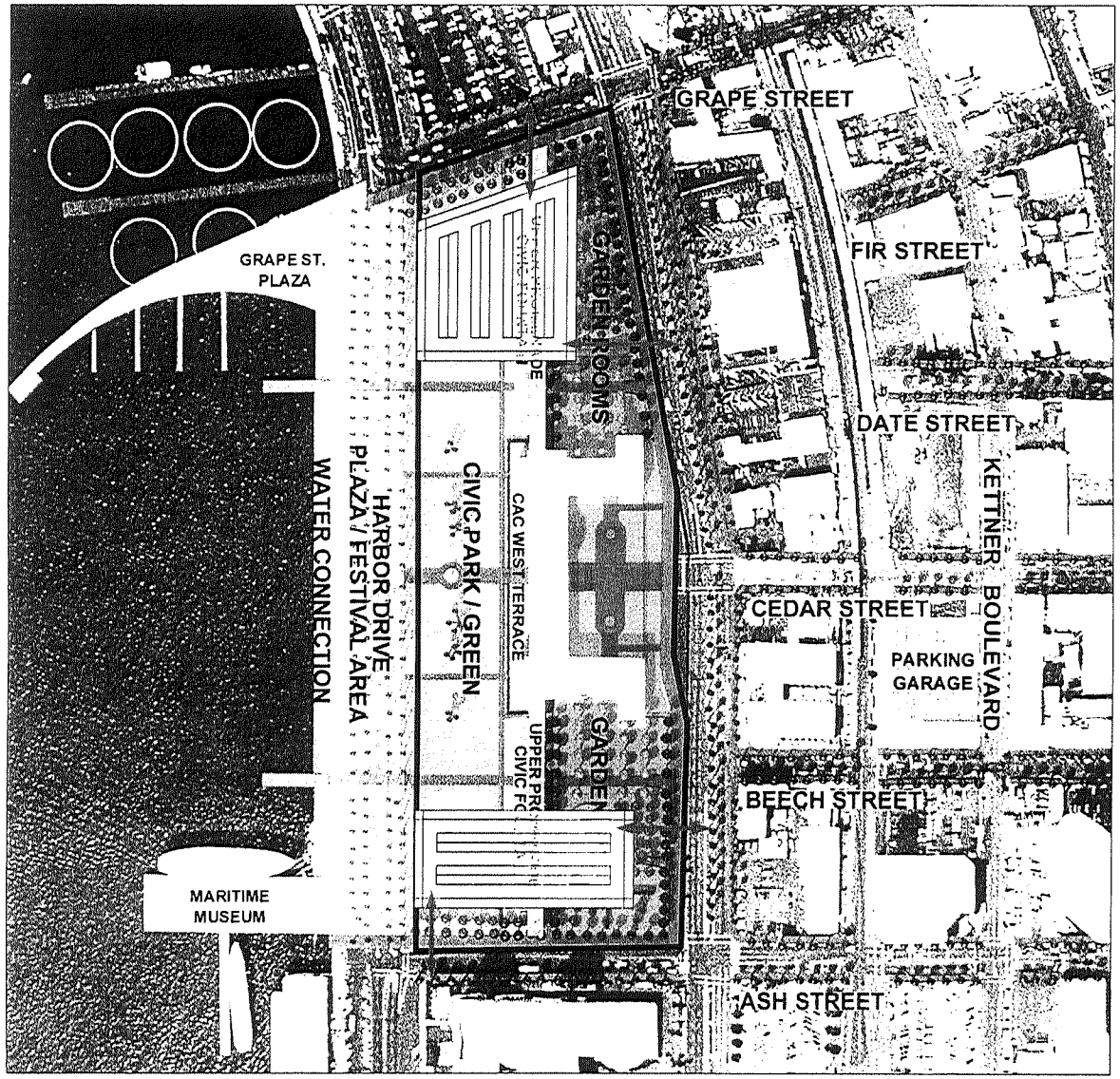
On-Site Parking

Two below-grade parking alternatives have been developed to accommodate 500 cars that currently occupy the north and south surface parking lots. The other 500 cars currently accommodated on-site will be relocated to the off-site Cedar / Kettner parking structure. On-site parking, with the exception of service and disabled parking, will be contained within the below-grade parking structures. These structures minimize negative impacts upon the character of the park and maximize the area of park open space. A fundamental goal of this master plan from the outset has been to "transform parking spaces into park space". The sections on pages 36 and 37 illustrate this transformation. County supervisors, community leaders, and neighbors have led the initiative to reclaim this land for a large public park, diverging from the development concept proposed in the North Embarcadero Alliance Visionary Plan.

Issues such as the relationship of the below-grade parking structures to the water table, and the locations of requisite perforations through the ground plane to accommodate parking structure ventilation and circulation to the park surface, will be evaluated in subsequent schematic design and design development phases.



33. Below-grade Parking - Alternative One



34. Below-grade Parking - Alternative Two

Parking Alternative 1

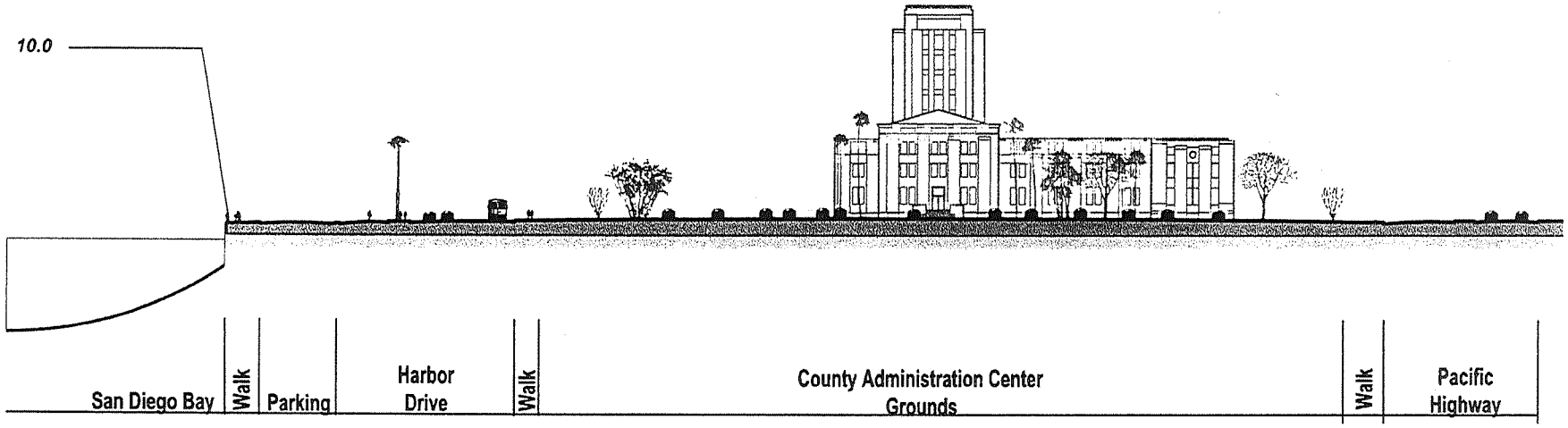
This alternative restricts parking structures to areas beneath the Civic Green and Fountain. The benefit of this location is that significant plantings along the site perimeter and within the Upper Promenade and Garden Rooms would not have to be planted in shallow soils on top of the parking structures. This option does not significantly impact the historic core of the CAC site. The construction of the north parking structure would require the relocation of a large storm water drainage easement (see Opportunities - Constraints Diagram pg. 19).

North Structure - 350 cars. South Structure - 150 cars. Red arrows illustrate approximate access locations.

Parking Alternative 2

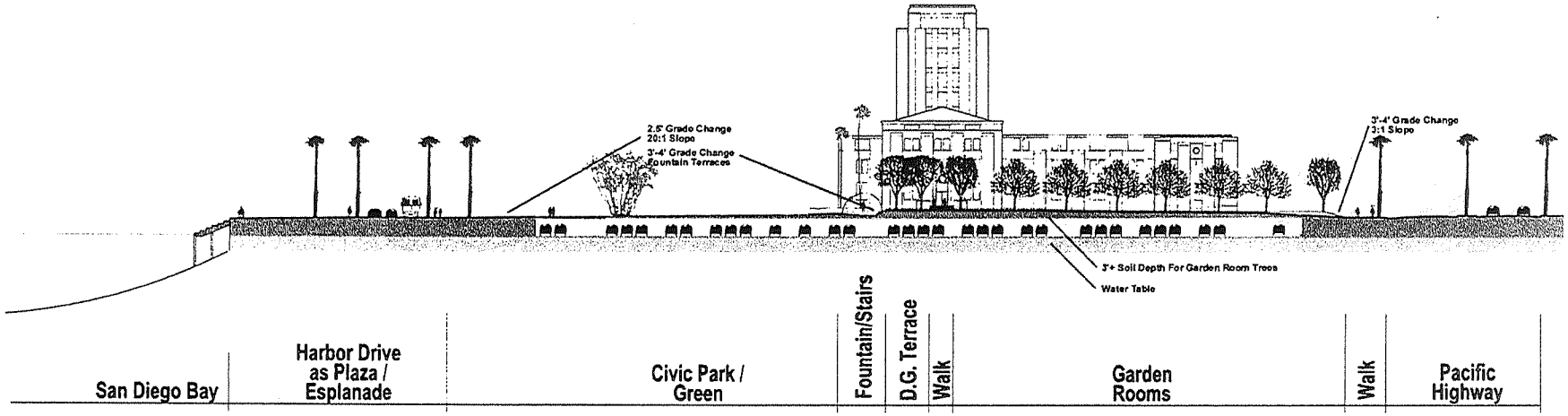
The parking structures in alternative 2 fit within the spaces defined by perimeter plantings and the major east/west utility easements (requiring no major utility relocation). As with alternative 1, there would be no significant impact upon the historic core of the site and no access off of Harbor Drive. A significant number of trees would have to be planted in 3-4 ft. of soil above the south parking structure, as it extends underneath the Upper Promenade and the Garden Rooms. Tree plantings on structure would likely require additional reinforcement of the parking structure to support the additional weight of mature trees and soil.

North Structure - 250 cars. South Structure - 250 cars. Red arrows illustrate approximate access locations.



COUNTY ADMINISTRATION CENTER - Looking North *Existing*

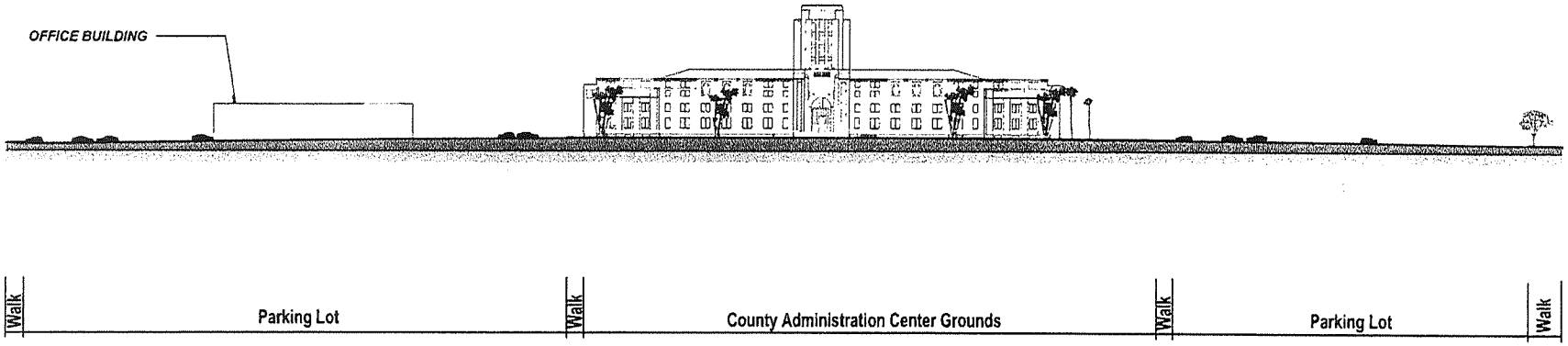
Section / Elevation



COUNTY ADMINISTRATION CENTER - Looking North *Proposed*

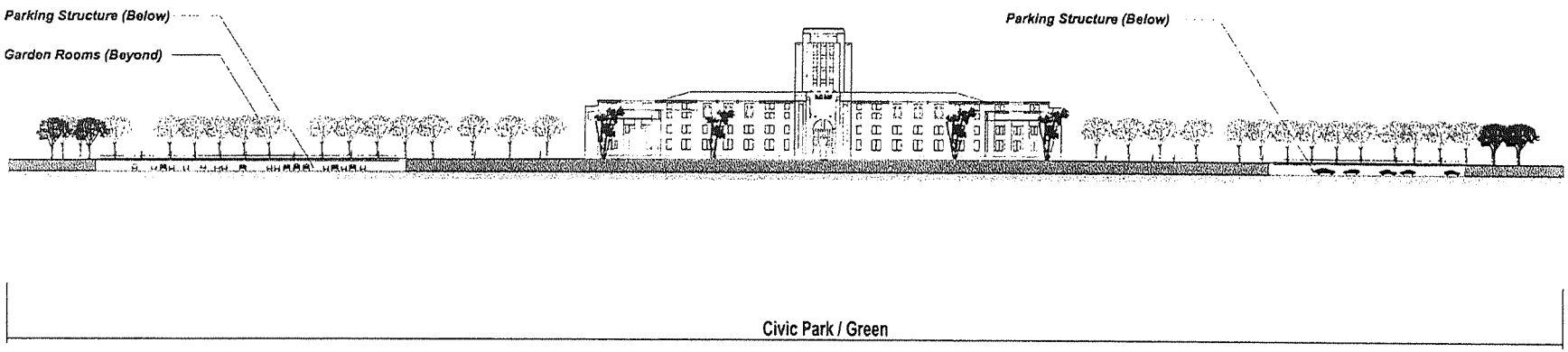
Section / Elevation

35. Sections Looking North - Existing and Proposed



COUNTY ADMINISTRATION CENTER - Looking East *Existing*

Section / Elevation



COUNTY ADMINISTRATION CENTER - Looking East *Proposed*

Section / Elevation

34. Section Looking East - Existing and Proposed

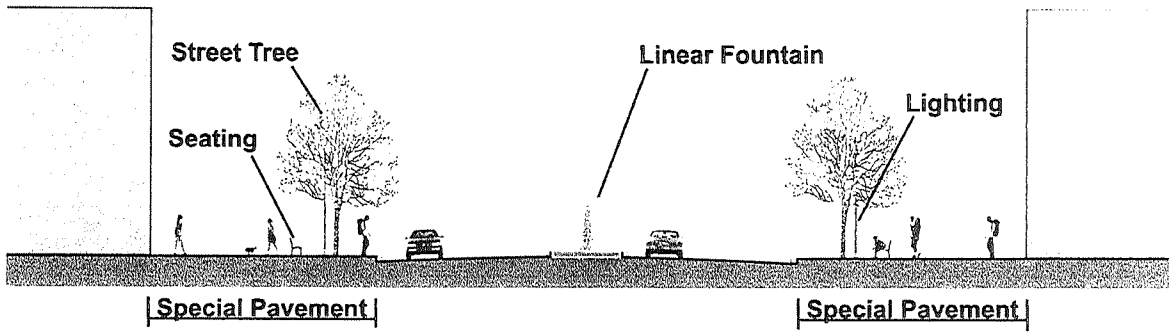
Site and Off Site Issues

Neighborhood Connections

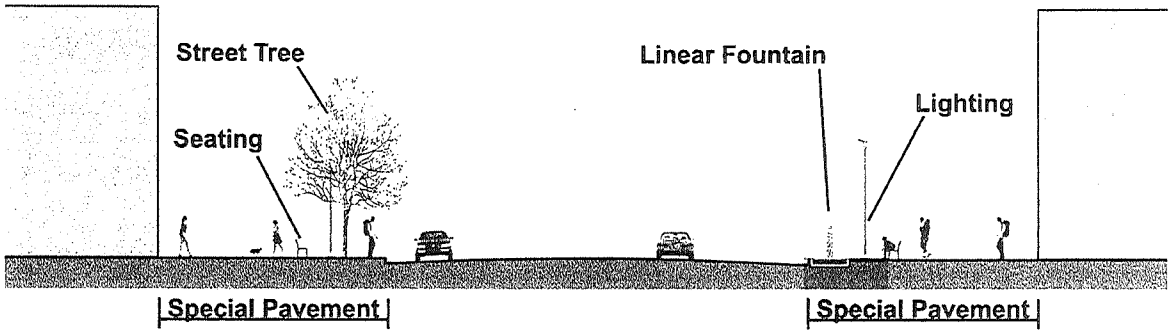
With the transformation of the CAC site into a large waterfront park, a strong desire has arisen among residents and commercial interests in adjacent neighborhoods to enhance connections between these neighborhoods and the new park. Although these connections are not included within the scope of this project, the Master Plan proposes that street tree plantings, special sidewalk paving, seating, and lighting extend from the park up the street corridors into adjacent neighborhoods.

Early planners envisioned Cedar Street, the central east/west corridor, as a broad boulevard linking a complex of civic buildings to Balboa Park. As it turned out, the CAC building was the only civic building built and Cedar Street's potential has not been capitalized upon. The east facade and courtyard of the CAC building provide a dramatic terminus and backdrop for future improvements. The Cedar Street sections (right) show two transformation possibilities. The first alternative shows symmetrical street trees with a central series of fountains, rhythmically placed to give the impression of water cascading down the hillside toward the CAC building and the Bay beyond. The second alternative places street trees and fountains on opposite sides of the street. In both alternatives, special paving, seating, and lighting would make Cedar Street a space to occupy, not merely to pass through.

The Master Plan also examines ways in which the divisive effect of the rail line between Little Italy and the CAC Park could be diminished. The section at right diagrammatically shows how a pedestrian overpass might extend horizontally from the existing grade on the east side of the tracks and ramp down to the lower grade on the west side.

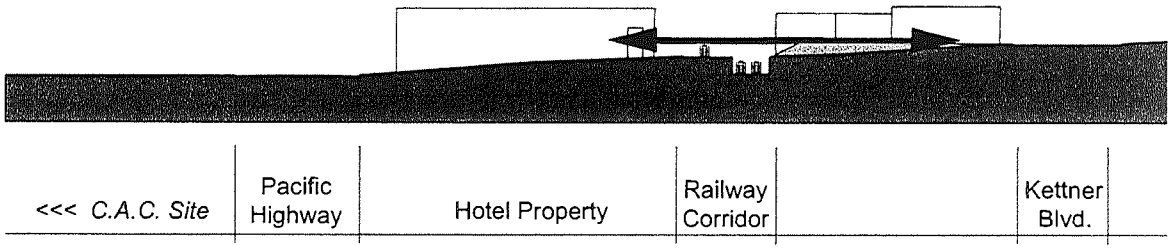


Cedar Street - Section A

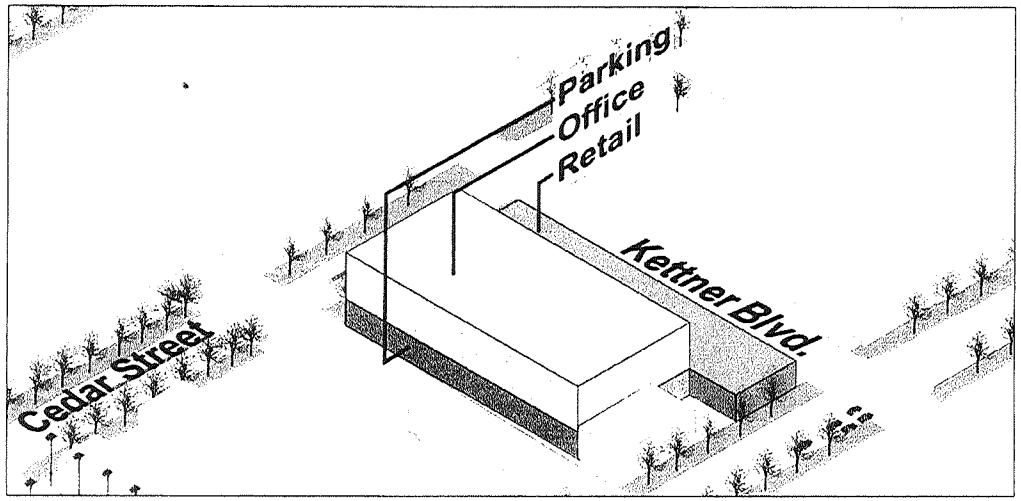


Cedar Street - Section B

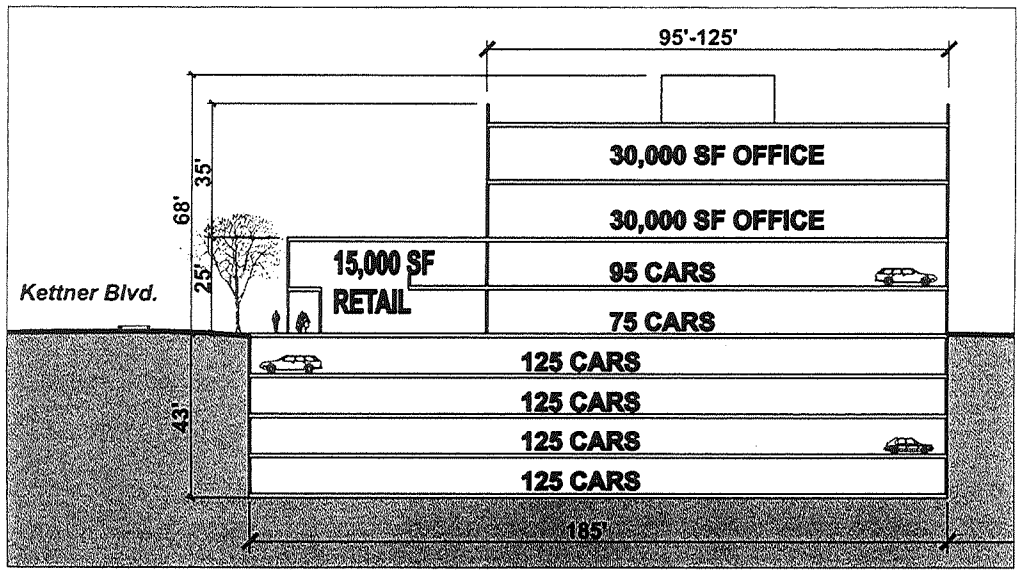
35. Proposed Cedar Street Sections, Looking East



36. Fir Street Pedestrian Crossing Opportunity, Section Looking North



39. Cedar/Kettner Structure - Proposed Massing and Program



40. Cedar/Kettner Structure (Section, Looking South)

Cedar / Kettner Structure

The CAC Waterfront Park will transform the north and south parking lots into park space. In conjunction with this effort, 1000 parking spaces will be removed from the surface of the CAC site: 500 spaces will be remain on-site in below-grade parking structures, another 500 spaces will be relocated to the new Cedar/Kettner development shown in the axonometric and section at left. In addition to the 500 county parking spaces, the Cedar/Kettner development includes 60,000 sq. ft. of office space with 120 dedicated parking spaces, and a 15,000 sq. ft. retail component with 45 dedicated parking spaces.

The structure is wrapped on its Cedar and Kettner sides by a 25' high retail space. The stepped profile of retail and office spaces minimizes street shading and helps the building fit within the neighborhood scale of adjacent buildings. Parking is contained within the heart of the building and placed below grade.

Program Total - 75,000 sq. ft:
Office - 60,000 sq. ft.
Retail - 15,000 sq. ft.

Parking Total - 625 Spaces:
County - 500 spaces
Office - 120 spaces, (2 per 1000 sq. ft.)
Retail - 45 spaces, (3 per 1000 sq. ft.)

Components of the Plan

Design Structure

Overall Plan

Garden Rooms North

Garden Rooms South

Fountain / Upper Promenade

Civic Park / Green

Esplanade / Civic Plaza / Water Terraces

Process

Design Structure

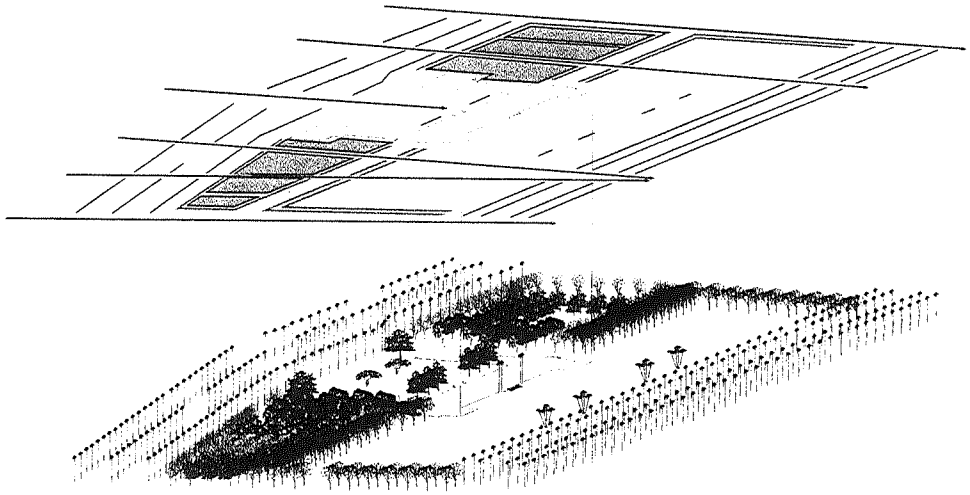
The design structure of the CAC Waterfront Park relies primarily on the layering of three diagrammatic structures; the east/west program distribution (detailed on pages 28-29), the vegetation structure, and the circulation network. These layers intersect, overlap and meld together to create a dynamic series of spaces and park conditions conducive to a wide range of park activities.

Vegetation Structure

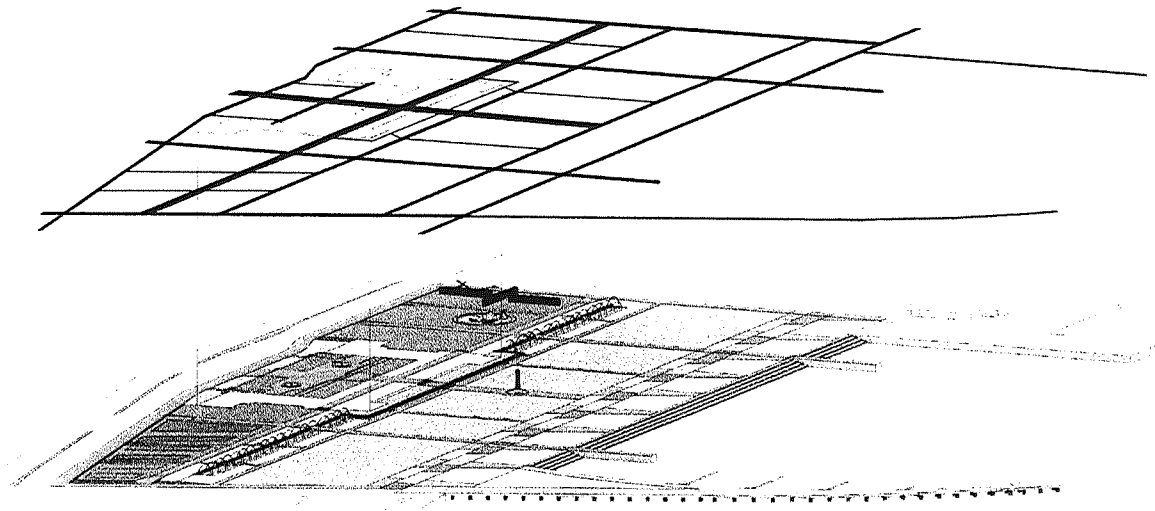
Trees are the park's primary vertical element. Linear tree plantings frame and enclose the Civic Green and Garden Rooms. Groves, tree rows, specimen trees, and thematic gardens define the unique character of each Garden Room, as the historic vegetation within the CAC east courtyard currently defines that unique space. Wider spacing between the tree rows bordering the primary east/west paths helps retain and enhance view corridors through the site (red arrows in diagram 41). The frame of trees defines the Civic Green, shades the Upper Promenade, and serves as a threshold between the Garden Rooms and the Civic Green. Pacific Highway and Harbor Drive have been transformed through the planting of multiple rows of palm trees. The palms give a sense of rhythm and containment of the park space, without blocking views of the park or bay.

Pedestrian Circulation Network

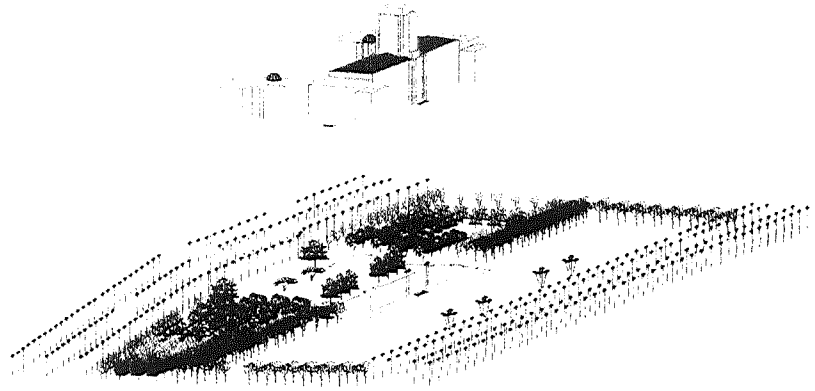
The pedestrian circulation network is the armature of the park. The park's central north/south and east/west paths are aligned with the entries and corridors of the CAC building. Pathway extensions of the city street grid feed into the Garden Rooms from neighborhoods to the east. Primary east/west paths, aligned with the Date and Beech Street view corridors, traverse the park and extend into the bay, creating a strong connection between the park and its waterfront.



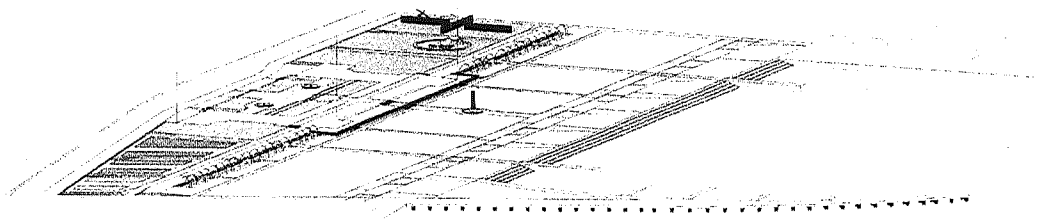
41. View Corridors (Red) and Vegetation Structure



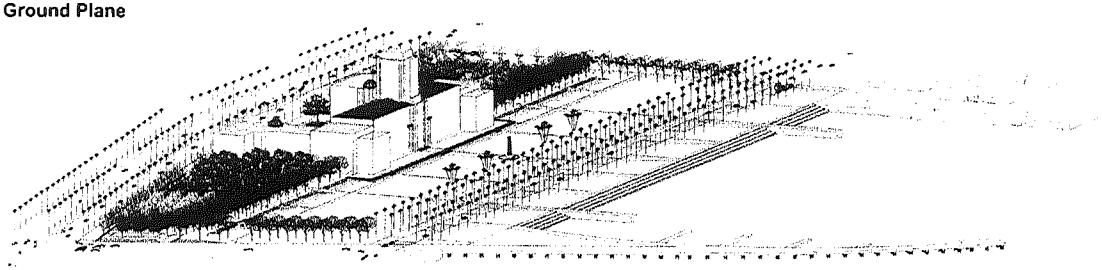
41. Pedestrian Circulation



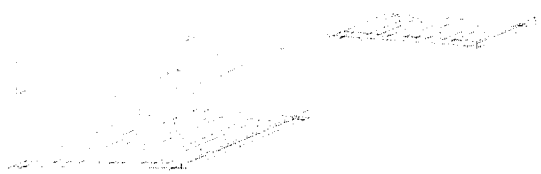
Canopy Layer



Ground Plane



Composite Structure



Below-grade Parking / Water Table

42. Design Structure - Park Layers

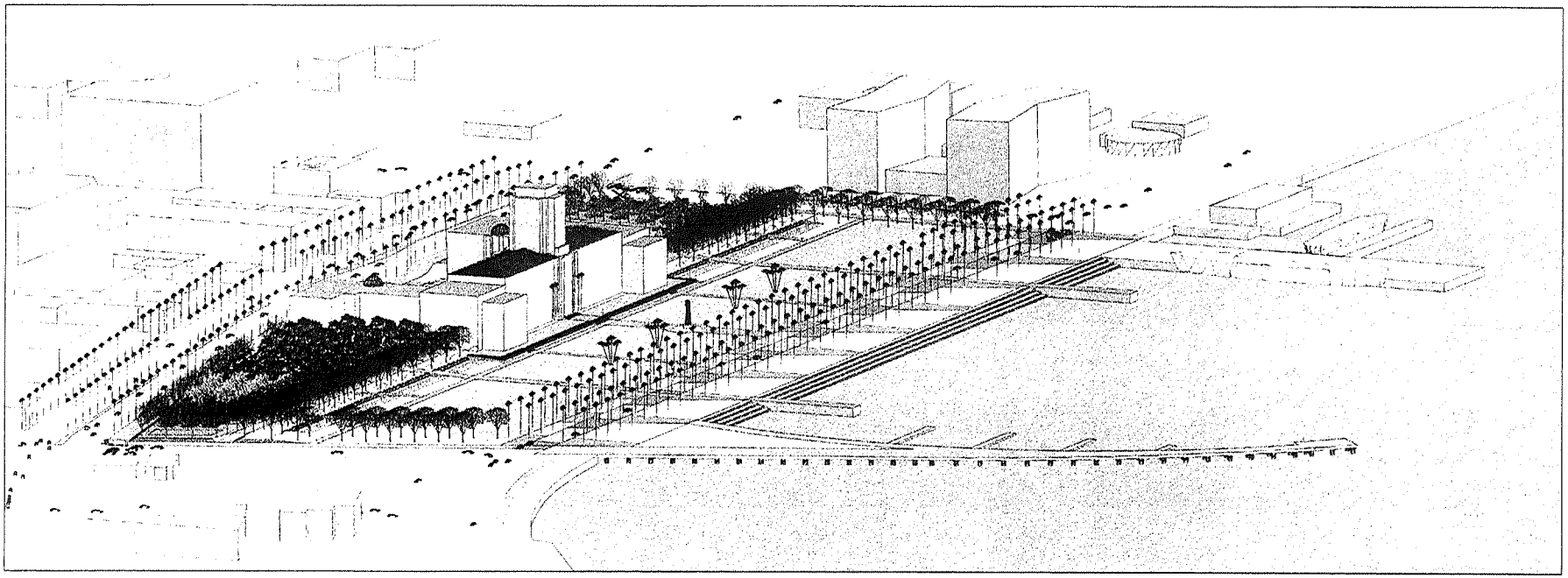
Components of the Plan

Overall Plan

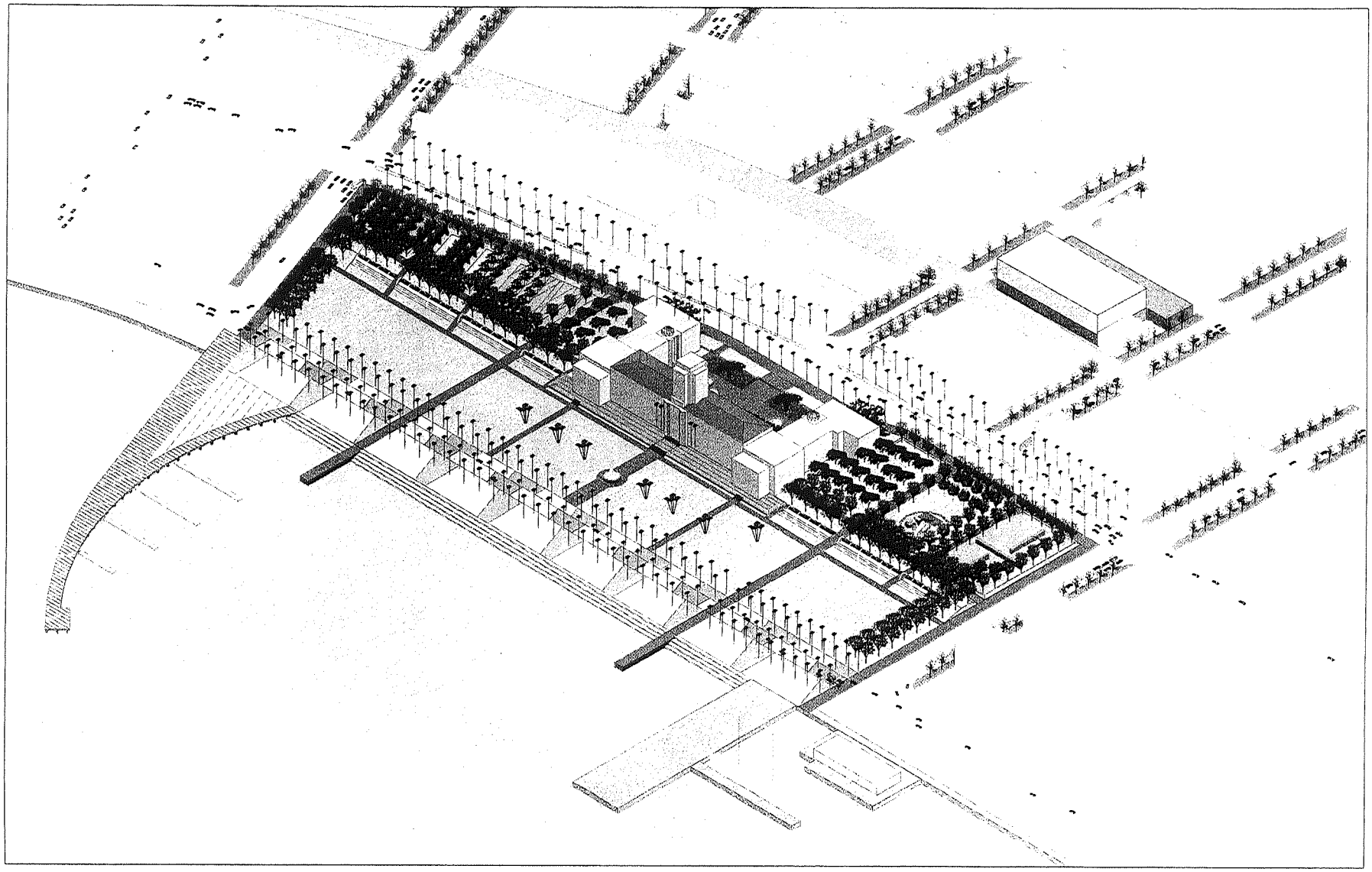
Responding to the demands of the evolving North Embarcadero District, this Master Plan proposes a Waterfront Park designed to meet current specific needs, while remaining flexible enough to satisfy unanticipated future demands.

The design specifies a wide diversity of spaces and programmed uses: active and passive, sunny and shaded, exposed and sheltered, ambulatory and sedentary, garden, grove, lawn, plaza etc.... Collectively these spaces create a comprehensive and cohesive Waterfront Park, well integrated with its neighborhood and historical context.

The following chapter describes each of the major park spaces in more detail. Perspective sketches, giving an eye-level impression of the character of these spaces, supplement the details taken from the overall axonometric drawing to the right.



43. Overall Site Axonometric



44. Overall Site Axonometric

Components of the Plan

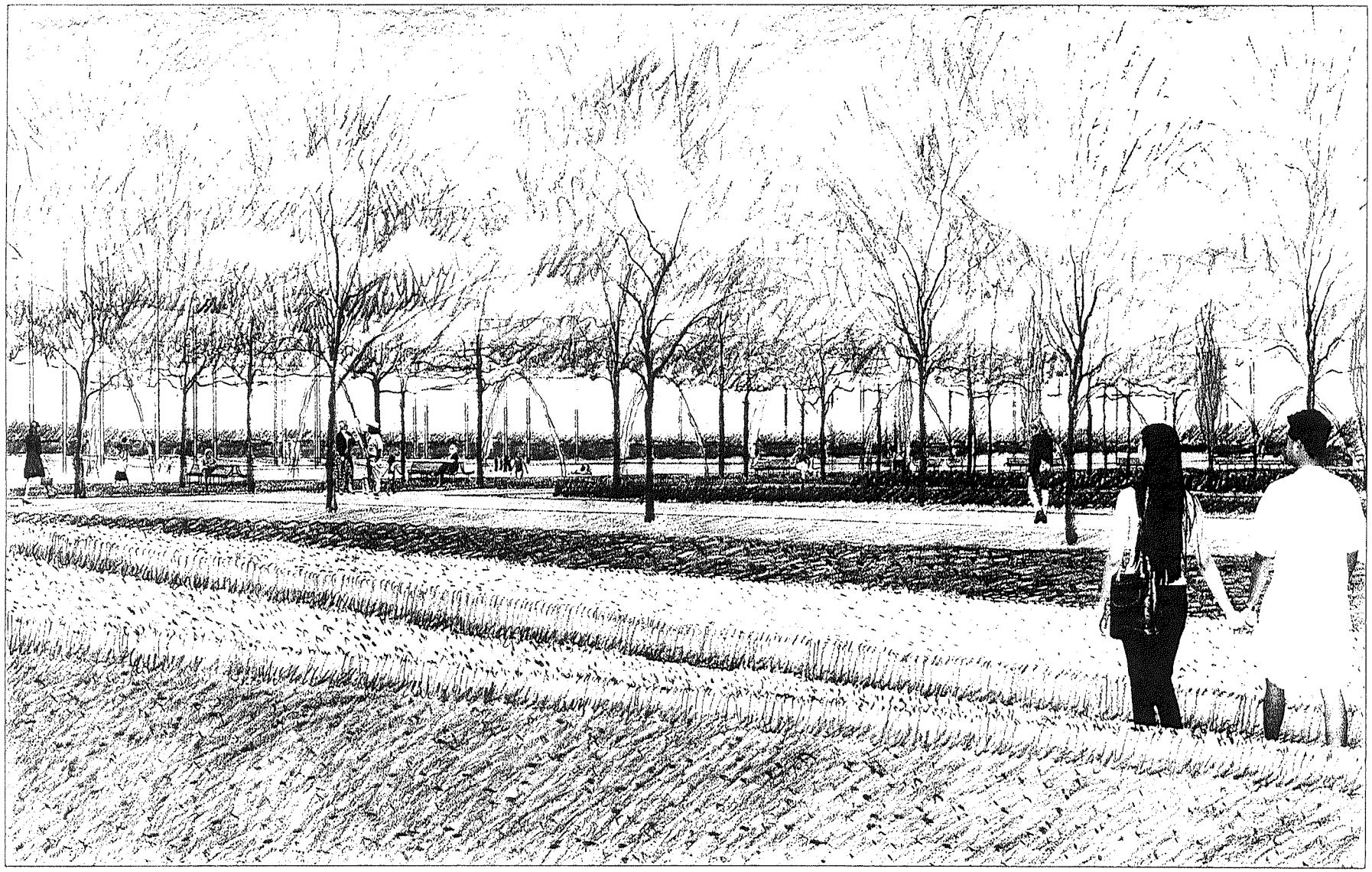
Garden Rooms North

Garden Rooms extend north and south from the CAC building. They are contained between a central path, emanating from the north and south entrances of the CAC building, and Pacific Highway. They are predominately green, with an emphasis on planting, and offer a feeling of enclosure and intimacy, in contrast to the vast open Civic Green. A 2.5-3' grade change and vegetation screening adds to a perception of separation from the road traffic and noise of Pacific Highway. Ample fixed seating, tables, chairs, and lighting help create intimate and occupiable spaces. Garden Rooms could be venues for organized activities such as weddings, holiday celebrations, music events, performance, botanical tours, and various passive activities.

The North Garden Rooms emphasize botanical collections and display gardens; native plants, Mediterranean plant materials, grasses, and groves.

Room 1 - Dense grove of trees and shrubs screen the busy intersection of Grape Street and Pacific Highway while providing a shaded place of respite.
Room 2 - Tree rows are inter-planted with native and water conscious plant display gardens.
Room 3 - Diverse grasses and low hedge plantings create a highly textured mosaic on the ground plane in spaces defined by tree rows.
Room 4 - This Diversity Garden represents the wide range of exotic plants well adapted to San Diego's unique climate. A widely-spaced grove lightly shades the gardens below.

45. Garden Rooms North



46. North Garden Rooms - Looking Northwest

Components of the Plan

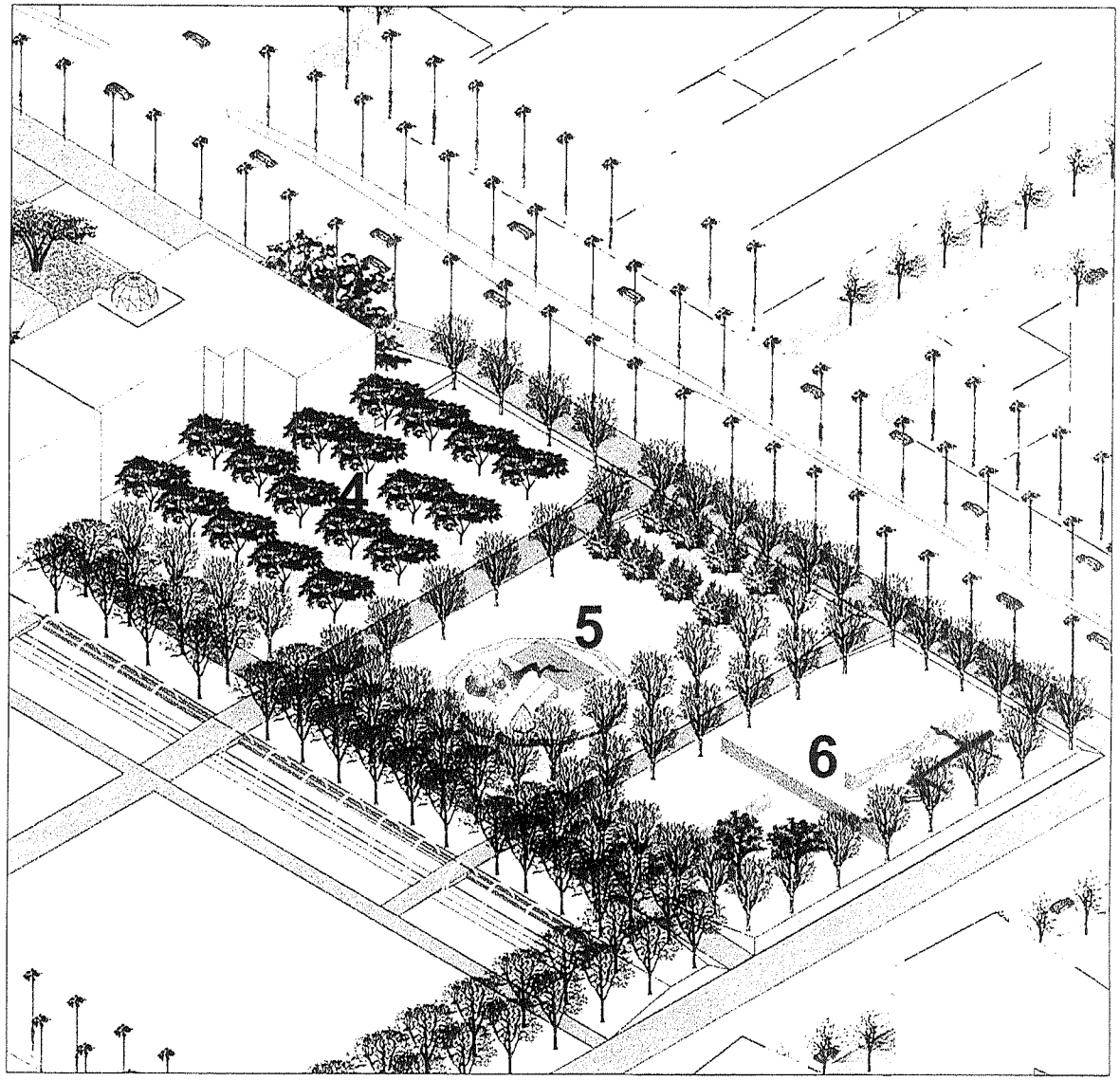
Garden Rooms South

The South Garden Rooms are characterized by a combination of plantings and program. Trees, hedges and vines define garden rooms in which program plays a significant function.

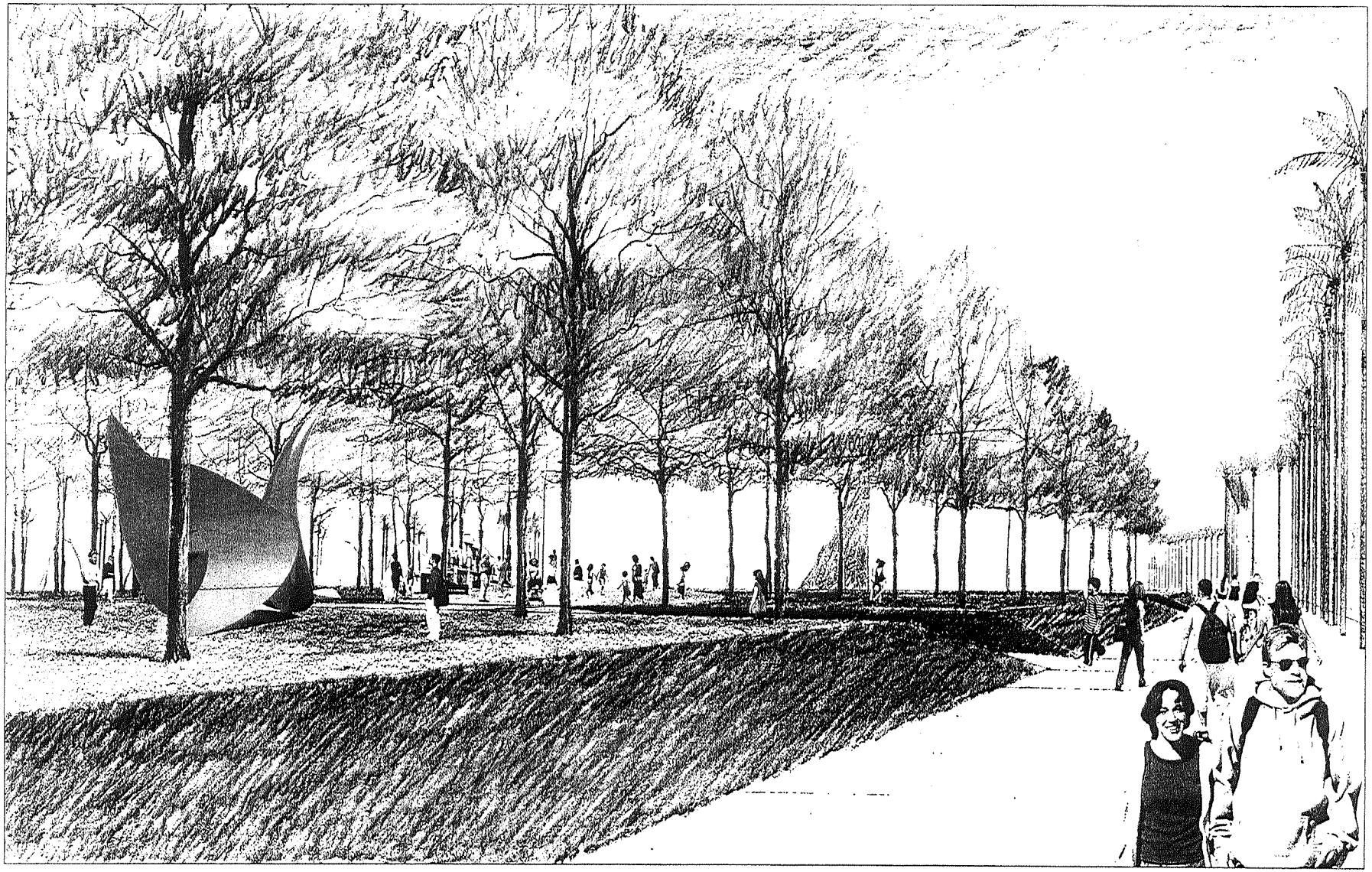
Room 4 - This Diversity Garden represents the wide range of exotic plants well adapted to San Diego's unique climate. A widely-spaced grove lightly shades the gardens below.

Room 5 - A children's Play Garden is separated from Pacific Highway by a grove of whimsical trees. Plant materials that children can interact with are selected for textural variation, color, scent and durability. The Children's Play Garden enhances the park's connection to adjacent neighborhoods.

Room 6 - The Sculpture Garden at Pacific Highway and Ash Street creates a cultural link with downtown. Intimate sculpture rooms are defined by hedge and vine "walls". Civic-scale sculpture is placed along streets for external viewing, while smaller pieces are placed within interior spaces.



47. Garden Rooms South



48. South Garden Rooms from Pacific Highway

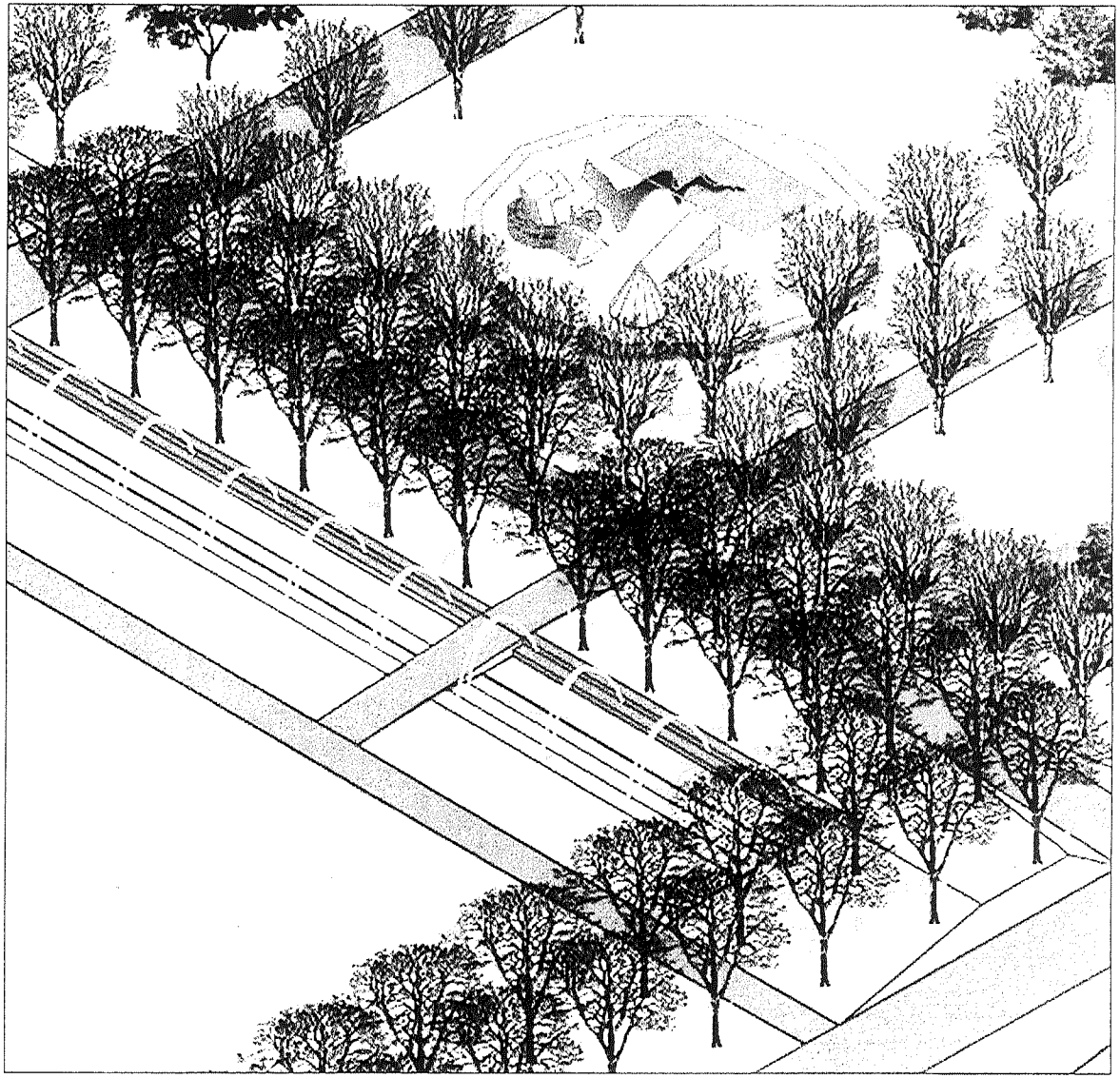
Components of the Plan

Fountain / Upper Promenade

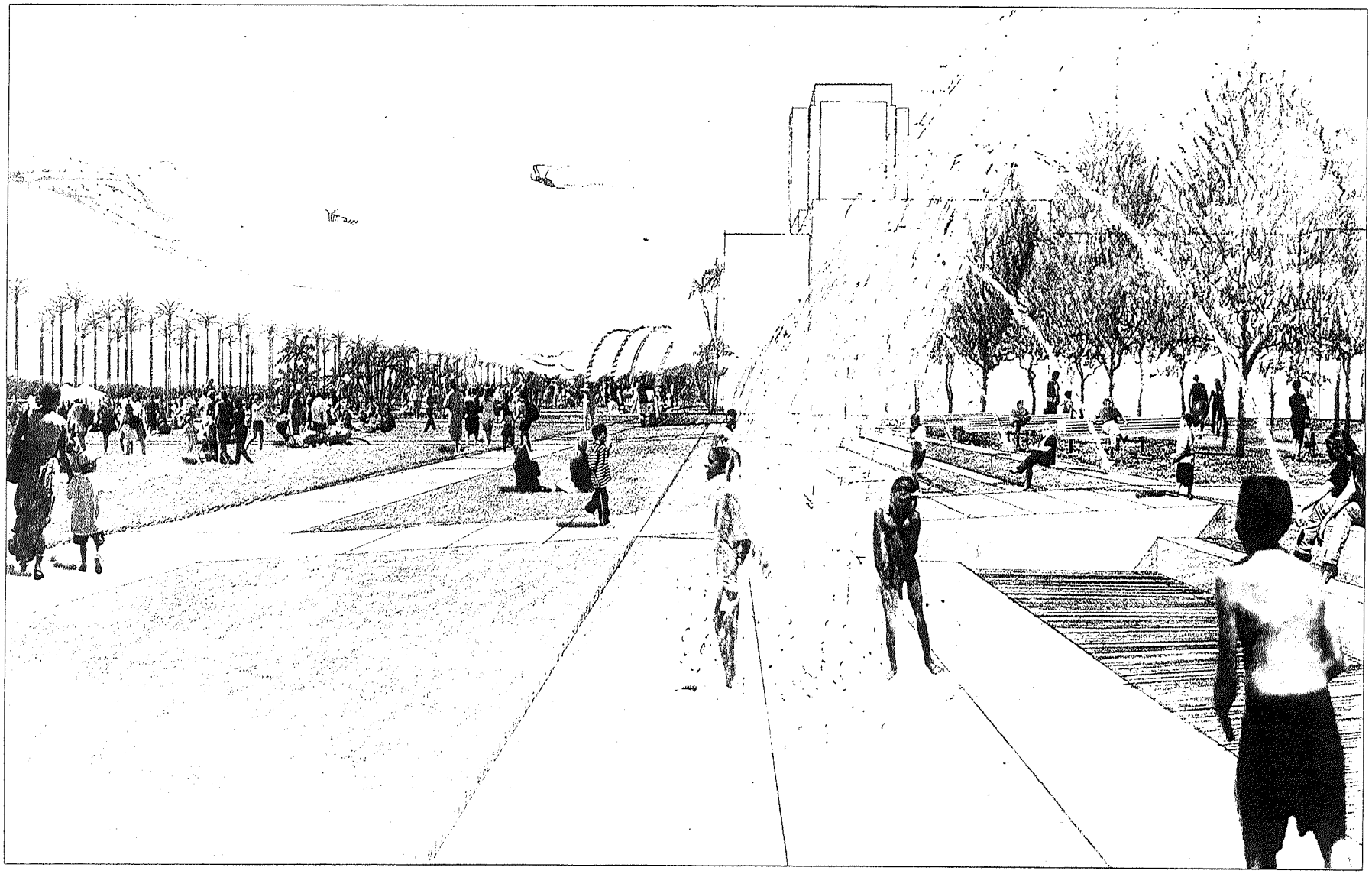
The Upper Promenade and Civic Fountain cumulatively define a spine of passive/contemplative space running the length of the park. This area is well insulated from the noise of Pacific Highway, and the activity of the Civic Green; the Civic Fountain creating a sound wall of white noise to the west, and the Garden Rooms buffering highway noise and visual chaos from the east. The slightly elevated Upper Promenade and Fountain steps offer commanding views of the Civic Green, Esplanade and San Diego Bay.

Fountain steps, capitalizing on the grade change between the Garden Rooms and the Civic Green, serve as integral seating overlooking fountain activities and the broad vistas beyond. Shallow wide steps on the west edge of the fountain serve as a play area for children or adults who want to frolic in the cascading water. The Fountain, extending wing-like from the CAC building, creates a perceptual connection between the Park and the Bay. Jets emerge from the higher ground and cascade toward the Bay. East / west paths ramp down between fountain jets, connecting the higher grade of the Upper Promenade and Garden Rooms to the lower grade of the Civic Green.

Ample back-to-back benches, a double row of trees, and pedestrian-scale lighting define intimate rooms within the larger Upper Promenade. These rooms are well suited to passive activities such as people watching, sitting, or walking. The permeable decomposed granite surface allows intensive use without diminishing growth of trees. The Fountain and Upper Promenade create a threshold between the very public Civic Green and the intimate Garden Rooms.



49. Fountain



50. Upper Promenade, Fountain, Civic Green Looking North

Components of the Plan

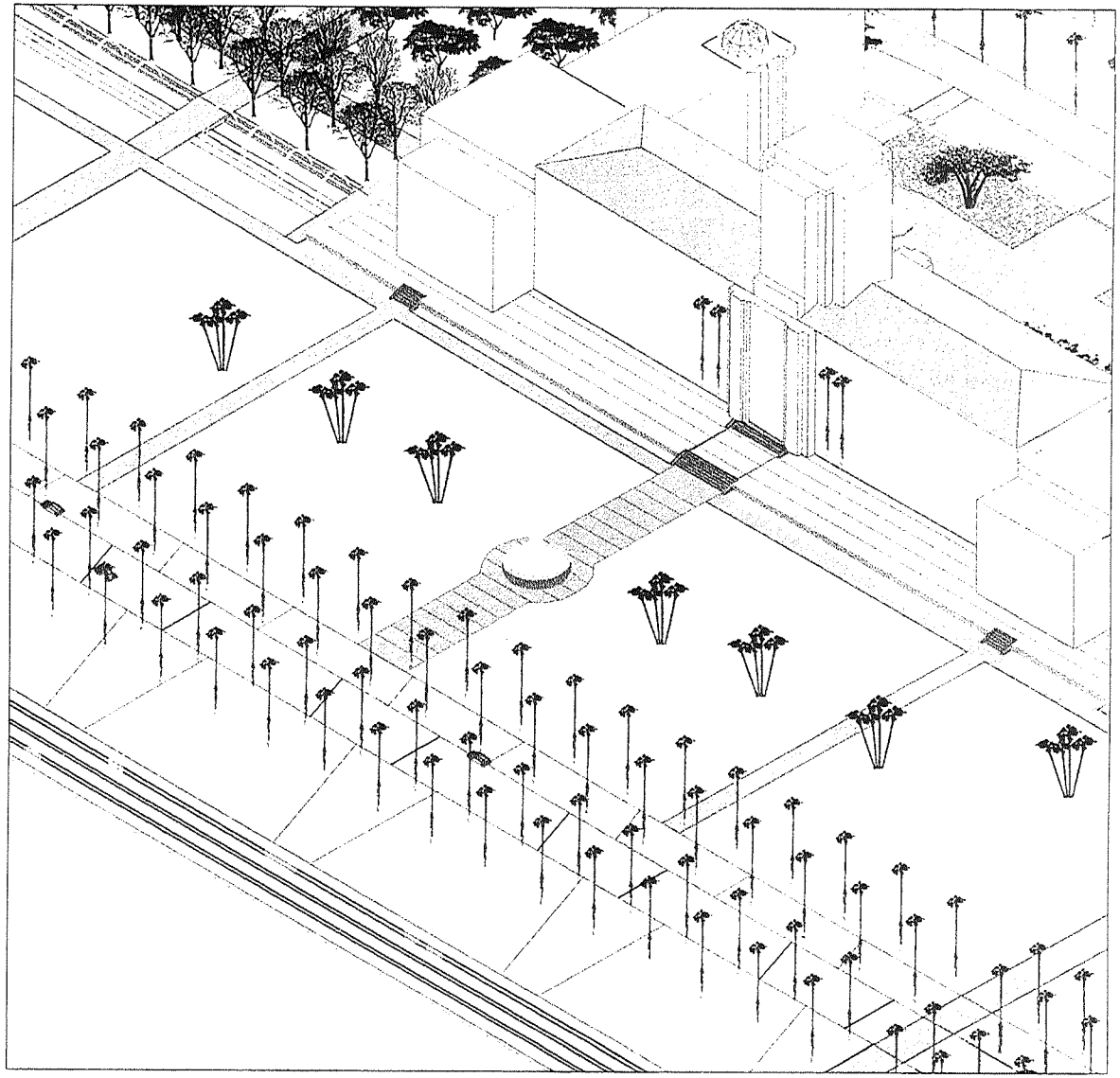
Civic Park / Green

The Civic Green is a large, open grassy expanse, stretching the entire length of the Park between Grape and Ash Streets and from the CAC Building to Harbor Drive. The Green's openness is its predominant quality and key to its flexibility in satisfying different scales of use. This openness showcases the historic building within a setting of appropriate scale and grandeur. It also provides for unobstructed views from the CAC building and Upper Promenade outward to the Bay, and views of the CAC building from Harbor Drive and the Bayfront Esplanade.

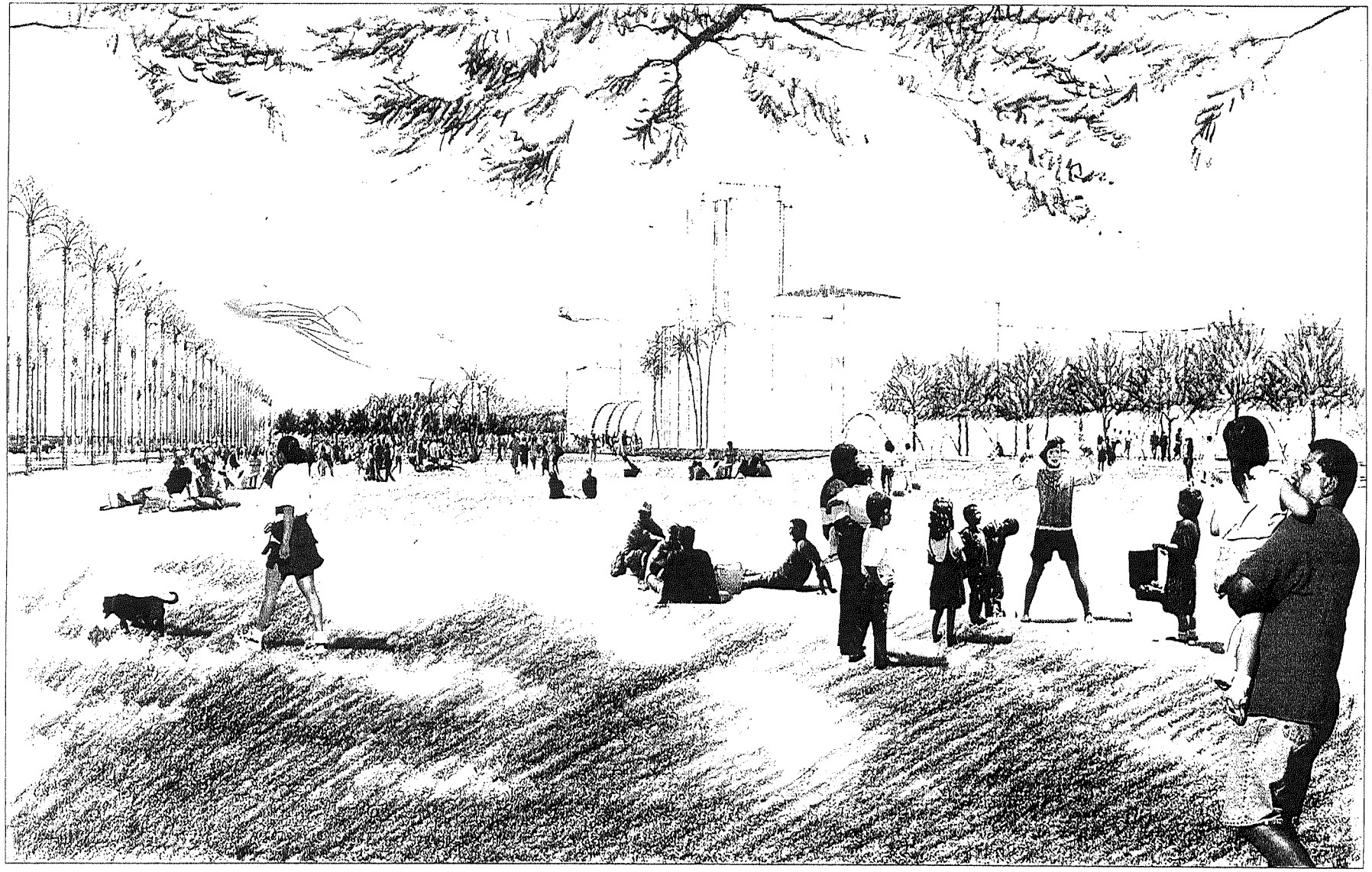
The West Terrace, extends the higher grade of the Garden Rooms and Upper Promenade around the west side of the CAC building. It provides spill over space for the CAC interior program, particularly the restaurant and Supervisors Chambers, while facilitating circulation between north and south Garden Rooms and Promenade areas.

The Civic Green will be San Diego's central civic gathering space. Trees offer desirable shade and provide a strong frame around the Green's perimeter. Senegal Palms and the "Guardian of Water" sculpture define the historic core of the landscape and create a porous screen between the north and south ends of the Green.

The programmatic possibilities for such a large open activity platform are limitless. Groups of people could be engaged in highly active recreation such as kite flying, frisbee, and pick-up ball games, while others could be reading, picnicking, napping, and sunbathing. On other occasions, tens of thousands of people could be packed onto the Green for a civic function, festival, or fire works display.



51. Civic Green



52. Civic Green - Looking North

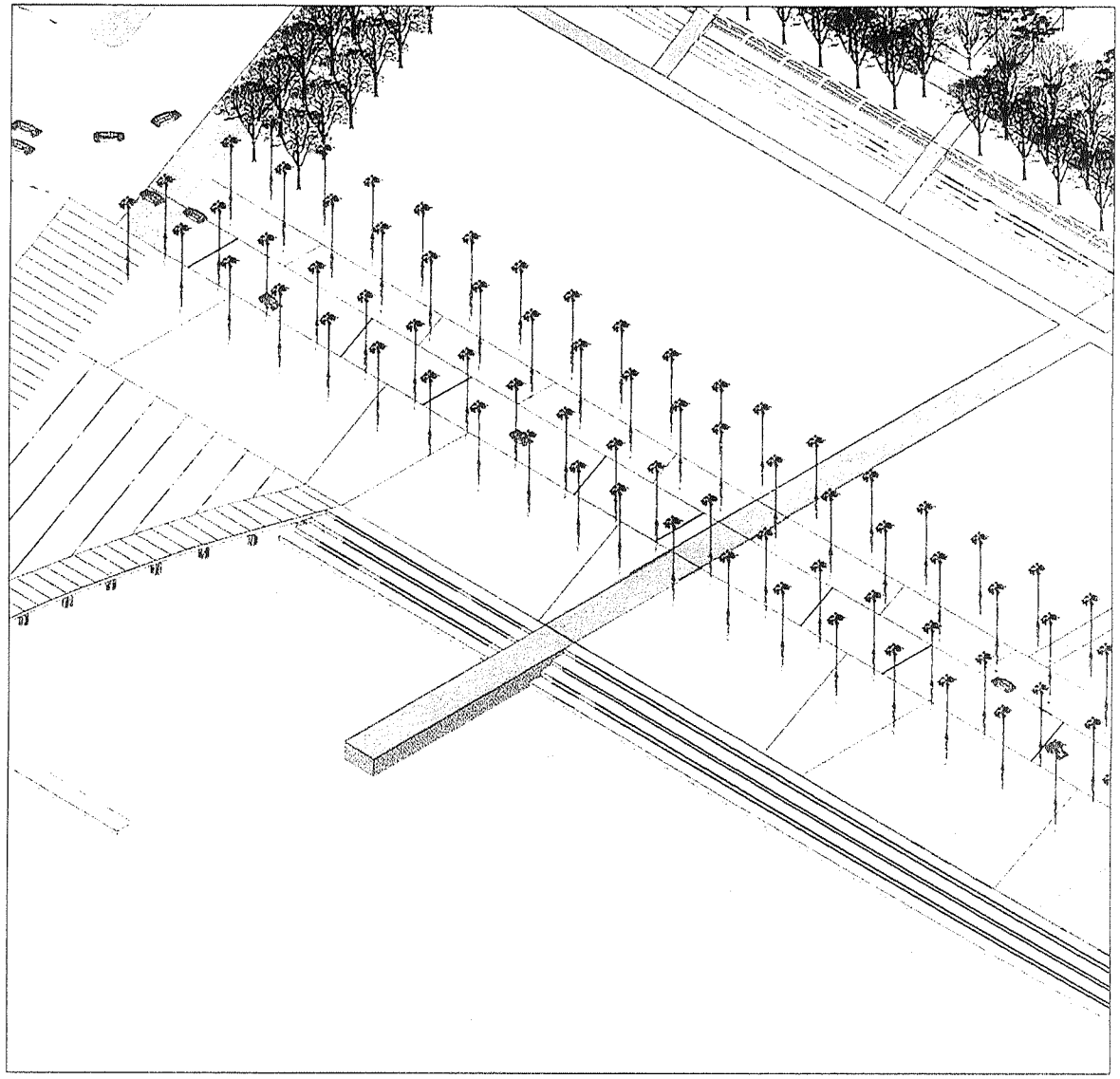
Components of the Plan

Esplanade / Civic Plaza / Water Terraces

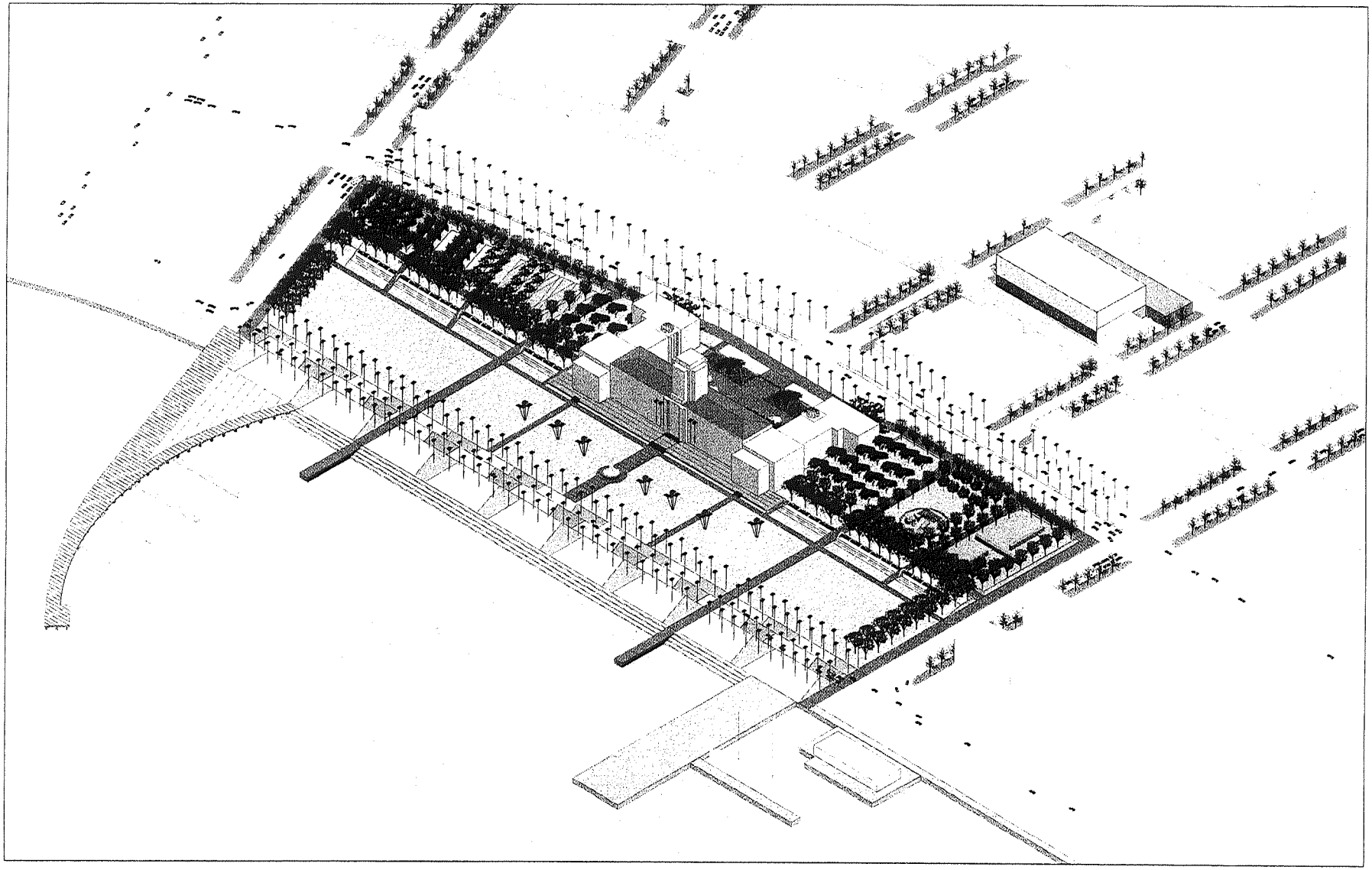
Consistent with the North Embarcadero Alliance Visionary Plan, Harbor Drive is transformed into a low-speed three-lane driving corridor. Traffic calming measures combined with Waterfront Park and Bayfront Esplanade improvements encourage Harbor Drive's use as spine of pedestrian/bicycle circulation and activity. Activity synergistically flows back and forth between the Park and the Esplanade and piers. The crescent-shaped Grape Street Pier, to the north, and the relocated Maritime Museum, to the south, define the boundaries of the CAC Waterfront. The CAC Waterfront remains physically and visually unobstructed, thus preserving one of San Diego's finest remaining view sheds.

Special paving, lighting, and furnishings on Harbor Drive and the Esplanade form a continuous plaza between the Civic Green and the Waterfront. An offset zipped paving pattern distinguishes driving lanes from pedestrian zones. Double rows of palm trees complete the transformation of Harbor Drive into a plaza. The Bayfront Esplanade widens at Grape Street where it joins the recreationally programmed Grape Street Pier. Harbor Drive has the potential to be closed to traffic to create a staging grounds for tents, performance stages, and seating, during special events, concerts, parades, festivals, athletics, farmers markets, and fireworks displays. Terraces stepping into the Bay allow a physical interaction with the water and provide ample seating oriented outward to the Bay.

Areas west of the CAC site (Harbor Drive, Grape Street Pier, Esplanade) are under the jurisdiction of the North Embarcadero Alliance and its design architect.



53. Esplanade / Civic Plaza / Water Terraces

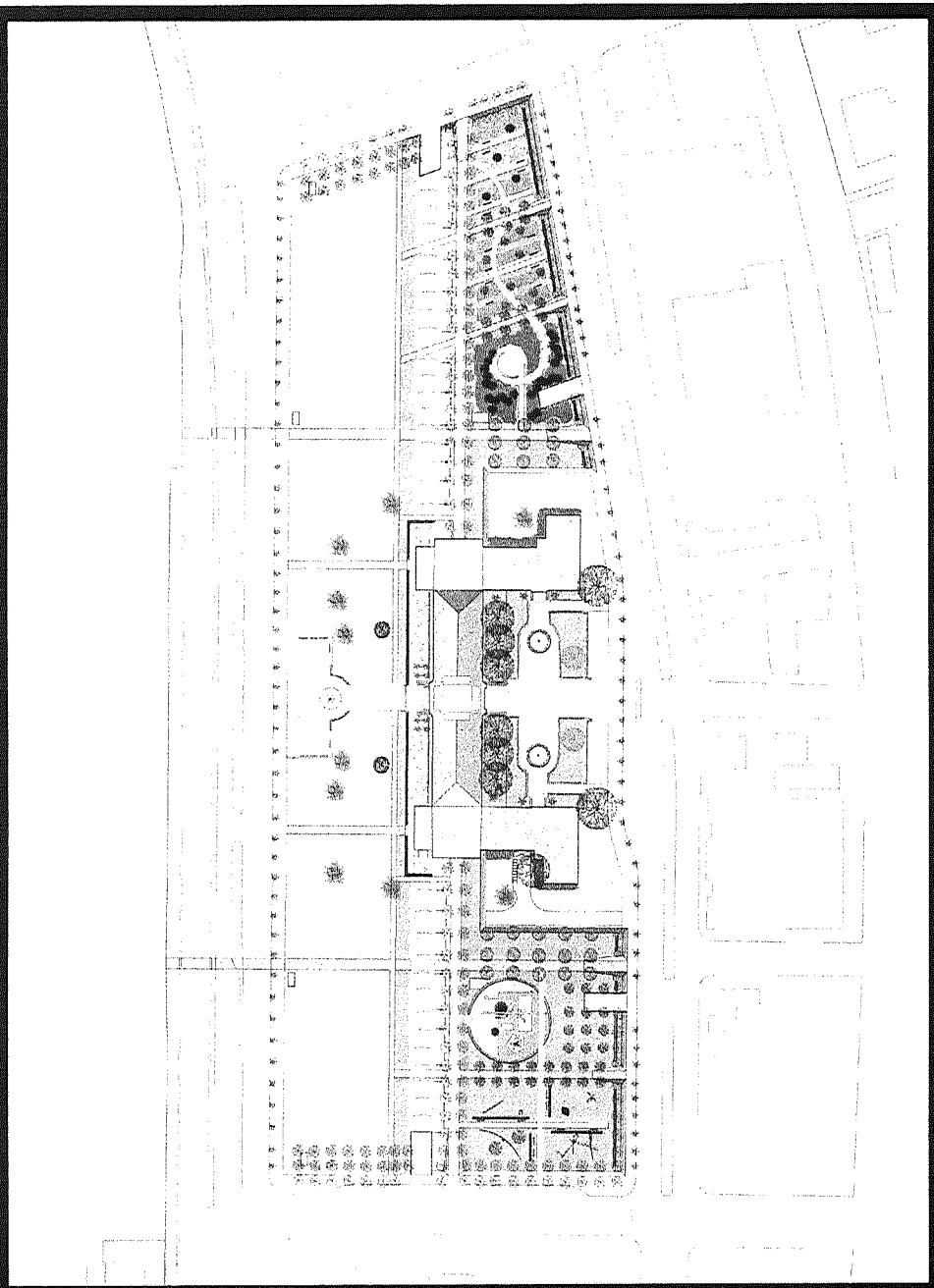


54. Overall Site Axonometric

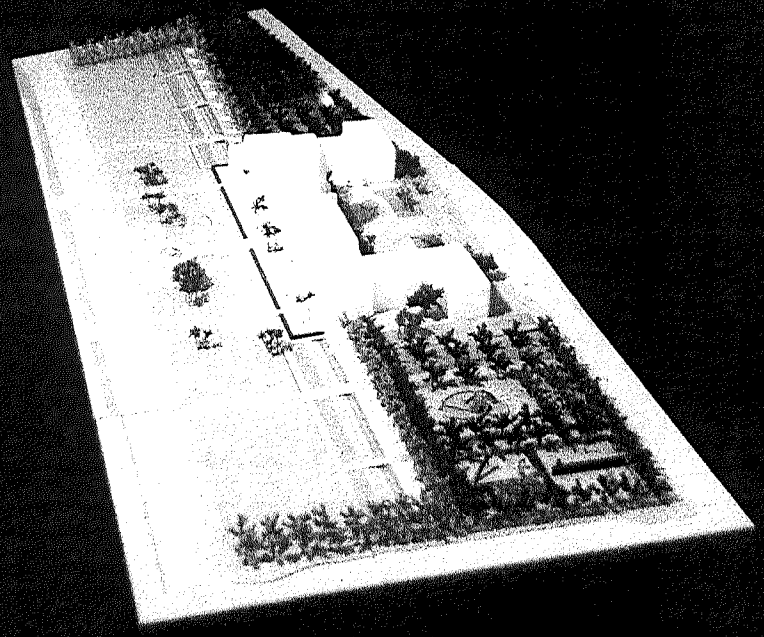
Selected Project Plans/Perspectives

June 18, 2002

Prepared by Hargreaves Associates



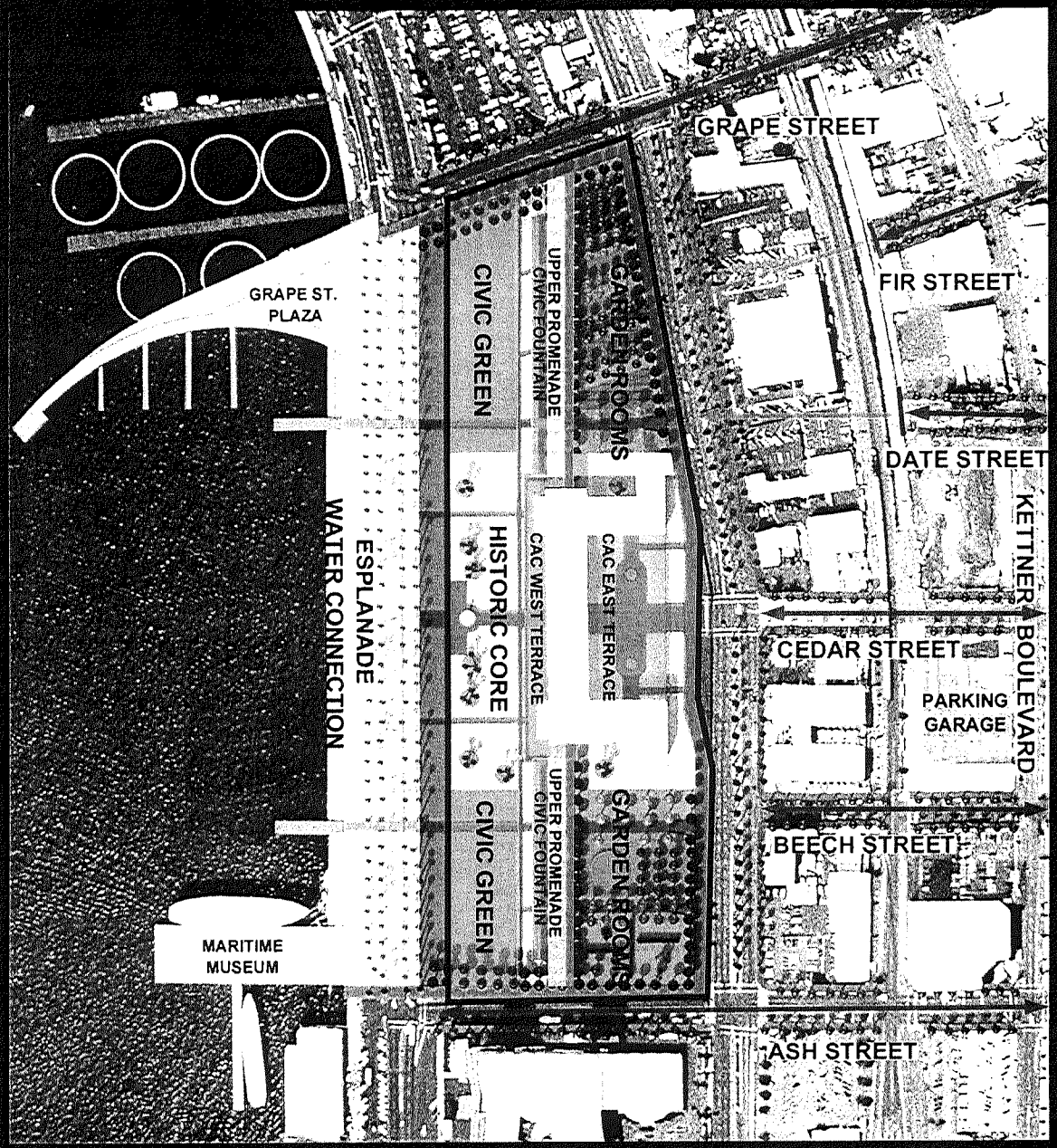
CAC WATERFRONT PARK
Schematic Design Plan



June 18, 2002

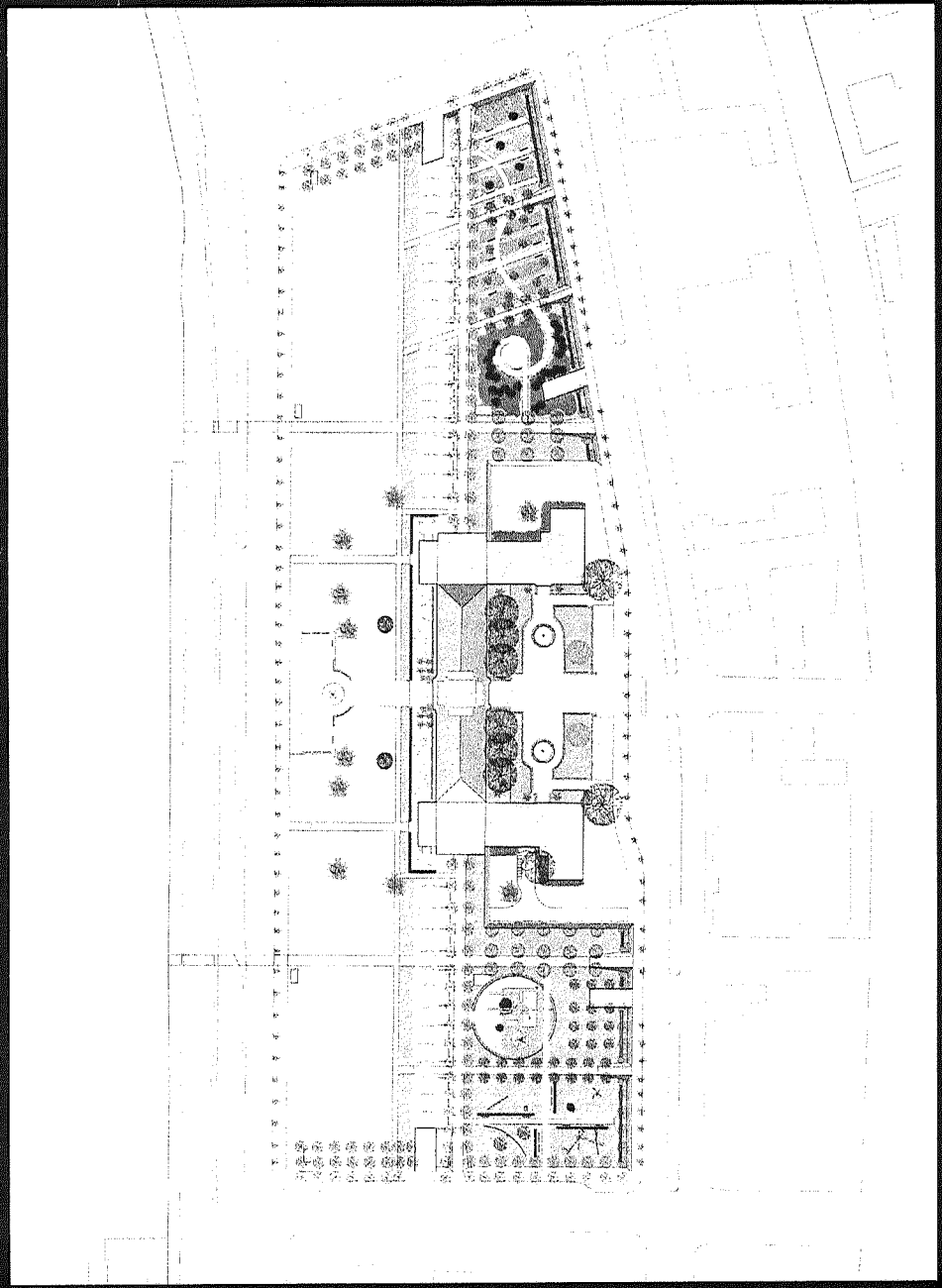
Hargreaves Associates
Davis Davis Architects

In association with: Urban Systems Associates
Geocon, Inc.
Moffatt & Nichol
Hope Engineering



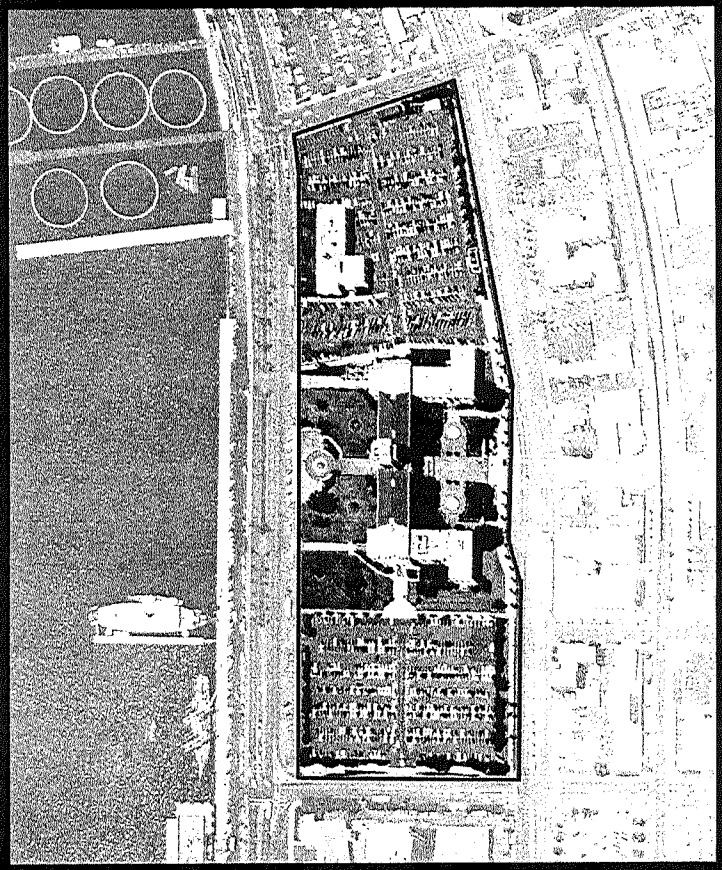
PROGRAM DIAGRAM
Master Plan

- Civic Park / Green
- Upper Promenade and Civic Fountain
- Garden Rooms
- Crescent Grape St. Pier



CAC WATERFRONT PARK

Transformation of 8 acres of surface parking into an open space legacy for San Diego's future



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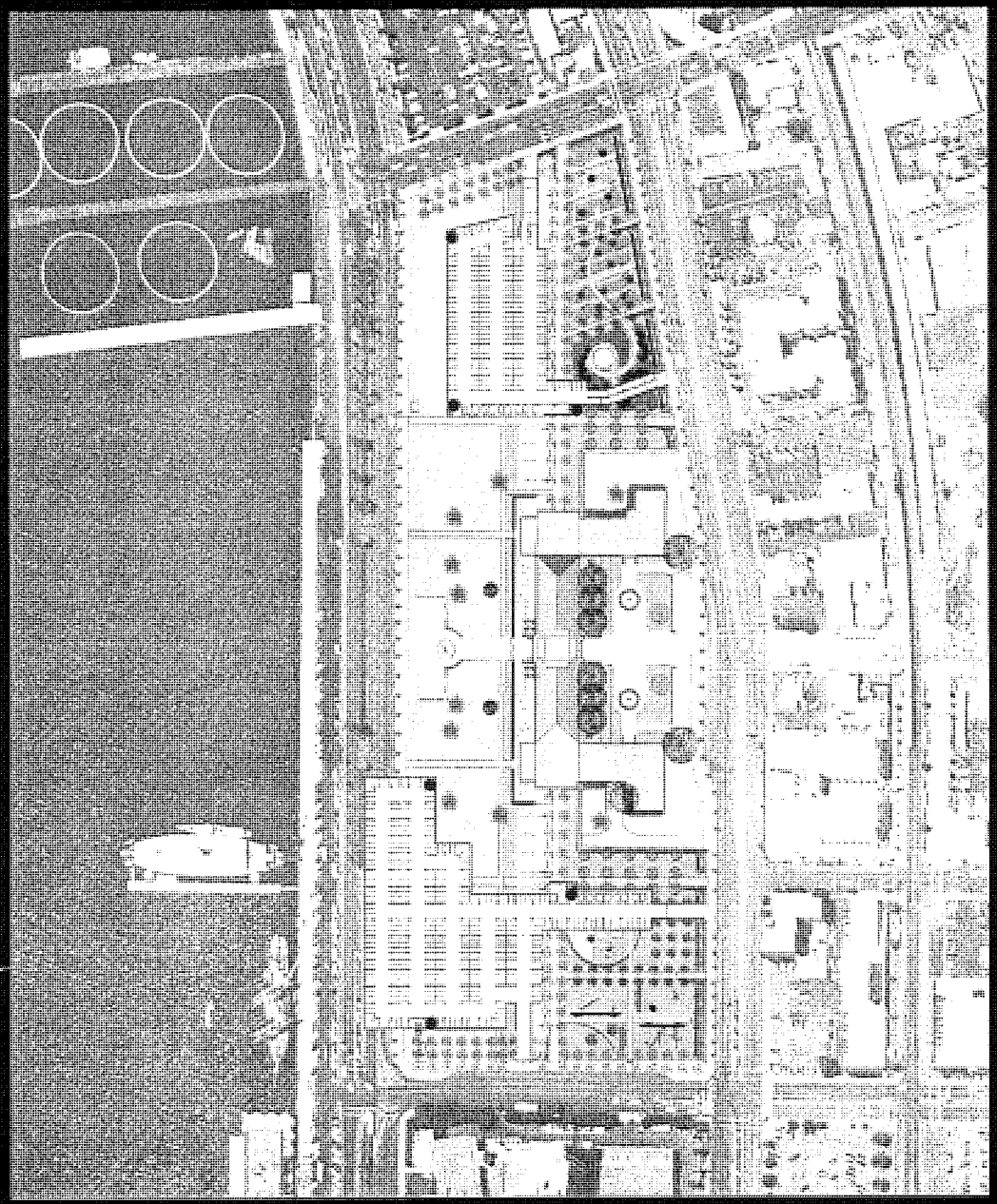
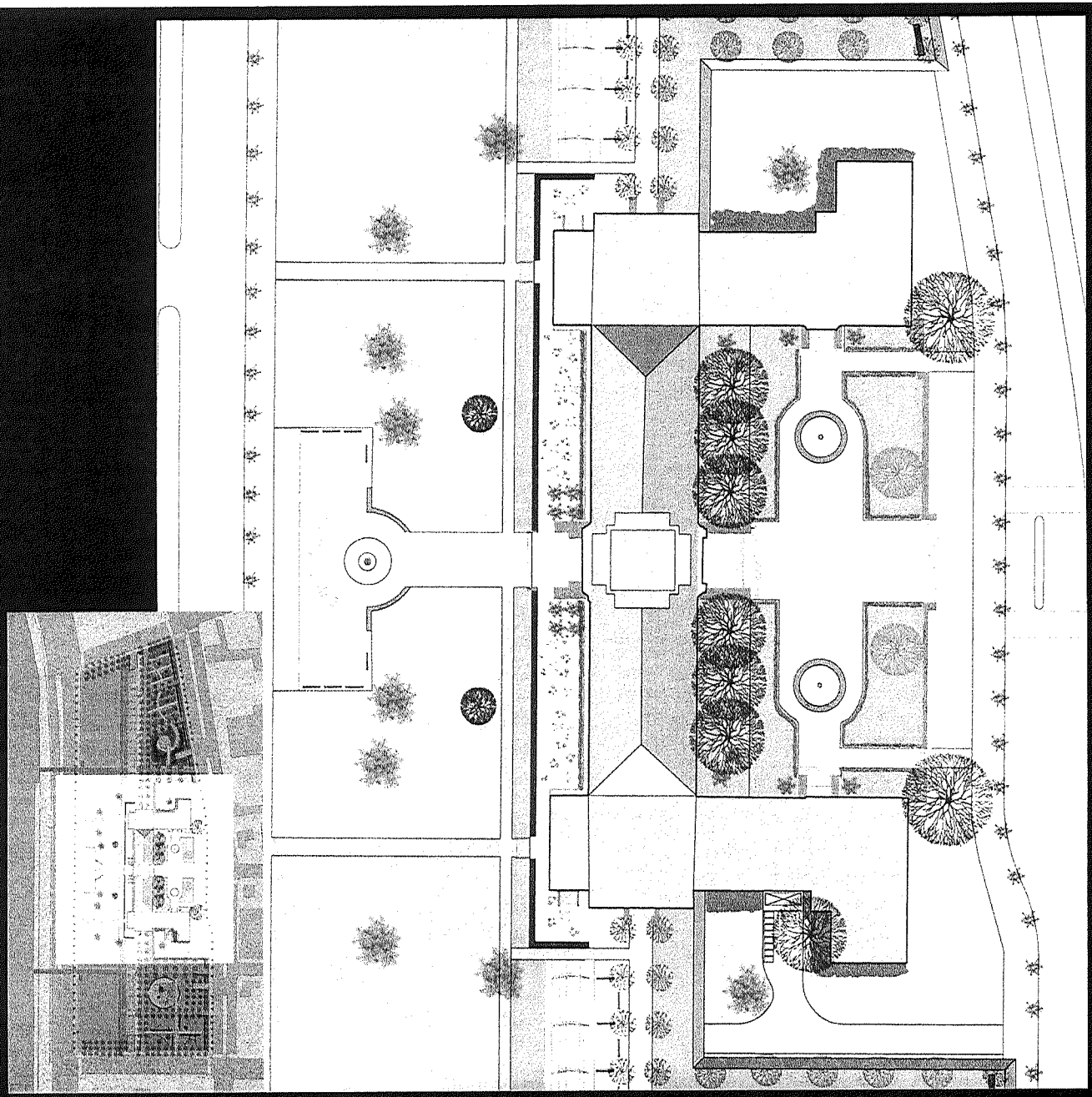


PARKING OPTION 1

Total Parking Spaces = 486

Two Maximized Structures

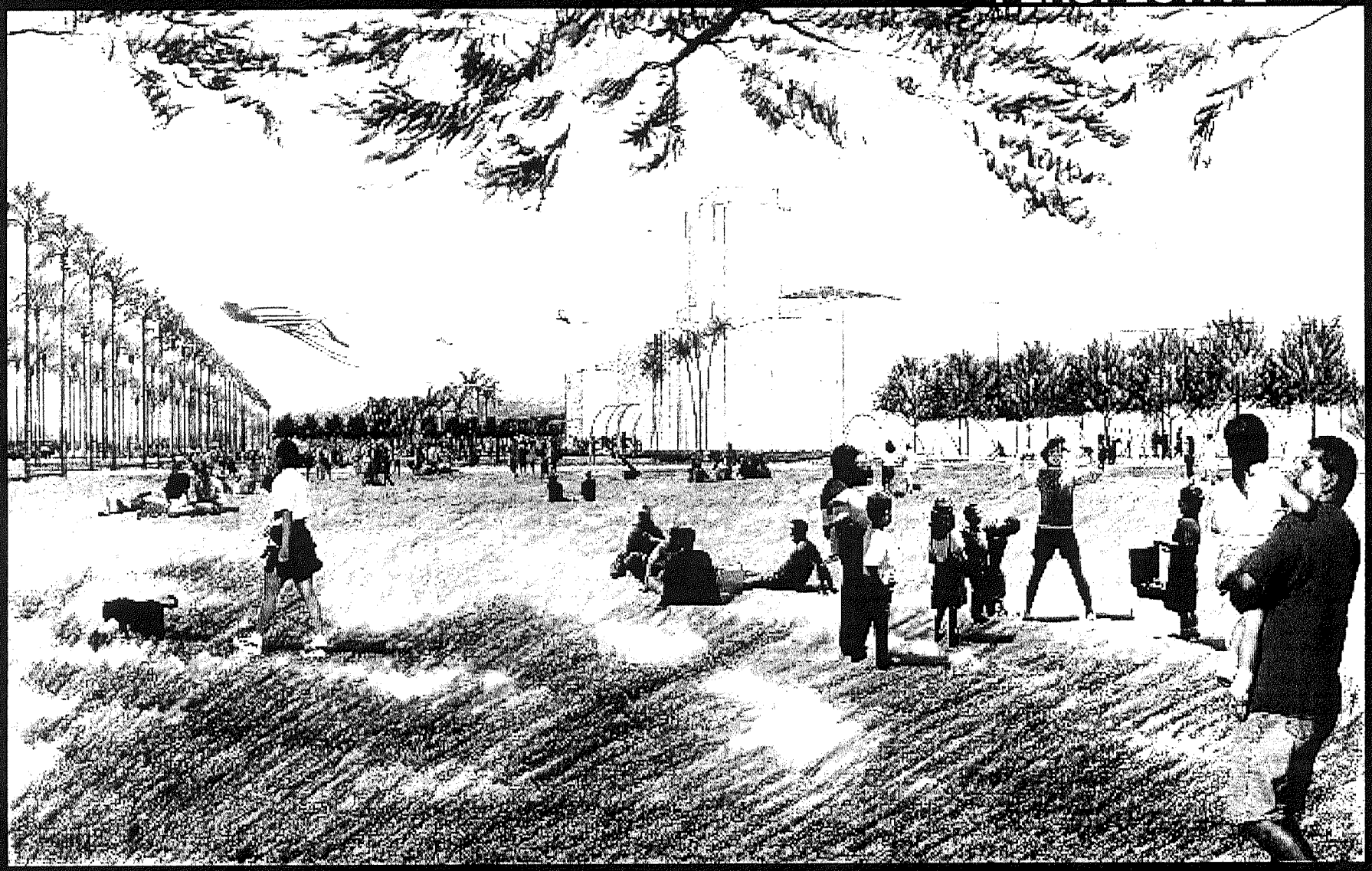
- Parking structures would be primarily under the Civic Green, but would extend under areas of the Garden Rooms
- Two entrances into each structure
- South structure extends under the Harbor Drive ROW



HISTORICAL CORE

- Retain/Restore historic elements and vegetation
- West Terrace

CIVIC GREEN PERSPECTIVE



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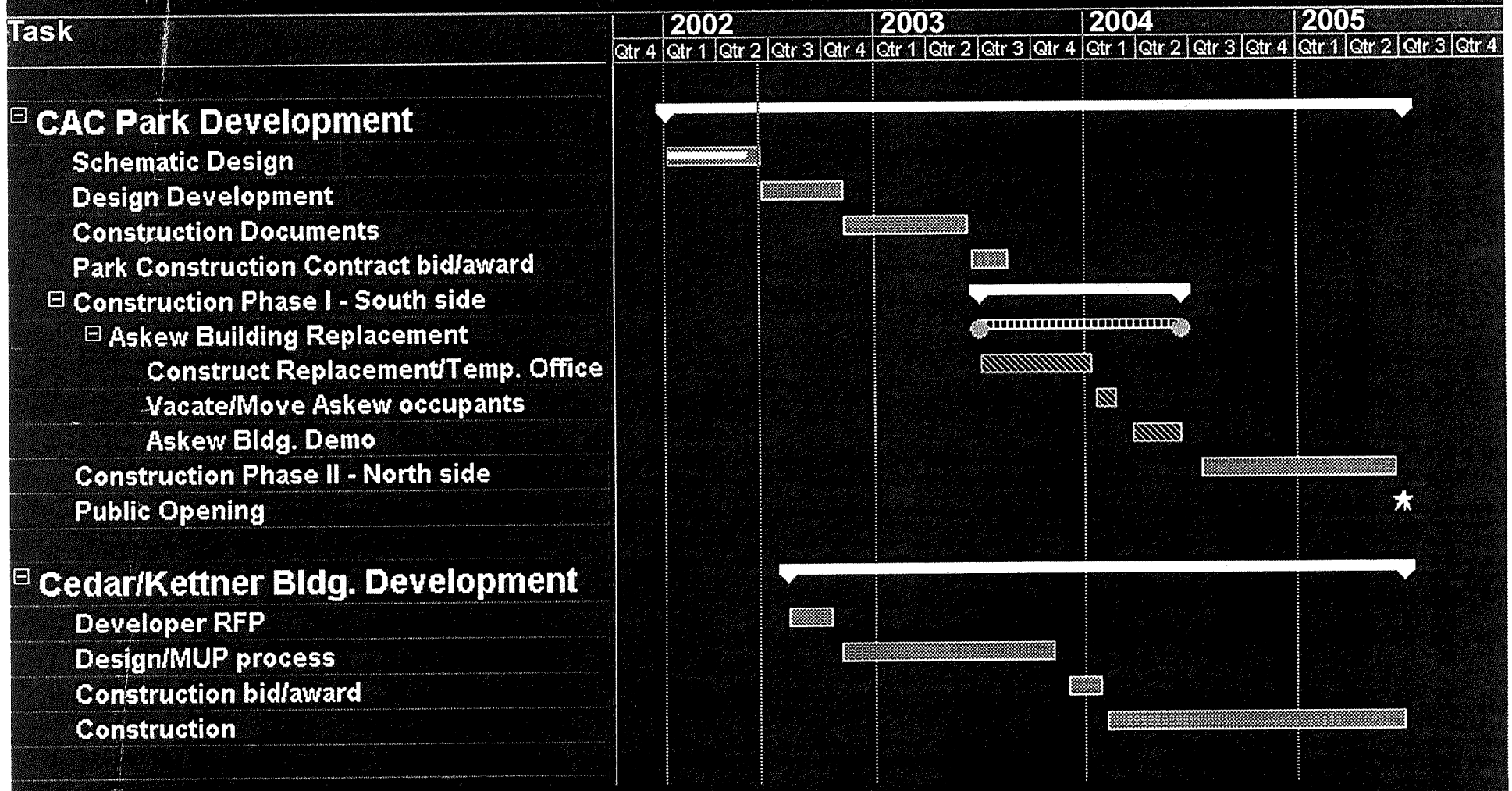
Hope Engineering

NEXT STEPS


Task
2002
2003
2004
2005
Qtr 4
Qtr 1
Qtr 2
Qtr 3
Qtr 4
Qtr 1
Qtr 2
Qtr 3
Qtr 4
Qtr 1
Qtr 2
Qtr 3
Qtr 4
Qtr 1
Qtr 2
Qtr 3
Qtr 4
CAC Park Development
Schematic Design
Design Development
Construction Documents
Park Construction Contract bid/award
Construction Phase I - South side
Askew Building Replacement
Construct Replacement/Temp. Office
Vacate/Move Askew occupants
Askew Bldg. Demo
Construction Phase II - North side
Public Opening
Cedar/Kettner Bldg. Development
Developer RFP
Design/MUP process
Construction bid/award
Construction

▪ APPENDIX C ▪

Updated Geotechnical Investigation

Prepared by Geocon Incorporated

GEOCON
INCORPORATED
GEOTECHNICAL
CONSULTANTS

UPDATE
GEOTECHNICAL INVESTIGATION

COUNTY ADMINISTRATION CENTER
WATERFRONT PARK
PACIFIC HIGHWAY AND CEDAR STREET
SAN DEIGO, CALIFORNIA

PREPARED FOR

DEPARTMENT OF GENERAL SERVICES
PROJECT MANAGEMENT DIVISION
SAN DIEGO, CALIFORNIA

MARCH 29, 2002

GEOCON
INCORPORATED

GEOTECHNICAL CONSULTANTS

Project No. 06850-22-01
March 29, 2002

Department of General Services
Project Management Division
5555 Overland Avenue, Suite 2600
Building 2 Room 220 (MS 0368)
San Diego, California 92123-1294

Attention: Mr. Nick Marinovich

Subject: COUNTY ADMINISTRATION CENTER WATERFRONT PARK
PACIFIC HIGHWAY AND CEDAR STREET
SAN DIEGO, CALIFORNIA
UPDATE GEOTECHNICAL INVESTIGATION

Gentlemen:

In accordance with your request, and our proposal LG-01632, dated December 21, 2001 and revised January 2, 2002, we have performed an update geotechnical investigation for the subject project. A geotechnical investigation has previously been performed at the site and submitted in a report entitled *Report of Geotechnical Investigation, Proposed Harbor Square Development Bounded by Harbor Drive, Pacific Highway, Ash and Grape Streets, San Diego California* prepared by LeRoy Crandall and Associates dated December 14, 1984. This update report presents our conclusions and recommendations pertaining to the geotechnical aspects of site development as presently proposed.

If you have any questions regarding this report, or if we may be of further service, please contact the undersigned at your convenience.

Very truly yours,

GEOCON INCORPORATED

Kenneth E. Cox
Senior Staff Engineer

Joseph J. Vettel
GE 2401

Michael S. Chapin
CEG 1149
GE 2248

KEC:JJV:MSC:dmc

(6/del) Addressee

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   - 3.3 Bay Point Formation 3

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UPDATE GEOTECHNICAL INVESTIGATION

1. PURPOSE AND SCOPE

This report presents the results of an update geotechnical investigation for the proposed County Administration Center Waterfront Park bounded by Harbor Drive, Pacific Highway, Ash and Grape Streets, in the downtown area of San Diego, California (see Vicinity Map, Figure 1). The purpose of the investigation was to update a previously prepared geotechnical investigation report (reference 8), to observe the site soil and geologic conditions, to identify potential geotechnical constraints to site development, and to provide recommendations pertaining to the geotechnical aspects of site development. More specifically, the purpose of the investigation included the following:

- To drill and construct two monitoring wells to a depth of approximately 40 feet.
- To monitor the groundwater elevation periodically during a two-day period at various times during the tidal cycle.
- To perform four Cone Penetration Test (CPT) soundings to depths of 40 to 80 feet.
- To provide recommendations regarding the geotechnical aspects of developing the property as proposed, including site grading, foundation design criteria, preliminary pavement recommendations and remedial grading measures.

The scope of work included performing a field investigation (March 1, 2002 and March 7, 2002) to observe in situ soil conditions and collect samples for laboratory testing. The field investigation consisted of drilling 2 small-diameter exploratory borings for use as monitoring wells. The wells were constructed at two locations, one in the north parking lot and one in the south parking lot. In addition, 4 CPT soundings were advanced to depths of 50 to 80 feet. The approximate locations of the monitoring wells and CPT soundings are depicted on the Site Plan, Figure 2. Laboratory tests were performed on selected soil samples obtained during drilling operations for the monitoring wells to determine pertinent physical soil properties. Detailed descriptions of the field investigation and laboratory tests are presented in Appendices A and B, respectively.

The scope of our investigation also included a review of published and unpublished geologic literature pertaining to the site. A detailed listing of the documents reviewed is presented at the end of this report (see *List of References*).

2. SITE AND PROJECT DESCRIPTION

The project site is located on an approximately 16.6 acre, rectangular-shaped parcel of land located along the west side of Pacific Highway between Grape and Ash Streets on the San Diego Bay in the

downtown area of San Diego, California. The site is currently occupied by the County Administration Center buildings and parking.

Proposed development will consist of constructing two new parking structures, one in the northwest corner of the existing north parking lot and one in the southwest corner of the existing south parking lot. The existing County Administration building will remain. The Askew Health Building will be demolished. We understand that the parking structures will consist of three levels with one level below existing grade. The structures will slope gently towards the bay to meet the existing grade. The western sloping portion of the structure will be covered and landscaped. Foundation and grading plans were unavailable for our review, however, grading is anticipated to include excavations of up to 10 feet to construct the underground parking level. Topographically, the site is relatively flat with an elevation of approximately 12.5 feet above mean sea level (MSL) on the eastern portion of the site and approximately 10 feet MSL on the western boundary.

The locations and descriptions of the site and proposed development are based on a site reconnaissance, project information submitted to our office (see *References*), and our understanding of project development. If project details vary significantly from those described above, Geocon Incorporated should be contacted to determine the necessity for review and possible revision of this report.

3. SOIL AND GEOLOGIC CONDITIONS

Geologic units encountered during the field investigation consist of fill soils, bay deposits and soils of the Quaternary-age Bay Point Formation. The undocumented fill soils are composed primarily of fine to coarse sands with shells. The bay deposits at the site consist primarily of fine sands and shells. The Bay Point Formation as encountered in the field investigation is typified by silty fine sands. These soil and formational units are described below.

3.1 Undocumented Fill

Undocumented fill occurs across the project site to depths of 9 to 12 feet. The fill is likely hydraulic fill. It is generally composed of loose to moderately dense, fine-to coarse-grained sand and shells. Due to the presence of near-surface groundwater and the relative loose and cohesionless nature of the fill sands, there is a significant potential for liquefaction to occur within the project site during strong ground motions. A deep foundation system, as recommended herein, will be required to transmit building loads into dense material below liquefiable deposits to mitigate structural distress in the event that the site subsoils liquefy. A discussion of the liquefaction analysis is located under the *Liquefaction* section of this report.

3.2 Bay Deposits

Bay deposits occur across the project site underneath the fill soils to depths ranging from 18 to 27 feet. It is generally composed of loose to moderately dense, fine- to medium-grained micaceous sand and shells. The bay deposits are also susceptible to liquefaction. The deep foundation system must extend through the bay deposits into dense material below.

3.3 Bay Point Formation

Bay Point formation was found to underlie the Bay deposits. The Bay Point Formation is relatively dense and consists of silty, fine-grained sand. The Bay Point Formation typically possesses satisfactory bearing characteristics for foundation support.

4. GROUNDWATER

Groundwater was encountered at depths of 12 and 7 feet below existing ground surface in monitoring wells MW-1 and MW-2 respectively. These depths correspond to a groundwater elevation of 0 feet MSL at MW-1 and 4 feet MSL at MW-2. Groundwater was monitored over a two day period on March 9 and 10, 2002 over the tidal cycle. Measured groundwater elevations are presented in Tables 4.1 and 4.2 No discernable change in the groundwater elevation was observed over the tidal cycle, which varied by up to 6.5 feet. Construction excavations within the site may encounter groundwater and will likely require dewatering.

TABLE 4.1
GROUNDWATER ELEVATIONS IN MW-1

Date	Time	Groundwater Elevation, MSL (ft)
March 9, 2002	12:03	0.0
March 9, 2002	16:23	0.0
March 10, 2002	07:13	0.5

TABLE 4.2
GROUNDWATER ELEVATIONS IN MW-2

Date	Time	Groundwater Elevation, MSL (ft)
March 9, 2002	12:14	3.5
March 9, 2002	16:30	3.5
March 10, 2002	07:19	4.0

5. GEOLOGIC HAZARDS

5.1 Seismicity—Deterministic Analysis

The site is located near the southern onshore portion of the Rose Canyon Fault Zone in an area that is transitional between right-lateral faulting associated with faults to the north of the downtown area and dip-slip faulting associated with faults making up the southern portion of the Rose Canyon Fault Zone (Treiman, 1993). South of the downtown area, the major faults that make up the southern end of the Rose Canyon Fault Zone are the Spanish Bight, Coronado and Silver Strand Faults. The east side of this zone is represented by the La Nacion Fault (Treiman, 1993). Together, these faults define a wide and complexly faulted basin occupied by San Diego Bay and a narrow section of the continental shelf west of the Coronado Silver Strand.

The historic seismicity or instrumental seismic record in the San Diego area indicates that there have been numerous minor earthquakes in the San Diego Bay area, including a cluster of events in 1964 and 1985 between M3 and M4+ (Treiman, 1993). No surface rupture has been recorded with any of the seismic activity. Anderson and others (1989) indicate that the greatest peak acceleration recorded in the downtown area (at San Diego Light and Power) was 34 cm/sec^2 (0.03g) produced by an offshore earthquake in 1964 (M5.6).

Anderson and others (1989) have also estimated recurrence times for major earthquakes that may affect the San Diego region. By combining geologic data with their model for ground motion attenuation for each earthquake event, they have provided an estimation for the recurrence rate of various levels of peak ground acceleration in the San Diego area. The results of their work indicate that peak accelerations of 0.1 to 0.2 g are expected approximately once every 100 years (Anderson and others, 1989). Higher peak accelerations will also occur but with a lower probability of occurrence or longer.

Lindvall and Rockwell (1995) have postulated a maximum likely slip rate of about 2 mm/yr and a best estimate of about 1.5 mm/yr, based on recent three-dimensional trenching on the Rose Canyon Fault in Rose Canyon. Stratigraphic evidence of at least three events during the past 8,100 years was observed. The most recent surface rupture displaces the modern A horizon (topsoil), suggesting that this event probably occurred within the past 500 years.

Earthquakes on the Rose Canyon Fault having a maximum earthquake magnitude of 6.9 are considered to be representative of the potential for seismic ground shaking within the property. The maximum earthquake magnitude is defined as the maximum earthquake that appears capable of occurring under the presently known tectonic framework.

Table 5.1 below presents a list of significant active faults, their distance from the site, and a summary of potential ground shaking effects. The information presented on Table 5.1 was derived from an analysis using EQFAULT, a computer program that performs deterministic analyses based upon distances from the site to known earthquake faults that have been digitized into an earthquake catalog (Blake, 1996; 2000). Principal references used within EQFAULT in selecting faults to be included are Jennings (1987), Anderson (1984) and Wesnousky (1986). Attenuation relationships by Sadigh and others (1997) were used to estimate the maximum peak site accelerations.

TABLE 5.1
DETERMINISTIC SITE PARAMETERS FOR SELECTED ACTIVE FAULTS

Fault Name	Distance From Site (miles)	Upper Bound Magnitude	Estimated Peak Site Acceleration (g)
Rose Canyon	1	6.9	0.53
Coronado Bank	13	7.4	0.24
Newport-Inglewood (offshore)	34	6.9	0.07
Elsinore-Julian	42	7.1	0.06
Elsinore-Temecula	46	6.8	0.04
Earthquake Valley	47	6.5	0.03
Elsinore-Coyote Mountain	50	6.8	0.04
Palos Verdes	59	7.1	0.04

While listing of peak accelerations is useful for comparison of potential effects of fault activity in a region, other considerations are important in seismic design, including the frequency and duration of motion and the soil conditions underlying the site. We recommend that the seismic design of the structures be performed in accordance with the Uniform Building Code (UBC) guidelines currently adopted by the City of San Diego.

5.2 Probabilistic Seismic Hazard Analysis

The computer program FRISKSP (Blake, 1995, updated 1998) was used to perform a site-specific probabilistic seismic hazard analysis. The program is a modified version of FRISK (McGuire, 1978) that models faults as lines to evaluate site-specific probabilities of exceedence of given horizontal accelerations for each line source. Geologic parameters not addressed in the deterministic analysis are included in this analysis. The program operates under the assumption that the occurrence rate of earthquakes on each mappable Quaternary fault is proportional to the fault's slip rate. The program accounts for fault rupture length as a function of earthquake magnitude, and site acceleration estimates are made using the earthquake magnitude and closest distance from the site to the rupture zone. The program also accounts for uncertainty in each of following: (1) earthquake magnitude,

(2) rupture length for a given magnitude, (3) location of the rupture zone, (4) maximum possible magnitude of a given earthquake, and (5) acceleration at the site from a given earthquake along each fault. By calculating the expected accelerations from all considered earthquake sources, the program calculates the total average annual expected number of occurrences of a site acceleration greater than a specified value. Attenuation relationships suggested by Sadigh *et al.* (1997) were utilized in the analysis. The results of the analysis indicate that for a 10 percent probability in 50 years, a mean site acceleration of 0.33g may be generated. This value corresponds to a return period of approximately 475 years.

5.3 Seismicity—Spectral Analysis

Spectral acceleration plots were prepared using a variety of available methods for the proposed parking structures (Figure 3). These plots include the following approaches:

- Deterministic method using attenuation relationships suggested by Geomatrix (1991) for mean and mean plus one standard deviation.
- Probabilistic approach using a 10 percent probability of exceedence in 50 years (475 year return period).
- Probabilistic approach using a 10 percent probability of exceedence in 100 years (949 year return period).
- Codified approach using Uniform Building Code 1997.
- Codified approach using National Earthquake Hazard Reduction Program (NEHRP) 1997.

We anticipate that the 3-story parking structures will have a period of less than 0.5 seconds. The Uniform Building Code (1997) approach and the deterministic method at mean plus one standard deviation result in the highest spectral accelerations.

5.4 Soil Liquefaction

Groundwater was encountered in both of the wells within the property. Due to the relatively loose nature of the hydraulic fill soils and the permanent near-surface groundwater throughout the site, the potential for liquefaction occurring at the property is considered high. This liquefiable zone extends from the groundwater surface down to a depth of 42 feet, an approximately 35-foot-thick layer.

Manifestation of liquefaction at the site could range from minor surface settlement to significant lateral movement in the event of lateral spreading. Ground surface settlement is expected to be up to about 4 inches. A loss of end bearing capacity can occur for shallow foundations, and lateral

spreading of up to 10 inches is estimated using the method of Bartlett and Youd (Reference 1). It is unclear what effect the existing seawall at the bayfront would have on lateral spreading.

Several options were reviewed for support of the parking structures in light of the potential effects of liquefaction. Either the potential for liquefaction should be mitigated by densification of the subsurface soils or the structures should be supported on a deep foundation system. Densification could be accomplished by vibro-compaction, vibro-replacement (stone columns), compaction grouting or deep dynamic compaction. Both conventional shallow foundations and mat foundations were evaluated for the proposed structures and neither can accommodate the effects of settlement and lateral movement anticipated unless densification is performed.

5.5 Tsunamis and Seiches

The site is approximately 3 miles from the Pacific Ocean and 150 feet at its closest from San Diego Bay at an elevation of roughly 12 feet above MSL. The site is protected from ocean waves by Coronado. Therefore, tsunamis (seismic sea waves) from the Pacific Ocean are not considered a significant hazard at the site. However, there is some risk of inundation due to a seiche generated in the San Diego Bay.

6. CONCLUSIONS AND RECOMMENDATIONS

6.1 General

6.1.1 No soil or geologic conditions were encountered during our investigation which in our opinion would preclude the continued development of the property as presently planned provided that the recommendations of this report are followed.

6.1.2 The site is underlain by undocumented fill, bay deposits and the Bay Point Formation. The results of this investigation indicate that the soils from the groundwater level to a depth of approximately 42 feet have a high potential for liquefaction under strong ground motion. The depth of the liquefiable zone coupled with a relatively high groundwater table preclude the removal and recompaction of the loose sands. Therefore, densification techniques can be used or a deep foundation system consisting of driven piles extending through the liquefiable zone and founded within the underlying dense sands can be used to support the proposed structures.

6.1.3 Subsurface conditions observed may be extrapolated to reflect general soil/geologic conditions; however, some variations in subsurface conditions between boring locations should be anticipated.

6.1.4 At the time of the field investigation, groundwater was encountered at a depth of approximately 6 feet in MW-2, closest to the bay. Groundwater depths do not appear to vary due to tidal fluctuations. Proposed excavations will likely encounter groundwater, and dewatering will be necessary.

6.2 Grading

6.2.1 All grading should be performed in accordance with the attached *Recommended Grading Specifications* contained in Appendix C. Where the recommendations of this section conflict with those of Appendix C, the recommendations of this section take precedence. Earthwork should be observed and fills tested for proper placement, compaction and moisture content by Geocon Incorporated.

6.2.2 Prior to commencing grading, a preconstruction conference should be held at the site with the owner, grading contractor, civil engineer, and geotechnical engineer in attendance. Geotechnical recommendations and specifications relative to site grading can be discussed at that time.

6.2.3 Site preparation should begin with the removal of all deleterious matter and vegetation. The depth of removal should be such that materials to be used in fills are generally free of organic matter. Material generated during stripping operations and/or site demolition should be exported from the site.

6.2.4 It is anticipated that a portland cement concrete pavement section will be utilized for parking and access drive areas. To provide a stable subgrade for the pavement section, compactive effort utilizing vibratory equipment to densify the upper 2 feet of existing soil below the proposed subgrade elevation should be performed. Density testing should be performed to check that the upper 2 feet has been densified to at least 90 percent of maximum dry density as determined by ASTM Test Procedure D1557-91. If the required relative compaction can not be achieved with the vibratory equipment, removal and recompaction of the existing soils may be necessary.

6.2.5 Prior to placing fill, the base of the excavations and/or native ground surface should be scarified to a depth of 12 inches, moisture conditioned as necessary, and compacted. Fill soils may then be placed and compacted in layers to the design finish grade elevations. The layers should be no thicker than will allow for adequate bonding and compaction. All fill (including scarified ground surfaces and backfill) should be compacted to at least 90 percent of maximum dry density at optimum moisture content or slightly above, as determined by ASTM Test Procedure D1557-91.

6.2.6 In general, native soils are suitable for reuse as fill if free from vegetation, debris, and other deleterious matter. Overly wet soils should be dried out and/or mixed with drier soils prior to reuse as fill. If imported soils are to be utilized as compacted fill, these materials should be approved by Geocon Incorporated prior to being delivered to the site. Materials imported to the site should be tested to verify that they have an Expansion Index less than or equal to 50 as defined by the Uniform Building Code (UBC) Standard Table 18-I-B.

6.3 Construction Dewatering

6.3.1 As indicated previously, because of the presence of shallow groundwater at the site, we anticipate that dewatering will be performed within a cofferdam prior to excavation. The dewatering scheme likely will include pumping of the groundwater from wellpoints installed within the cofferdam. The wellpoint system design should be evaluated by the specialty dewatering contractor. Possible settlement of adjacent and nearby structures as a result of dewatering is possible and should be considered.

6.3.2 Discharge of water from excavations will require securing a NPDES permit. Compliance with the permit requirements will require testing and treatment of the water prior to discharge to storm drains.

6.3.3 Two groundwater monitoring wells were constructed during this investigation. These monitoring wells can be used to obtain water samples for analytical testing in compliance with the permit requirements. Following sampling for analytical testing, the dewatering contractor can utilize the monitoring wells to evaluate dewatering needs.

6.3.4 Dewatering within the excavation defined by the cofferdam sheet piles will affect the water level outside of the excavation. This will result in an increase of effective stresses and may induce settlement of soils underlying adjacent areas. Vibrations from driving of sheet piles or other piles can also induce settlement. Therefore, distress to nearby structures, including concrete curbs and asphalt concrete streets is possible. We recommend that the existing condition of these facilities be documented with photography and/or video recordings prior to, and monitored during, construction.

6.4 Excavation Slopes, Shoring and Tiebacks

6.4.1 Permanent cut and/or fill slopes should be inclined no steeper than 2:1 (horizontal:vertical). Slopes may be composed of granular soils if protected against surface erosion. Consideration should be given to the use of jute mesh or other surface treatment to minimize transport by runoff until adequate vegetation can be established.

6.4.2 Deep excavations and cuts can often result in settlement of the surrounding ground surface. These settlements may be sufficient to cause damage or distress to buildings, retaining walls, utilities, services or other structures located near the excavation.

6.4.3 Excavation slopes in hydraulic fill soils may be inclined at a maximum slope of 1:1 and should be limited to a depth of 15 feet. Temporary excavation slopes should not be constructed in areas where adjacent improvements are located within a horizontal distance less than or equal to the depth of the excavation (measured from the top of the excavation).

6.4.4 Shoring for excavations will be required when the recommended maximum excavation slope inclination cannot be maintained, particularly in areas adjacent to existing improvements, including structures and roadways.

6.4.5 The design of temporary shoring is governed by soil and groundwater conditions, and by the depth and width of the excavated area. Continuous support of the excavation face should be provided by a system of sheet piles or soldier piles and wood lagging. Excavations exceeding 15 feet may require tie back anchors to provide additional wall restraint.

6.4.6 Temporary tied back shoring should be designed using a lateral pressure envelope acting uniformly on the back of the shoring and applying a pressure equal to 26 multiplied by the height of the shoring (resulting pressure in pounds per square foot). Additional, lateral earth pressure due to the surcharging effects of adjacent structures and/or traffic loads should be considered where appropriate during design of the shoring system. Hydrostatic loads should also be included for portions of the shoring extending below groundwater levels.

6.4.7 Passive soil pressure resistance for embedded portions of soldier piles or sheet piles can be based upon an equivalent passive soil fluid weight of 300 pcf. The passive resistance can be assumed to act over a width of three pile diameters. It is recommended that soldier piles be embedded a minimum of 0.5 times the maximum height of the excavation (this depth is to include footing excavations). The project structural engineer should determine the actual embedment depth.

6.4.8 Lateral movement of shoring is associated with vertical ground settlement outside of the excavation. Therefore, it is essential that the soldier pile and tieback system allow very limited amounts of lateral displacement. Earth pressures acting on a lagging wall can result in the movement of the shoring toward the excavation and result in ground subsidence outside of the excavation. For these reasons it is recommended that horizontal movements of the shoring wall be accurately monitored and recorded during excavation and anchor construction. Survey points should be established at both the top and at least one intermediate point between the top of the pile and the base of the excavation on each soldier pile. These points should be monitored on a regular basis during excavation work. The shoring system should be designed to limit horizontal soldier pile movement to less than 0.5 inches.

6.4.9 Tie back anchors employed in shoring should be designed such that anchors fully penetrate the Active Zone behind the shoring. The Active Zone can be taken as extending from the bottom of the excavation upward at a 30 degree angle from the vertical. Normally, tieback anchors are contractor-designed and installed, and there are numerous anchor construction methods available. Experience has shown that the use of pressure grouting during

formation of the bonded portion of the anchor will decrease the probability of anchor failure.

6.4.10 Allowable anchor capacity is a function of construction method, depth of anchor, batter, diameter of the bonded section, and the length of the bonded section. Working/allowable anchor capacities of 50 kips are possible within the soils underlying the project site if pressure grouting is employed for anchor construction, anchors are constructed with a batter of at least 20 degrees, the anchor diameter is at least six inches, and the anchor's bonded length is at least 15 feet.

6.4.11 It is recommended that all anchors be proof tested to at least 130% of the anchor's design working load. Following a successful proof test, it is recommended that anchors be locked off at 80% of the anchor's allowable working load. Anchor test failure criteria should be established in project plans and specifications. Any anchor test failure criteria should be based upon a maximum allowable displacement at 130% of the anchor's working load (anchor creep) and a maximum residual displacement within the anchor following stressing. Anchor stressing should only be conducted after sufficient hydration has occurred within the anchor grout. Anchors that fail to meet project specified test criteria should be replaced.

6.4.12 Lagging should keep pace with excavation and anchor construction. It is recommended that the excavation not be advanced deeper than three feet below the bottom of lagging at any time. These unlagged gaps of up to three feet should only be allowed to stand for short periods of time in order to decrease the probability of soil sloughing and caving. Backfilling should be conducted when necessary between the back of lagging and excavation sidewalls to reduce sloughing in this zone. Further, it is recommended that the excavation not be advanced further than four feet below a row of tiebacks prior to those tiebacks being proof tested and locked off.

6.4.13 If tieback anchors are employed, it is recommended that an accurate survey of existing utilities (and other underground structures) adjacent to the shoring wall be conducted. The survey should include both locations and depths of existing utilities. Locations of anchors should be adjusted as necessary during the design and construction process so as to accommodate existing and proposed utilities.

6.4.14 It is recommended that the condition of existing buildings, streets, sidewalks and other structures around the perimeter of the planned excavation be documented prior to the start of shoring and excavation work. Special attention should be given to documenting existing

cracks or other indications of differential settlement within these adjacent structures, pavements and other improvements. Any underground utilities sensitive to settlement should be video taped prior to construction to verify integrity of pipes. In addition, monitoring points should be established indicating location and elevation around the excavation and upon existing buildings. These points should be monitored on a regular basis during construction. Inclinometers should be installed and monitored behind any shoring sections that will be advanced deeper than 20 feet below the existing ground surface.

6.5 Mitigation of Liquefaction

6.5.1 Manifestation of liquefaction could include ground surface settlements of up to about 4 inches, loss of end bearing capacity and lateral spreading of up to 10 inches toward the bay. The lower level of the parking garages will be within the liquefiable zone. If the structures are supported on shallow foundations, a significant loss of end bearing could occur resulting in punching failures of individual footings. A mat foundation was also evaluated. Although a mat foundation can likely accommodate the loss of end bearing, total and differential settlements of 4 inches could occur and lateral movement toward the bay could be significant.

6.5.2 If spread footings or a mat foundation are to be used, improvement of the site soils will be necessary prior to construction of the foundation system. Because of the proximity of existing improvements such as utilities, streets and adjacent building, compaction grouting may be the only ground improvement technique applicable. Stone columns may be feasible within the interior of the proposed structures after treatment of the perimeter using compaction grouting. Compaction grouting is very expensive. Alternatively, a deep foundation system can be used. A driven displacement pile will provide adequate axial capacity, some densification resulting in reduction of the potential for liquefaction and will provide uplift capacity to counter the buoyancy effects of groundwater. Therefore, recommendations are provided for several common sizes of precast, prestressed concrete piles. If other displacement pile types are selected such as pipe piles, Geocon should be contacted to provide recommendations for these pile types.

6.6 Foundations

6.6.1 Because of existing streets, utilities and buildings, ground improvement techniques will likely be limited to compaction grouting which is very expensive. Therefore, recommendations are provided for deep foundations. If ground improvement techniques

are performed, Geocon should be contacted to provide recommendations for support of the structure on spread footings or a mat foundation.

6.6.2 Recommendations are provided herein for a deep foundation system. Drilled piles would encounter groundwater at shallow depths and would require water or slurry displacement methods of construction. Driven displacement piles will provide required axial capacity, densification resulting in reduction of the potential for liquefaction and will provide uplift capacity to counter the buoyancy effects of groundwater. Recommendations are provided for several common sizes of precast, prestressed concrete piles. If other displacement pile types are selected such as pipe piles, Geocon should be contacted to provide recommendations for these pile types.

6.6.3 Driven piles will extend through liquefiable fill and bay deposits into Bay Point Formation. Capacity will be developed by skin friction and end bearing within the portion of the piles embedded in formational materials. Skin friction within the potentially liquefiable soils has been neglected.

6.6.4 Allowable compressive capacity and allowable uplift capacities for 12-inch square, 14-inch square and 18-inch square, driven, concrete piles are provided in Figures 4 through 7. Because the surface of the dense materials is at a lower elevation at the west end than the east end and the final location of the structures is unknown, we have provided capacities along the west end and east end of each of the proposed parking garage areas. Intermediate locations should be interpolated. The actual capacity of the piles may be governed by structural considerations. Settlements on the order of ½ inch are estimated upon initial pile loading.

6.6.5 If pile spacing is at least 3 times the maximum dimension of the pile, no reduction in axial capacity for group effects is considered necessary. The lateral loads at the ground surface that would produce a deflection of ¼ inch at the pile cap are presented in Table 6.6. These capacities can be increased proportionately with deflection to a maximum deflection of 1 inch. If greater capacities than those shown in Table 6.6 are needed, Geocon should be contacted to develop specific lateral capacity-deflection curves on a case-by-case basis. No significant modification to the lateral capacities of piles is considered necessary as a result of potential liquefaction.

TABLE 6.6
LATERAL LOAD/DEFLECTION FOR STEEL H PILES

Pile Type	Lateral Load in kips	
	Fixed Head	Free Head
12" x 12" prestressed concrete	20.1 kips	8.1 kips
14" x 14" prestressed concrete	26.9 kips	11.1 kips
18" x 18" prestressed concrete	43.3 kips	18.4 kips

6.6.6 Predrilling should not be used to advance piles. If needed, predrilling should be at the discretion of the geotechnical engineer. Difficult driving may be encountered near specified tip elevation. Each pile should be evaluated during driving to determine if adequate capacity has been attained. The geotechnical engineer should observe pile driving and evaluate each pile on a case-by-case basis or a load test should be performed.

6.6.7 Piles may be subjected to adverse corrosive action caused by the brackish groundwater. Corrosion protection alternatives include increasing the concrete cover and increasing cement content

6.6.8 Due to the variable elevation at the top of dense formational materials and varying depths of weathering, an indicator pile program should be established to evaluate proposed pile lengths and capacities.

6.6.9 A minimum pile driving energy of 25,000 foot-pounds should be utilized for pile driving operations. A pile hammer system should be selected by the foundation contractor which will preclude overstressing the piles during driving. Driving cushions and followers should be capable of imparting a uniform distribution of hammer energy to the piles.

6.6.10 The allowable capacity of the driven piles should be verified in the field using an appropriate dynamic pile driving formula such as the Modified ENR (Engineering News Record) or wave equation. Because the upper soils are liquefiable, pile driving should continue until embedment into formational materials is achieved. Continuous records of the pile driving operations should be kept and any field changes reviewed by the project structural engineer.

6.7 Concrete Slabs

6.7.1 We anticipate the lower floor slab will be below groundwater elevation and sealed to prevent infiltration of water. The garage floor slab can be structurally supported or a slab-on-grade can be utilized. Concrete slabs-on-grade (i.e., garage slabs) should be at least 5 inches in thickness. The upper 12 inches of subgrade beneath interior parking structure slabs should be compacted to a minimum relative compaction of 90 percent as recommended in the *Grading* section of this report or replaced with 3/4 inch gravel. Slab reinforcement should consist of No. 3 steel reinforcing bars spaced 18 inches on center in both directions, placed mid-height the slab. The slabs should be underlain by at least 4 inches of clean sand. Where moisture sensitive floor coverings are planned, special considerations will be required.

6.7.2 Exterior slabs not subjected to traffic loads should be at least 4 inches thick and reinforced with 6 x 6-6/6 welded wire mesh. The mesh should be placed within the upper one-third of the slab. Proper mesh positioning is critical to future performance of the slabs. It has been our experience that the mesh must be physically pulled up into the slab after concrete placement. The contractor should take extra measures to provide proper mesh placement. Prior to construction of slabs, the subgrade should be moisture conditioned to at least optimum moisture content and compacted to at least 90 percent relative compaction.

6.7.3 All concrete slabs should be provided with adequate construction joints and/or expansion joints to control unsightly shrinkage cracking. The spacing should be determined by the project structural engineer based upon the intended slab usage, thickness and reinforcement. The structural engineer should take into consideration criteria of the American Concrete Institute when establishing crack control spacing patterns.

6.8 Foundations—General

6.8.1 The recommendations of this report are intended to reduce the potential for cracking of slabs due to differential settlement of the underlying loose sand deposits. However, even with the incorporation of the recommendations presented herein, foundations and slabs-on-grade placed on such conditions may still exhibit some cracking. The occurrence of concrete shrinkage cracks is independent of the supporting soil characteristics. Their occurrence may be reduced and/or controlled by limiting the slump of the concrete, proper concrete placement and curing, and by the placement of crack control joints at periodic intervals, in particular, where re-entrant slab corners occur.

6.9 Retaining Walls

6.9.1 Permanent retaining walls not restrained at the top and having a level backfill surface should be designed for an active soil pressure equivalent to the pressure exerted by a fluid density of 35 pounds per cubic foot (pcf). Where the backfill will be inclined at no steeper than 2:1 (horizontal:vertical), an active soil pressure of 50 pounds per cubic foot (pcf) is recommended.

6.9.2 Unrestrained walls are those that are allowed to rotate more than 0.001H (where H equals the height of the retaining wall portion of the wall in feet) at the top of the wall. Where walls are restrained from movement at the top, an additional uniform pressure of 7H psf should be added to the above active soil pressure.

6.9.3 All retaining walls should be provided with a drainage system adequate to prevent the buildup of hydrostatic forces or should be designed to withstand hydrostatic pressures. Retaining walls should be waterproofed as required by the project architect. The use of drainage openings through the base of the wall (weep holes) is not recommended where the seepage could be a nuisance or otherwise adversely impact the property adjacent to the base of the wall. The above recommendations assume a properly compacted granular backfill material with no hydrostatic forces or imposed surcharge load. If conditions different than those described are anticipated, or if specific drainage details are desired, Geocon Incorporated should be contacted for additional recommendations.

6.10 Lateral Loads

6.10.1 For resistance to lateral loads, an allowable passive earth pressure equivalent to a fluid density of 300 pcf is recommended for footings or shear keys poured neat against properly compacted granular fill soils. Passive resistance for soils below groundwater levels should be evaluated using an equivalent fluid pressure of 150 pcf. The allowable passive pressure assumes a horizontal surface extending at least 5 feet away from the base of the wall or three times the height of the surface generating the passive pressure, whichever is greater. The upper 12 inches of material not protected by floor slabs or pavement should not be included in the design for lateral resistance. A friction coefficient of 0.4 may be used for resistance to sliding between soil and concrete. This friction coefficient may be combined with the allowable passive earth pressure when calculating resistance to lateral loads.

6.11 Preliminary Pavement Recommendations

6.11.1 The following recommendations are provided for preliminary design purposes. The final pavement section design will depend upon soil conditions exposed at subgrade elevation and the results of Resistance Value (R-Value) tests of the subgrade soils. One laboratory test was performed on a near-surface sample and an R-Value of 75 was obtained. The following preliminary pavement section recommendations are based on an R-value of 50. Recommendations are provided below for flexible (asphalt concrete) pavement assuming that similar soils will be exposed at subgrade elevation.

TABLE 6.11
PRELIMINARY FLEXIBLE PAVEMENT SECTION

Location	Assumed Traffic Index	Assumed Subgrade R-Value	Asphalt Concrete (inches)	Class 2 Aggregate Base (inches)
Parking/Driveways for autos and light-duty vehicles	5.0	50	3	4
Driveways for heavy truck and buses	7.0	50	4	4½

6.11.2 Subgrade soil should be compacted to a minimum of 95 percent relative compaction to a depth of 12 inches below rough grade.

6.11.3 Class 2 base should conform to Section 26-1.028 of the *Standard Specifications for The State of California Department of Transportation (Caltrans)* with a ¾-inch maximum size aggregate and should be compacted to a minimum of 95 percent of the maximum dry density at near optimum moisture content. The asphalt concrete should conform to Section 203-6 of the *Standard Specifications for Public Works Construction (Green Book).*

6.11.4 It is our understanding that a Portland cement concrete section may also be utilized in pavement areas. Pavement thicknesses were determined following procedures outlined in the *Guide for Design and Construction of Concrete Parking Lots*, American Concrete Institute (ACI 330R-92).

6.11.5 The pavement section should consist of a at least 4 inches of Portland cement concrete. The recommended concrete section is based on a minimum concrete flexural strength (modulus of rupture, MR) of 500 pounds per square inch (psi), a modulus of subgrade reaction, k, of 200 pounds per cubic inch (pci) with an assumed design period of 20 years.

6.11.6 A thickened edge or integral curb is recommended on the outside of concrete slabs subjected to wheel loads. The thickened edge should be 1.2 times the slab thickness at the slab edge and taper to the recommended slab thickness 3 feet behind the face of the slab (e.g., a 4-inch-thick slab would have a 5-inch-thick edge).

6.11.7 To control the location and spread of concrete shrinkage cracks, it is recommended that crack control joints be included in the design of the concrete pavement slab. Crack control joint spacing should not exceed 10 feet, or twice the recommended slab thickness in inches (e.g., 12 by 12 feet for a 6-inch-thick slab). The crack control joints should be created while the concrete is still fresh using a grooving tool, or shortly thereafter using saw cuts. The joint should extend into the slab a minimum of one-fourth of the slab thickness. Expansion joints should be provided at the interface between areas of concrete placed at different times during construction.

6.11.8 Where trash bin enclosures are planned within asphalt paved areas, the pavement sections should consist of 6 inches of Portland cement concrete reinforced with No. 3 bars spaced at 18 inches in each horizontal direction. The concrete should extend into the roadway sufficiently so that the front wheels of the trash truck are on the concrete when loading.

6.11.9 The performance of asphalt concrete pavements is highly dependent upon providing positive surface drainage away from the edge of the pavement. Ponding of water on or adjacent to the pavement will likely result in pavement distress and subgrade failure. If planter islands are proposed, the perimeter curb should extend at least 6 inches below the subgrade elevation of the adjacent pavement. In addition, the surface drainage within planters should be such that ponding will not occur. Subdrains should be constructed to collect excess irrigation water and transmit it to drainage structures.

6.12 Drainage

6.12.1 Adequate drainage is critical to the future performance of the project. Infiltration of irrigation excess and storm runoff into the supporting soils can adversely affect the performance of the planned improvements. Positive site drainage should be provided away from structures, pavement, and the tops of slopes to swales or other controlled drainage structures. The building pad and pavement areas should be fine graded such that water is not allowed to pond.

6.13 Grading Plan Review

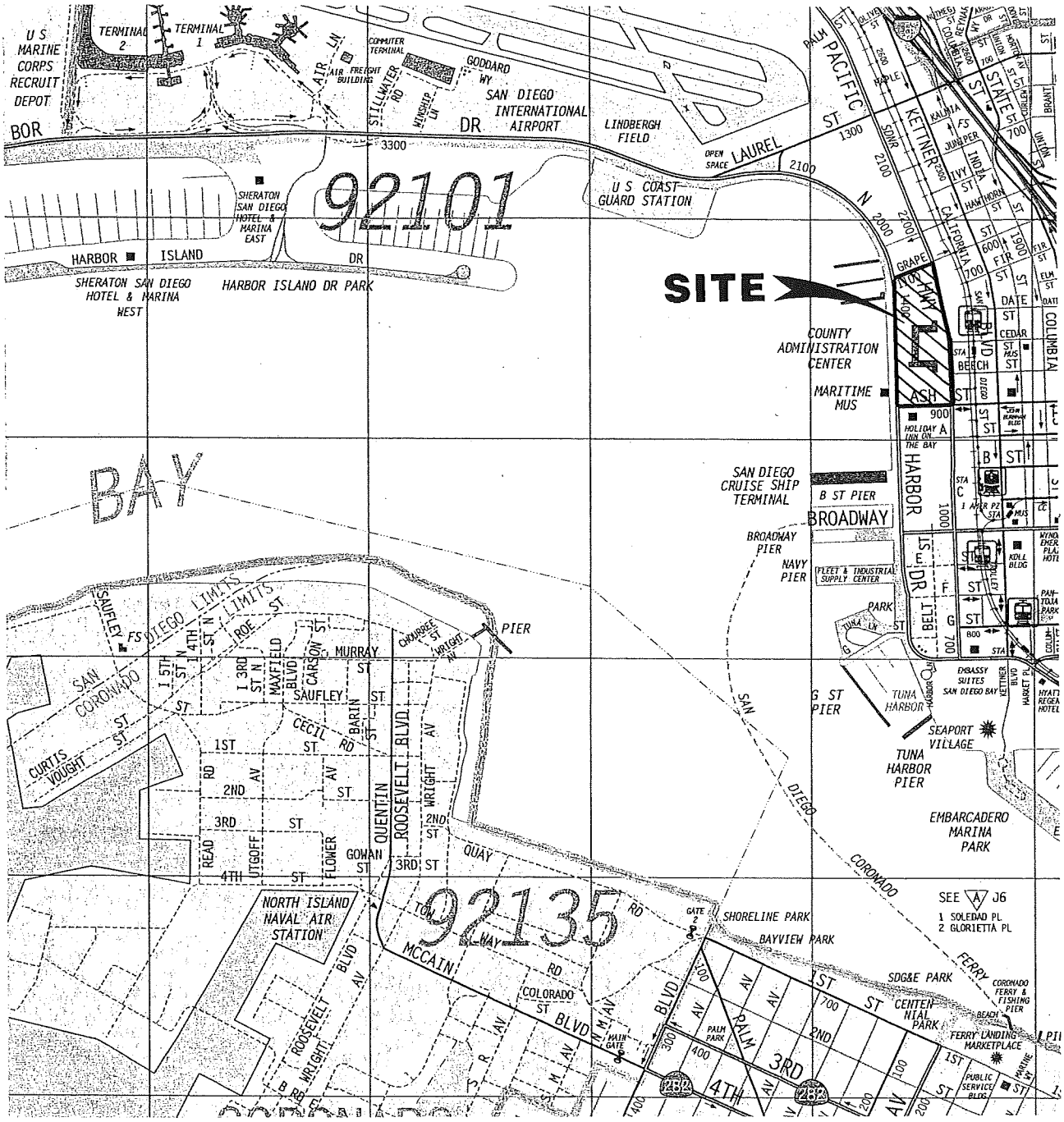
6.13.1 Grading and foundation plans should be reviewed by an engineer and/or engineering geologist prior to finalization to verify that the plans have been prepared in substantial conformance with the recommendations of this report and to provide additional analyses or recommendations.

LIMITATIONS AND UNIFORMITY OF CONDITIONS

1. The recommendations of this report pertain only to the site investigated and are based upon the assumption that the soil conditions do not deviate from those disclosed in the investigation. If any variations or undesirable conditions are encountered during construction, or if the proposed construction will differ from that anticipated herein, Geocon Incorporated should be notified so that supplemental recommendations can be given. The evaluation or identification of the potential presence of hazardous or corrosive materials was not part of the scope of services provided by Geocon Incorporated.

2. This report is issued with the understanding that it is the responsibility of the owner, or of his representative, to ensure that the information and recommendations contained herein are brought to the attention of the architect and engineer for the project and incorporated into the plans, and the necessary steps are taken to see that the contractor and subcontractors carry out such recommendations in the field.

3. The findings of this report are valid as of the present date. However, changes in the conditions of a property can occur with the passage of time, whether they be due to natural processes or the works of man on this or adjacent properties. In addition, changes in applicable or appropriate standards may occur, whether they result from legislation or the broadening of knowledge. Accordingly, the findings of this report may be invalidated wholly or partially by changes outside our control. Therefore, this report is subject to review and should not be relied upon after a period of three years.



SOURCE: 2002 THOMAS BROTHERS MAP
SAN DIEGO COUNTY, CALIFORNIA

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NO SCALE

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VICINITY MAP

COUNTY ADMINISTRATION CENTER
WATERFRONT PARK
SAN DIEGO, CALIFORNIA

KC/AML		DSK/E0000

DATE 03-29-02	PROJECT NO. 06850 - 22 - 01	FIG. 1

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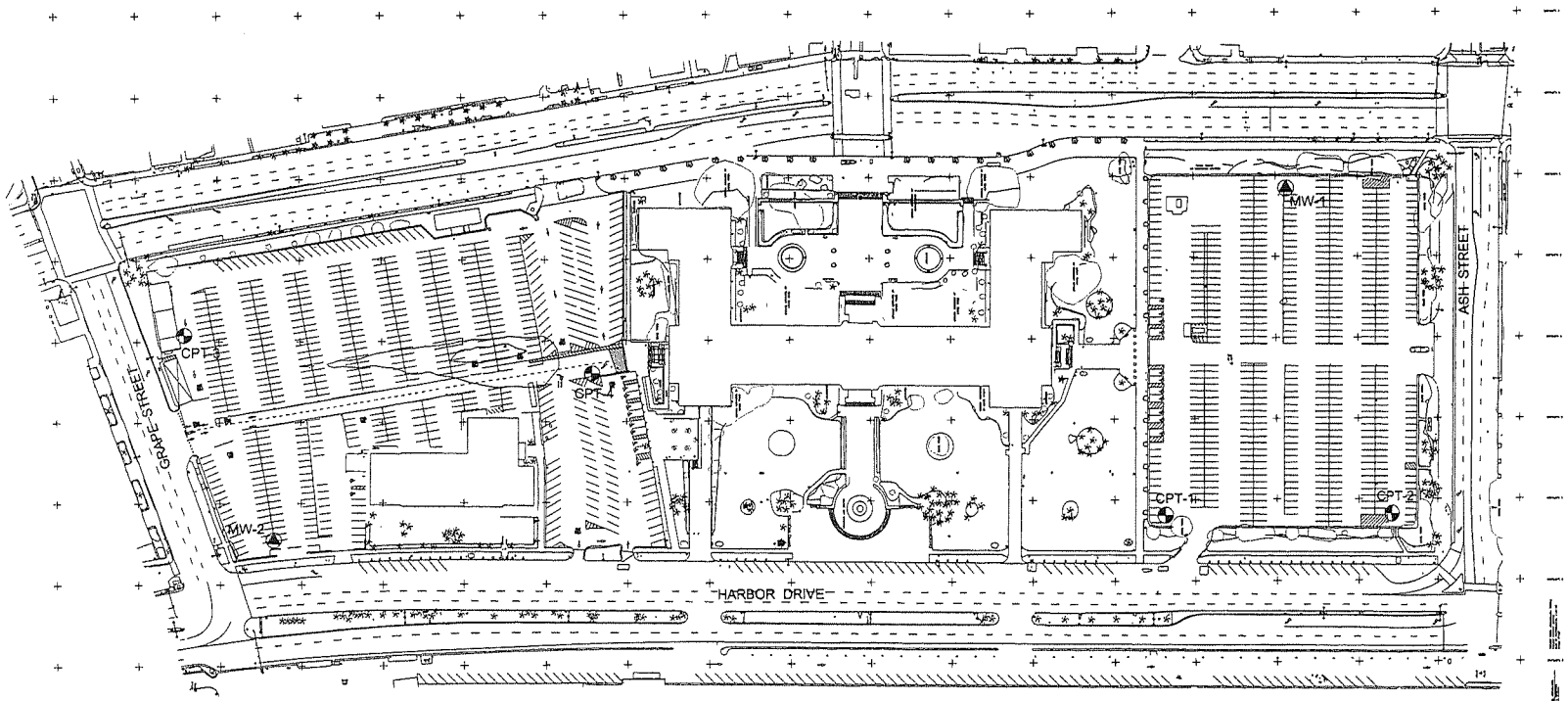
COUNTY ADMINISTRATION CENTER
WATERFRONT PARK
SAN DIEGO, CALIFORNIA



SCALE: 1" = 150'

GEOCON LEGEND

MW-2 .....APPROX. LOCATION OF MONITORING WELL

CPT-4 .....APPROX. LOCATION OF CPT SOUNDING

SITE PLAN

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PROJECT NO. 06850 - 22 - 01
FIGURE 2
DATE 03-29-02

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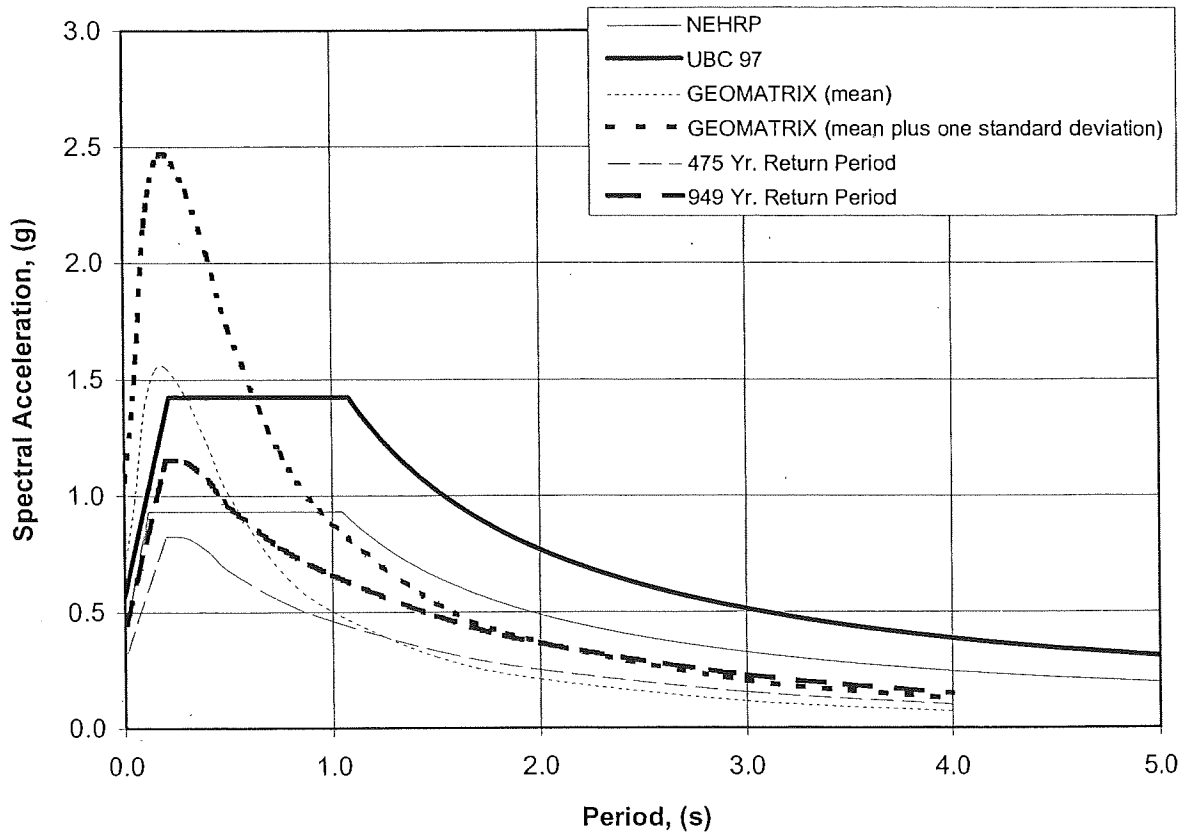

SPECTRAL ACCELERATION PLOTS

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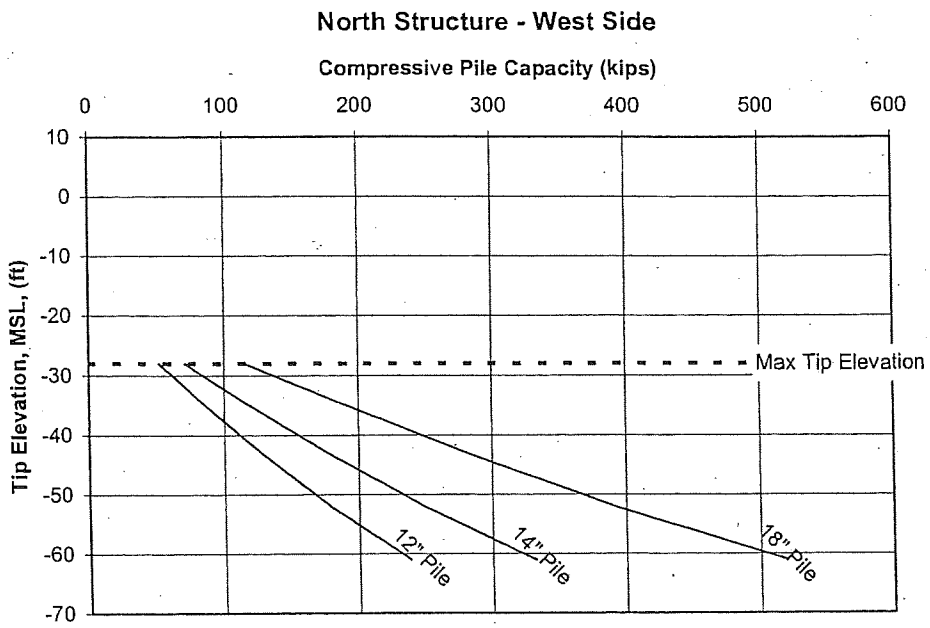
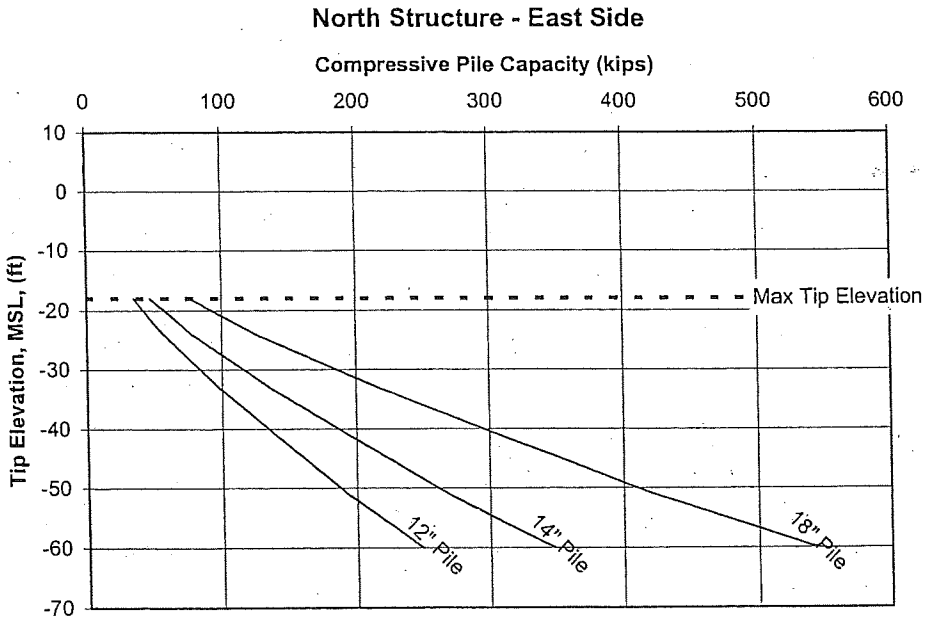
KC / TA		DSK / GTYP1	DATE 03-29-02	PROJECT NO. 06850-22-01	FIG 3

SAP/X/TIBI





PILE CAPACITIES

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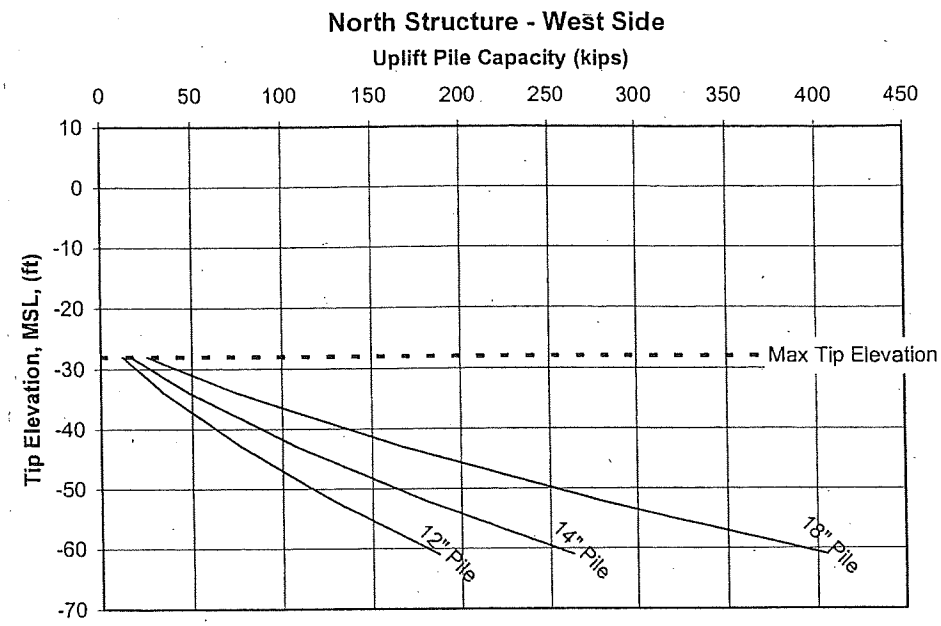
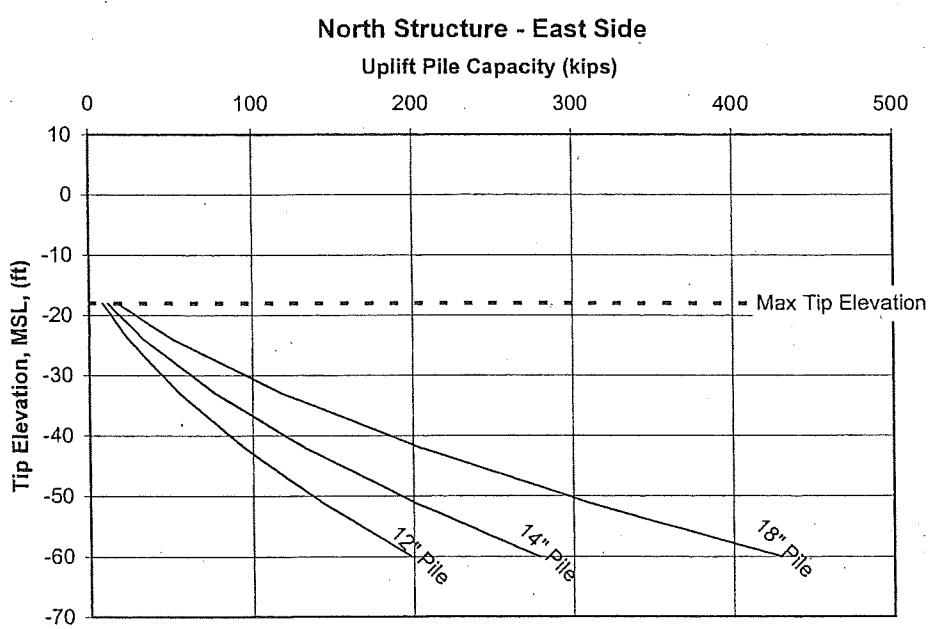
KC / TA		DSK / GTYPD	DATE 03-29-02	PROJECT NO. 06850 - 22 - 01	FIG. 4

PILE CAPACITIES PLATE





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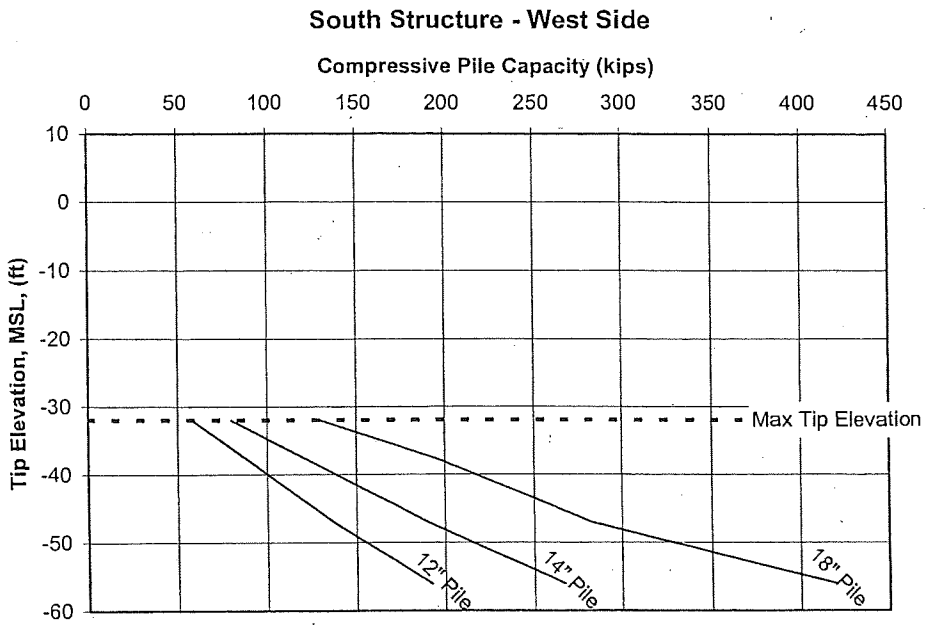
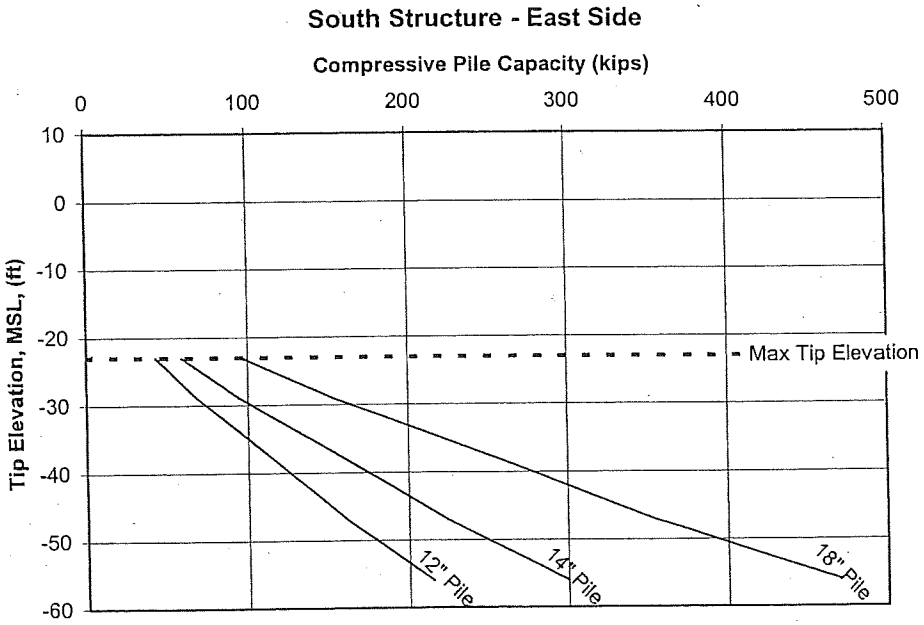
KC / TA		DSK / GTYPD	DATE 03-29-02	PROJECT NO. 06850-22-01	FIG. 5





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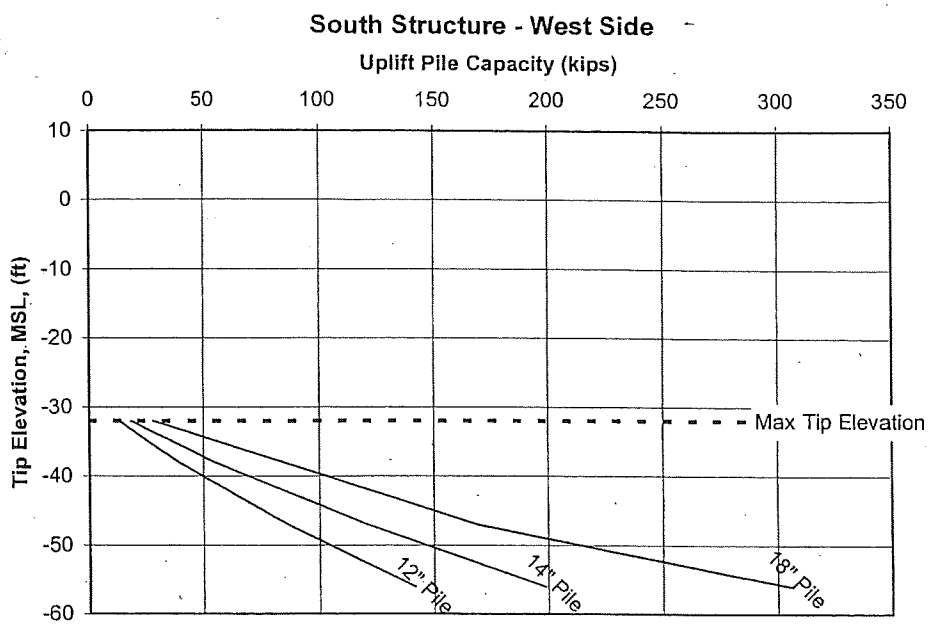
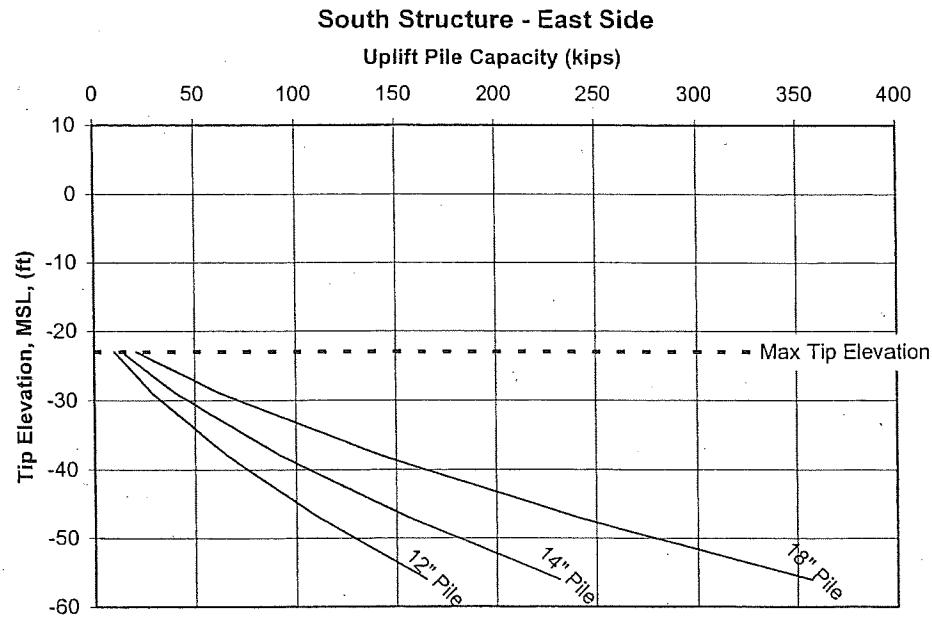
SAN DIEGO, CALIFORNIA

KC / TA		DSK / GTYPD	DATE 03-29-02	PROJECT NO. 06850-22-01	FIG. 6





PILE CAPACITIES

GEOCON
INCORPORATED
GEOTECHNICAL CONSULTANTS
6960 FLANDERS DRIVE - SAN DIEGO, CALIFORNIA 92121-2974
PHONE 858 558-6900 - FAX 858 558-6159

COUNTY ADMINISTRATION CENTER
WATERFRONT PARK
SAN DIEGO, CALIFORNIA

KC / TA		DSK / GTYPD	DATE 03-29-02	PROJECT NO. 06850-22-01	FIG. 7

PILE CAPACITIES PLATE

APPENDIX A

APPENDIX A

FIELD INVESTIGATION

The field investigation was performed on March 1 and 7, 2002, and consisted of a site reconnaissance, the drilling of 2 monitoring wells and advancing 4 CPT soundings. The monitoring wells were drilled to a depth of 41 feet below the existing ground surface using a Mobil B61 HDX Drill Rig equipped with 8-inch-diameter hollow stem augers. Relatively undisturbed samples were obtained by driving a 3-inch-O. D., split-tube sampler into the "undisturbed" soil mass with blows from a 140-pound hammer falling 30 inches. The sampler was equipped with 1-inch by 2 3/8-inch brass sampler rings to facilitate removal and testing. Standard Penetration tests were performed in accordance with ASTM D1586-99. Bulk samples were also obtained.

The soil conditions encountered in the monitoring wells were visually examined, classified and logged in general accordance with American Society for Testing and Materials (ASTM) practice for Description and Identification of Soils (Visual-Manual Procedure D2844). Logs of the monitoring wells are presented on Figures A-1 through A-4. The logs depict the soil and geologic conditions encountered and the depth at which samples were obtained. CPT soundings are presented on Figures A-5 through A-10. The approximate locations of the monitoring wells and CPT soundings are shown on the Site Plan, Figure 2.

PROJECT NO. 06850-22-01

BORING/WELL NO. MW 1

DATE DRILLED 3/1/02 WATER LEVEL (ATD) 13.0'

EQUIPMENT MOBIL B61 HDX DRILLER THF DRILLING

DEPTH IN FEET	PENETRAT. RESIST. BLWS/FT.	SAMPLE NO.	LITHOLOGY	SOIL DESCRIPTION	WELL CONSTRUCTION	HEADSPACE (PPM)
				6" ASPHALT CONCRETE		
1		MW1-1		**FILL** Moderately dense, damp, tan, fine to coarse SAND and shells		
2						
3						
4						
5	26	MW1-2				
6						
7						
8						
9						
10	22	MW1-3				
11						
12				**BAY DEPOSITS** Moderately dense, damp, gray, micaceous, fine to coarse SAND with shells -Becomes saturated at 13 feet		
13						
14						
15	36	MW1-4				
16						
17						
18				**BAY POINT FORMATION** Dense, saturated, orange-brown, Silty fine SAND		
19						
20	48	MW1-5				
21						
22						
23						
24						

Figure A-1, log of Boring MW 1

Continued Next Page

CAW

CASING ELEVATION: 12'	QUANTITY OF FILTER MATERIAL: 7.5 bags
DIAMETER & TYPE OF CASING: 2" PVC	WELL SEAL & INTERVAL: Bentonite 2'-4' Depth
CASING INTERVAL: 0'-5' Depth	WELL SEAL QUANTITY: 1 bag
WELL SCREEN: 2" .020 PVC	ANNULUS SEAL/INTERVAL: Concrete 0'-2' Depth
SCREEN INTERVAL: 5'-40' Depth	ADDITIVES: None
WELL COVER: Traffic Cover	WELL DEPTH: 41 feet
FILTERPACK/INTERVAL: 220 Sand 4'-41' Depth	ENGINEER/GEOLOGIST: KC

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

PROJECT NO. 06850-22-01

BORING/WELL NO. MW 1

DATE DRILLED 3/1/02 WATER LEVEL (ATD) 13.0'

EQUIPMENT MOBIL B61 HDX DRILLER THF DRILLING

DEPTH IN FEET	PENETRAT. RESIST. BLWS/FT.	SAMPLE NO.	LITHOLOGY	SOIL DESCRIPTION	WELL CONSTRUCTION	HEADSPACE (PPM)
	38	MW1-6				
26						
27						
28						
29						
30	30	MW1-7				
31						
32						
33						
34						
35	7	MW1-8				
36						
37						
38						
39						
40	16	MW1-9				
41						
42				BORING TERMINATED AT 41 FEET Groundwater Encountered At 13 feet		
43						
44						
45						
46						
47						
48						
49						
50						
51						
52						
53						
54						

Figure A-2, log of Boring MW 1

CAW

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

PROJECT NO. 06850-22-01

BORING/WELL NO. MW 2

DATE DRILLED 3/1/02 WATER LEVEL (ATD) 6.0'

EQUIPMENT MOBIL B61 HDX DRILLER THF DRILLING

DEPTH IN FEET	PENETRAT. RESIST. BLWS/FT.	SAMPLE NO.	LITHOLOGY	SOIL DESCRIPTION	WELL CONSTRUCTION	HEADSPACE (PPM)
1				6" ASPHALT CONCRETE		
2				**FILL** Dense, damp, tan, fine to coarse SAND with shells		
3						
4						
5	46	MW2-1				
6		MW2-2		-Becomes saturated at 6 feet		
7						
8						
9						
10	5	MW2-3		**BAY DEPOSITS** Dense, saturated, gray, micaceous, fine SAND with shells		
11						
12						
13						
14						
15	11	MW2-4				
16						
17						
18						
19						
20	32	MW2-5				
21						
22						
23						
24						

Figure A-3, log of Boring MW 2

Continued Next Page

CAW

CASING ELEVATION:	10.5'	QUANTITY OF FILTER MATERIAL:	7 bags
DIAMETER & TYPE OF CASING:	2" PVC	WELL SEAL & INTERVAL:	Bentonite 2'-4' Depth
CASING INTERVAL:	0'-5' Depth	WELL SEAL QUANTITY:	1 bag
WELL SCREEN:	2" .020 PVC	ANNULUS SEAL/INTERVAL:	Concrete 0'-2' Depth
SCREEN INTERVAL:	5'-40' Depth	ADDITIVES:	None
WELL COVER:	Traffic Cover	WELL DEPTH:	41 feet
FILTERPACK/INTERVAL:	220 Sand 4'-41' Depth	ENGINEER/GEOLOGIST:	KC

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

PROJECT NO. 06850-22-01

BORING/WELL NO. MW 2

DATE DRILLED 3/1/02 WATER LEVEL (ATD) 6.0'

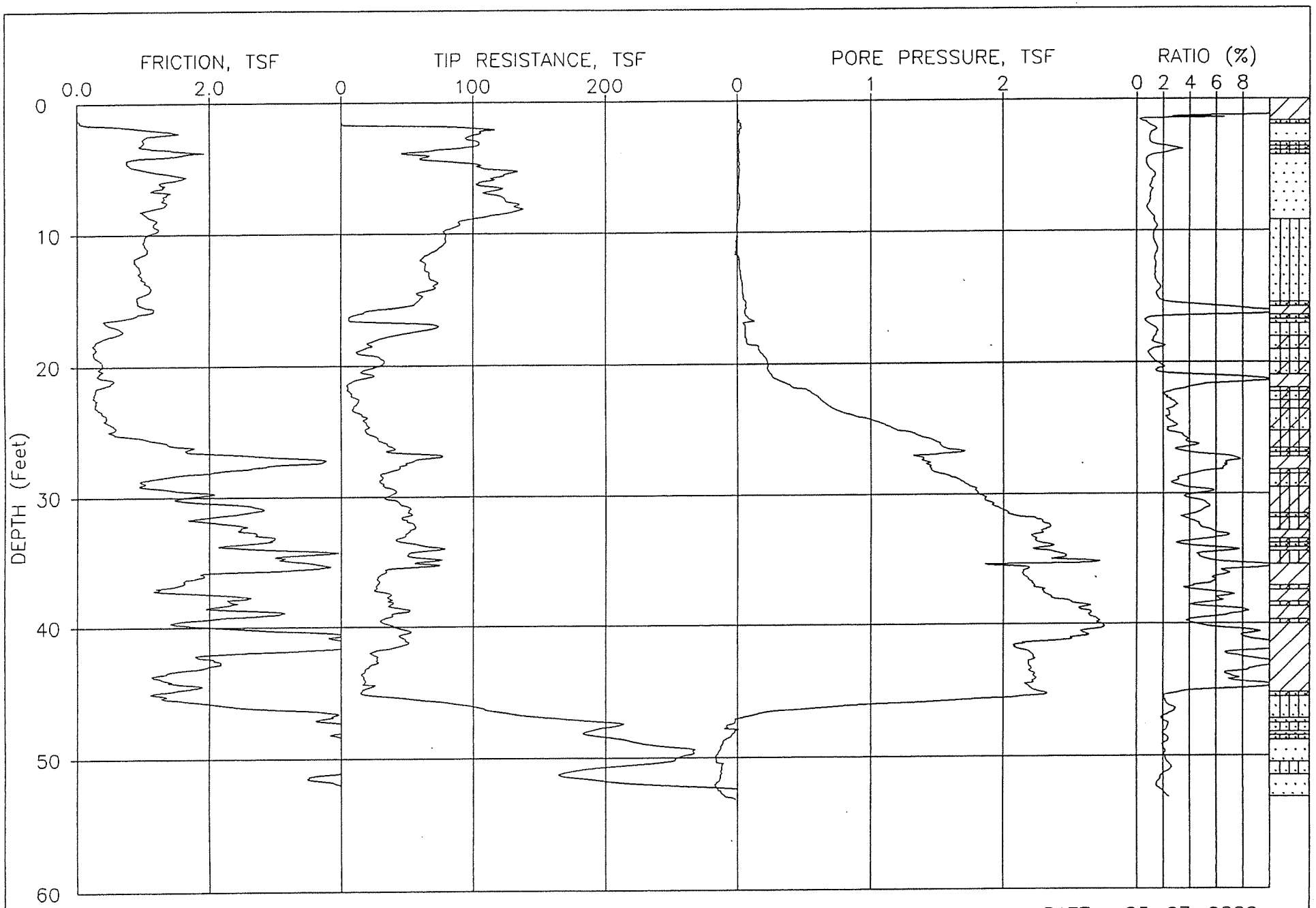
EQUIPMENT MOBIL B61 HDX DRILLER THF DRILLING

DEPTH IN FEET	PENETRAT. RESIST. BLWS/FT.	SAMPLE NO.	LITHOLOGY	SOIL DESCRIPTION	WELL CONSTRUCTION	HEADSPACE (PPM)
	24	MW2-6		Stiff, saturated, gray, CLAY with shells		
26						
27						
28				**BAY POINT FORMATION** Dense, saturated, gray-brown, Silty fine SAND		
29						
30	50	MW2-7				
31						
32						
33						
34						
35	40	MW2-8				
36						
37						
38						
39						
40	42	MW2-9				
41						
42				BORING TERMINATED AT 41 FEET Groundwater Encountered At 6 feet		
43						
44						
45						
46						
47						
48						
49						
50						
51						
52						
53						
54						

Figure A-4, log of Boring MW 2

CAW

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.



JOB NUMBER: 0303-0645

CPT NUMBER: CPT1B

DATE: 03-07-2002

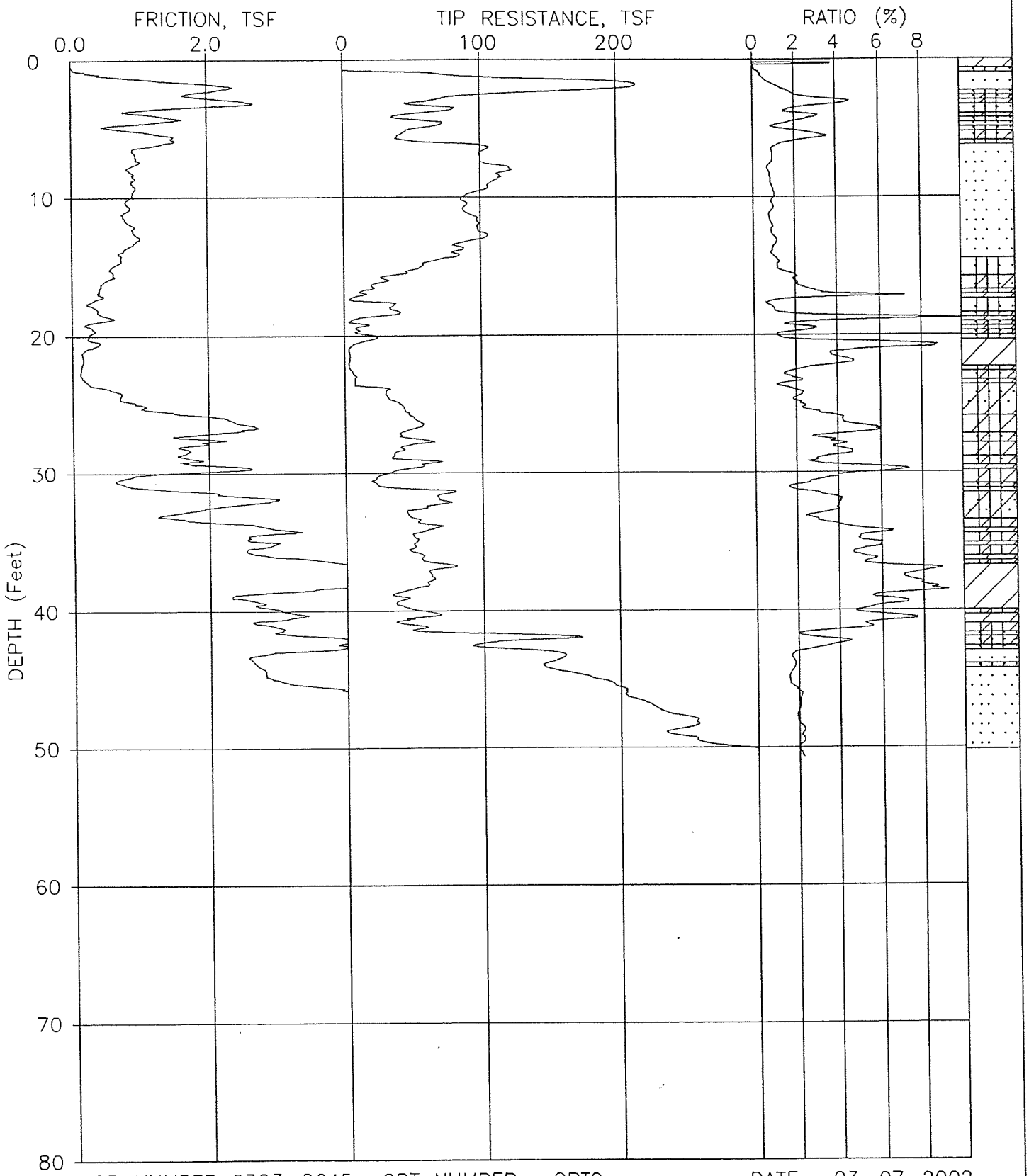
ELEVATION: 0.00

CONE NUMBER: F7.5CKEGW603

PLATE: 1 OF 1

FUGRO GEOSCIENCES,INC

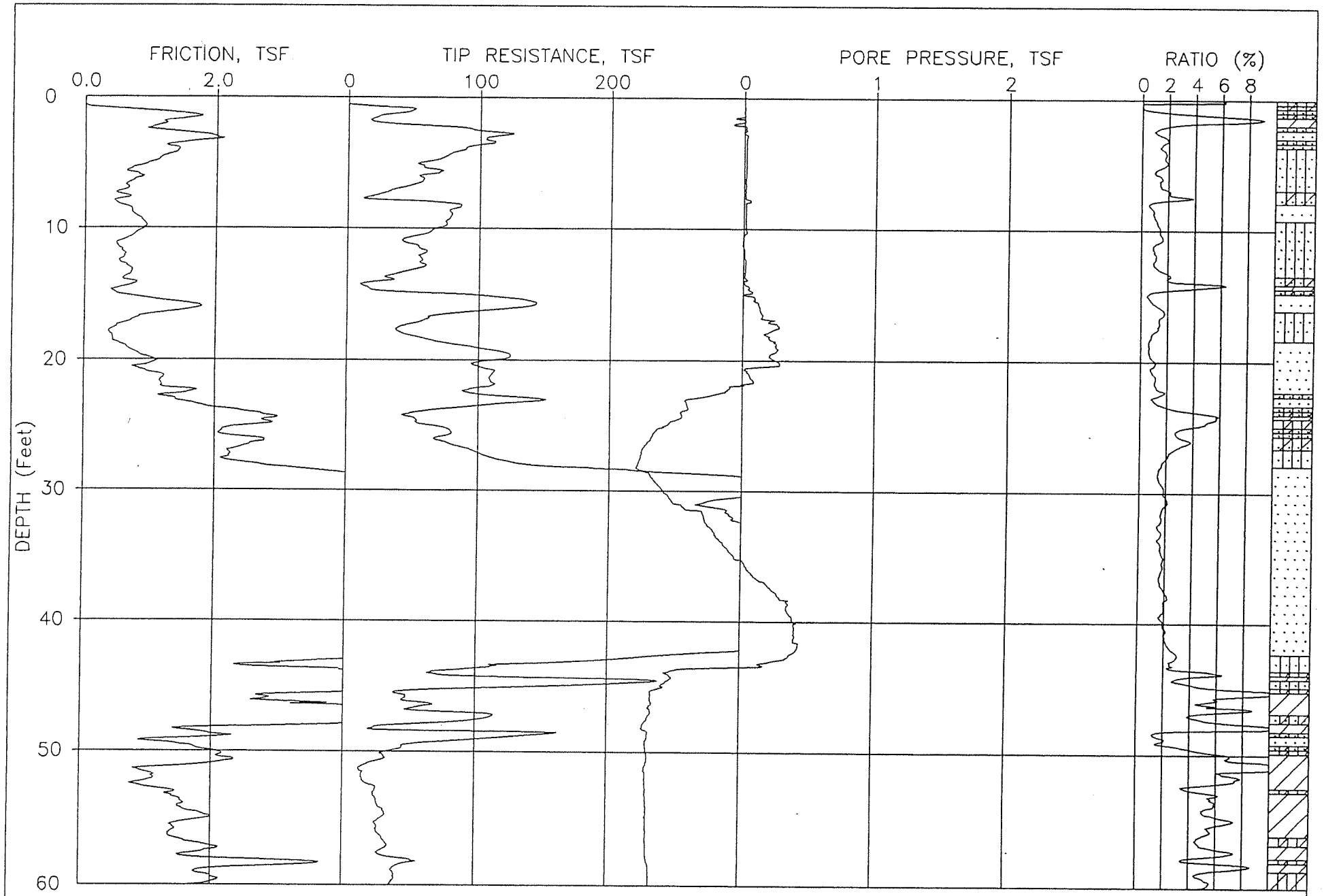
FIGURE A-5



JOB NUMBER: 0303-0645 CPT NUMBER: CPT2 DATE: 03-07-2002
ELEVATION: 0.00 CONE NUMBER: F7.5CKEW892 PLATE: 1 OF 1

FIGURE A-6

FUGRO GEOSCIENCES,INC



JOB NUMBER: 0303-0645

CPT NUMBER: CPT-3

DATE: 03-07-2002

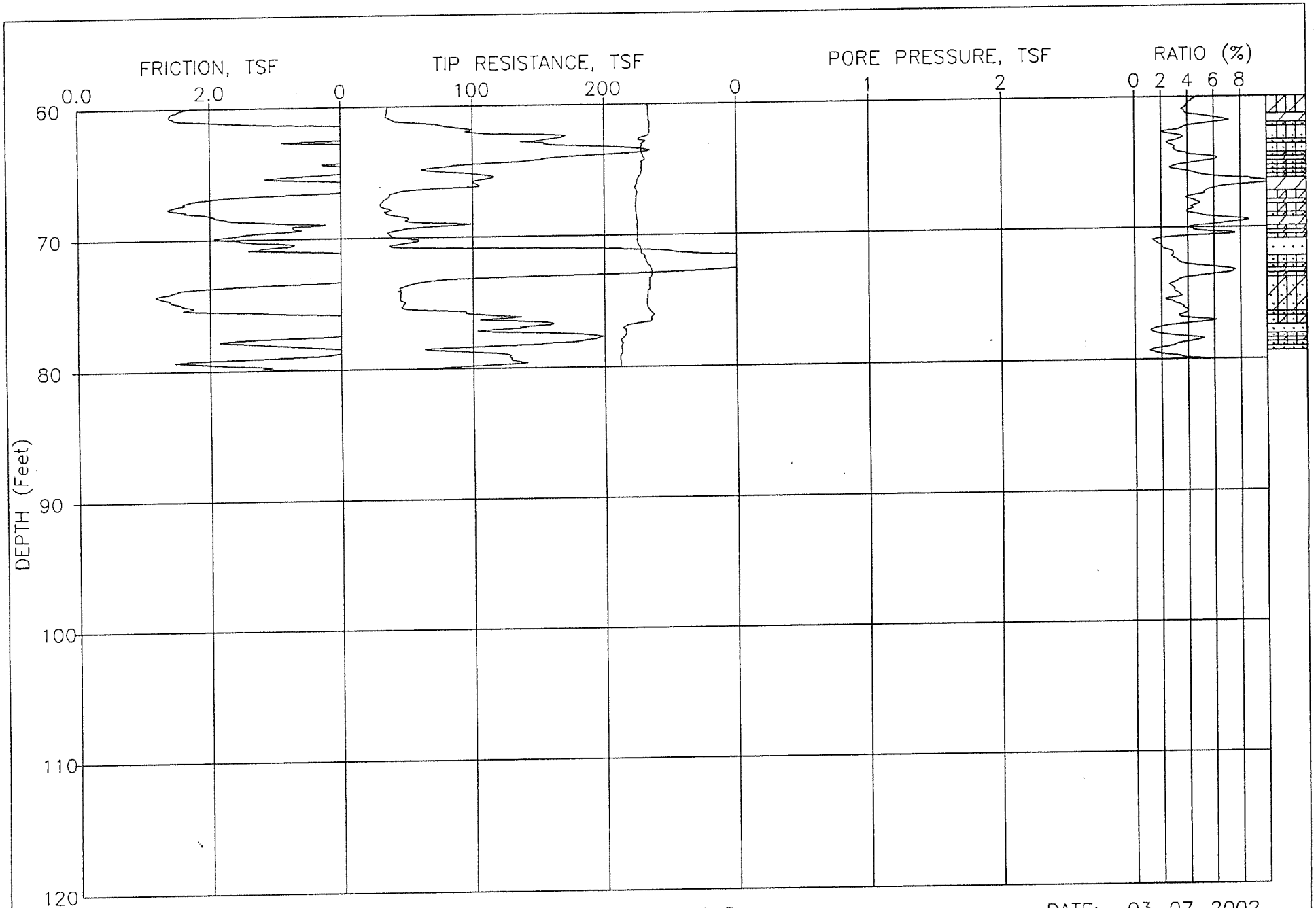
ELEVATION: 0.00

CONE NUMBER: F7.5CKEGW603

PLATE: 1 OF 2

FUGRO GEOSCIENCES,INC

FIGURE A-7



JOB NUMBER: 0303-0645

CPT NUMBER: CPT-3

DATE: 03-07-2002

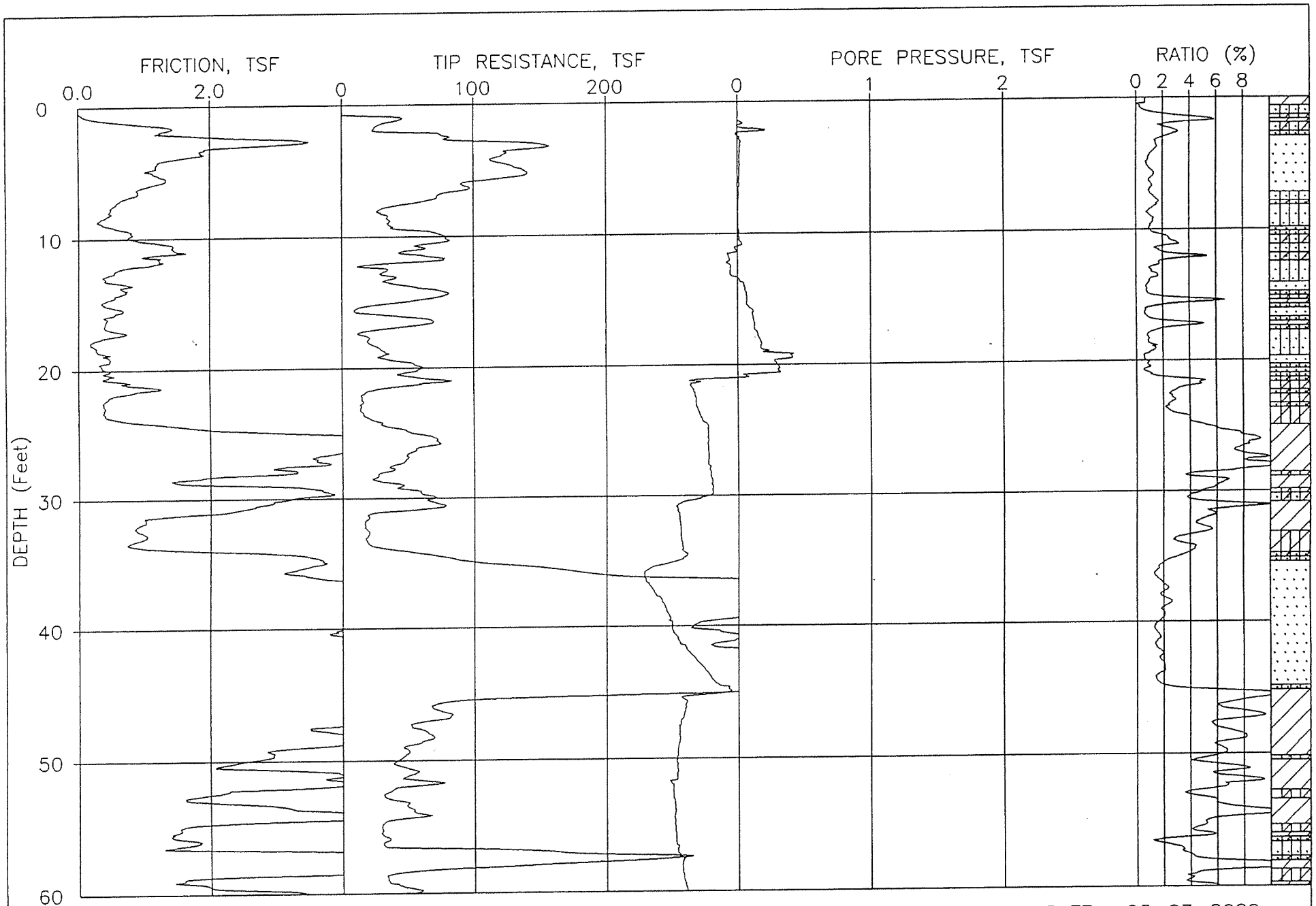
ELEVATION: 0.00

CONE NUMBER: F7.5CKEGW603

PLATE: 2 OF 2

FUGRO GEOSCIENCES,INC

FIGURE A-8



JOB NUMBER: 0303-0645

CPT NUMBER: CPT4

DATE: 03-07-2002

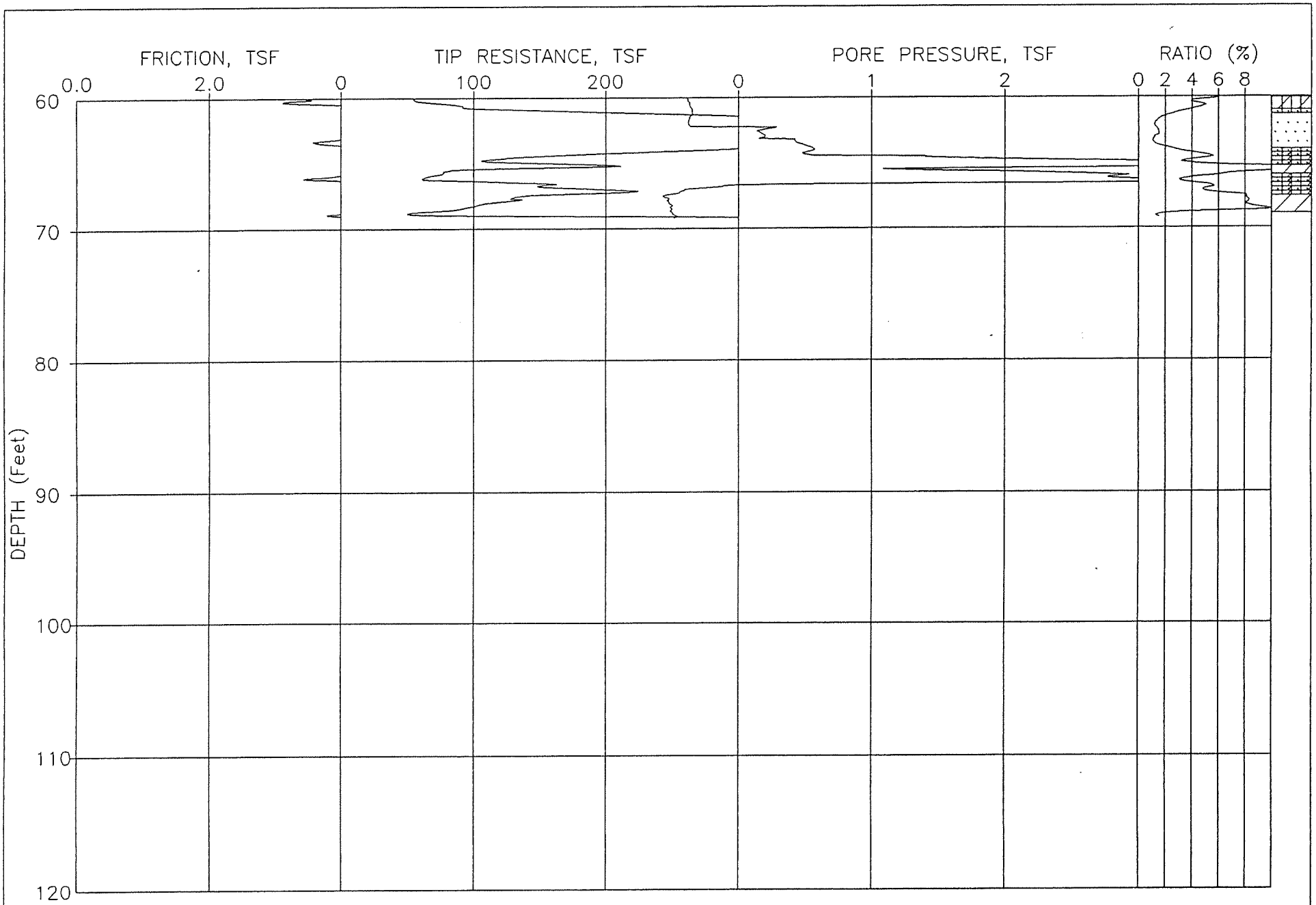
ELEVATION: 0.00

CONE NUMBER: F7.5CKEGW603

PLATE: 1 OF 2

FUGRO GEOSCIENCES,INC

FIGURE A-9



JOB NUMBER: 0303-0645

CPT NUMBER: CPT4

DATE: 03-07-2002

ELEVATION: 0.00

CONE NUMBER: F7.5CKEGW603

PLATE: 2 OF 2

FUGRO GEOSCIENCES,INC

FIGURE A-10

APPENDIX B

APPENDIX B

LABORATORY TESTING

Laboratory tests were performed in accordance with generally accepted test methods of the American Society for Testing and Materials (ASTM) or other suggested procedures. Selected samples were tested for their expansion, R-Value, pH, resistivity, and soluble sulfate characteristics and in-place density and moisture content. The results of these tests are summarized in Tables B-I through B-IV.

TABLE B-I
SUMMARY OF IN-PLACE DENSITY AND MOISTURE CONTENT TEST RESULTS

Sample No.	Dry Density (pcf)	Moisture Content (%)
MW1-2	100.6	3.8
MW1-5	119.4	15.5
MW2-5	117.6	18.0
MW2-6	73.1	47.0
MW2-7	114.8	19.3
MW2-9	97.4	27.7

TABLE B-II
SUMMARY OF LABORATORY EXPANSION INDEX TEST RESULTS

Sample No.	Moisture Content		Dry Density (pcf)	Expansion Index
	Before Test (%)	After Test (%)		
MW1-1	12.2	20.0	102.4	0
MW2-2	11.1	22.0	106.0	0

TABLE B-III
SUMMARY OF LABORATORY PH, RESISTIVITY, AND SOLUBLE SULFATE TEST RESULTS

Sample No.	Description	pH	Resistivity (ohm cm)	Soluble Sulfate Content (%)
MW1-1	Tan, fine to coarse SAND and shells	8.96	1067.2	0.010
MW2-2	Tan, fine to coarse SAND and shells	8.60	3668.5	0.006

TABLE B-IV
SUMMARY OF LABORATORY R-VALUE TEST RESULTS

Sample No.	Description	R-Value
MW1-1	Tan, fine to coarse SAND and shells	75

APPENDIX C

APPENDIX C

RECOMMENDED GRADING SPECIFICATIONS

FOR

COUNTY ADMINISTRATION CENTER WATERFRONT PARK
PACIFIC HIGHWAY AND CEDAR STREET
SAN DIEGO, CALIFORNIA

PROJECT NO. 06850-22-01

RECOMMENDED GRADING SPECIFICATIONS

1. GENERAL

1.1. These Recommended Grading Specifications shall be used in conjunction with the Geotechnical Report for the project prepared by Geocon Incorporated. The recommendations contained in the text of the Geotechnical Report are a part of the earthwork and grading specifications and shall supersede the provisions contained hereinafter in the case of conflict.

1.2. Prior to the commencement of grading, a geotechnical consultant (Consultant) shall be employed for the purpose of observing earthwork procedures and testing the fills for substantial conformance with the recommendations of the Geotechnical Report and these specifications. It will be necessary that the Consultant provide adequate testing and observation services so that he may determine that, in his opinion, the work was performed in substantial conformance with these specifications. It shall be the responsibility of the Contractor to assist the Consultant and keep him apprised of work schedules and changes so that personnel may be scheduled accordingly.

1.3. It shall be the sole responsibility of the Contractor to provide adequate equipment and methods to accomplish the work in accordance with applicable grading codes or agency ordinances, these specifications and the approved grading plans. If, in the opinion of the Consultant, unsatisfactory conditions such as questionable soil materials, poor moisture condition, inadequate compaction, adverse weather, and so forth, result in a quality of work not in conformance with these specifications, the Consultant will be empowered to reject the work and recommend to the Owner that construction be stopped until the unacceptable conditions are corrected.

2. DEFINITIONS

2.1. **Owner** shall refer to the owner of the property or the entity on whose behalf the grading work is being performed and who has contracted with the Contractor to have grading performed.

2.2. **Contractor** shall refer to the Contractor performing the site grading work.

2.3. **Civil Engineer** or **Engineer of Work** shall refer to the California licensed Civil Engineer or consulting firm responsible for preparation of the grading plans, surveying and verifying as-graded topography.

2.4. **Consultant** shall refer to the soil engineering and engineering geology consulting firm retained to provide geotechnical services for the project.

2.5. **Soil Engineer** shall refer to a California licensed Civil Engineer retained by the Owner, who is experienced in the practice of geotechnical engineering. The Soil Engineer shall be responsible for having qualified representatives on-site to observe and test the Contractor's work for conformance with these specifications.

2.6. **Engineering Geologist** shall refer to a California licensed Engineering Geologist retained by the Owner to provide geologic observations and recommendations during the site grading.

2.7. **Geotechnical Report** shall refer to a soil report (including all addenda) which may include a geologic reconnaissance or geologic investigation that was prepared specifically for the development of the project for which these Recommended Grading Specifications are intended to apply.

3. MATERIALS

3.1. Materials for compacted fill shall consist of any soil excavated from the cut areas or imported to the site that, in the opinion of the Consultant, is suitable for use in construction of fills. In general, fill materials can be classified as *soil* fills, *soil-rock* fills or *rock* fills, as defined below.

3.1.1. **Soil fills** are defined as fills containing no rocks or hard lumps greater than 12 inches in maximum dimension and containing at least 40 percent by weight of material smaller than 3/4 inch in size.

3.1.2. **Soil-rock fills** are defined as fills containing no rocks or hard lumps larger than 4 feet in maximum dimension and containing a sufficient matrix of soil fill to allow for proper compaction of soil fill around the rock fragments or hard lumps as specified in Paragraph 6.2. **Oversize rock** is defined as material greater than 12 inches.

3.1.3. **Rock fills** are defined as fills containing no rocks or hard lumps larger than 3 feet in maximum dimension and containing little or no fines. Fines are defined as material smaller than 3/4 inch in maximum dimension. The quantity of fines shall be less than approximately 20 percent of the rock fill quantity.

3.2. Material of a perishable, spongy, or otherwise unsuitable nature as determined by the Consultant shall not be used in fills.

3.3. Materials used for fill, either imported or on-site, shall not contain hazardous materials as defined by the California Code of Regulations, Title 22, Division 4, Chapter 30, Articles 9 and 10; 40CFR; and any other applicable local, state or federal laws. The Consultant shall not be responsible for the identification or analysis of the potential presence of hazardous materials. However, if observations, odors or soil discoloration cause Consultant to suspect the presence of hazardous materials, the Consultant may request from the Owner the termination of grading operations within the affected area. Prior to resuming grading operations, the Owner shall provide a written report to the Consultant indicating that the suspected materials are not hazardous as defined by applicable laws and regulations.

3.4. The outer 15 feet of *soil-rock* fill slopes, measured horizontally, should be composed of properly compacted *soil* fill materials approved by the Consultant. *Rock* fill may extend to the slope face, provided that the slope is not steeper than 2:1 (horizontal:vertical) and a soil layer no thicker than 12 inches is track-walked onto the face for landscaping purposes. This procedure may be utilized, provided it is acceptable to the governing agency, Owner and Consultant.

3.5. Representative samples of soil materials to be used for fill shall be tested in the laboratory by the Consultant to determine the maximum density, optimum moisture content, and, where appropriate, shear strength, expansion, and gradation characteristics of the soil.

3.6. During grading, soil or groundwater conditions other than those identified in the Geotechnical Report may be encountered by the Contractor. The Consultant shall be notified immediately to evaluate the significance of the unanticipated condition

4. CLEARING AND PREPARING AREAS TO BE FILLED

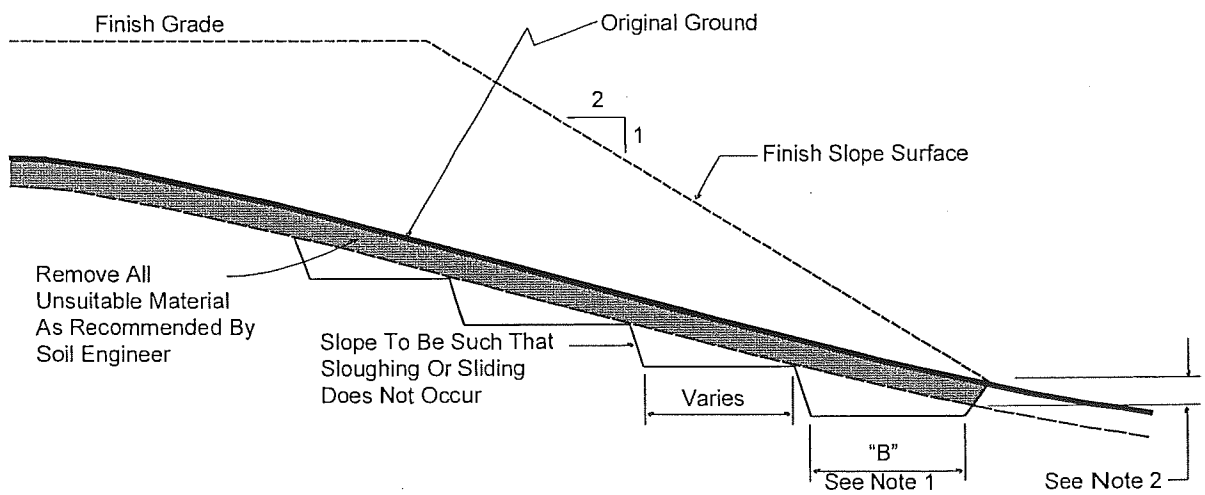
4.1. Areas to be excavated and filled shall be cleared and grubbed. Clearing shall consist of complete removal above the ground surface of trees, stumps, brush, vegetation, man-made structures and similar debris. Grubbing shall consist of removal of stumps, roots, buried logs and other unsuitable material and shall be performed in areas to be graded. Roots and other projections exceeding 1-1/2 inches in diameter shall be removed to a depth of 3 feet below the surface of the ground. Borrow areas shall be grubbed to the extent necessary to provide suitable fill materials.

4.2. Any asphalt pavement material removed during clearing operations should be properly disposed at an approved off-site facility. Concrete fragments which are free of reinforcing steel may be placed in fills, provided they are placed in accordance with Section 6.2 or 6.3 of this document.

4.3. After clearing and grubbing of organic matter or other unsuitable material, loose or porous soils shall be removed to the depth recommended in the Geotechnical Report. The depth of removal and compaction shall be observed and approved by a representative of the Consultant. The exposed surface shall then be plowed or scarified to a minimum depth of 6 inches and until the surface is free from uneven features that would tend to prevent uniform compaction by the equipment to be used.

4.4. Where the slope ratio of the original ground is steeper than 6:1 (horizontal:vertical), or where recommended by the Consultant, the original ground should be benched in accordance with the following illustration.

TYPICAL BENCHING DETAIL



No Scale

DETAIL NOTES:

(1) Key width "B" should be a minimum of 10 feet wide, or sufficiently wide to permit complete coverage with the compaction equipment used. The base of the key should be graded horizontal, or inclined slightly into the natural slope.

(2) The outside of the bottom key should be below the topsoil or unsuitable surficial material and at least 2 feet into dense formational material. Where hard rock is exposed in the bottom of the key, the depth and configuration of the key may be modified as approved by the Consultant.

4.5. After areas to receive fill have been cleared, plowed or scarified, the surface should be disced or bladed by the Contractor until it is uniform and free from large clods. The area should then be moisture conditioned to achieve the proper moisture content, and compacted as recommended in Section 6.0 of these specifications.

5. COMPACTION EQUIPMENT

5.1. Compaction of *soil* or *soil-rock* fill shall be accomplished by sheepsfoot or segmented-steel wheeled rollers, vibratory rollers, multiple-wheel pneumatic-tired rollers, or other types of acceptable compaction equipment. Equipment shall be of such a design that it will be capable of compacting the *soil* or *soil-rock* fill to the specified relative compaction at the specified moisture content.

5.2. Compaction of *rock* fills shall be performed in accordance with Section 6.3.

6. PLACING, SPREADING AND COMPACTION OF FILL MATERIAL

6.1. *Soil* fill, as defined in Paragraph 3.1.1, shall be placed by the Contractor in accordance with the following recommendations:

6.1.1. *Soil* fill shall be placed by the Contractor in layers that, when compacted, should generally not exceed 8 inches. Each layer shall be spread evenly and shall be thoroughly mixed during spreading to obtain uniformity of material and moisture in each layer. The entire fill shall be constructed as a unit in nearly level lifts. Rock materials greater than 12 inches in maximum dimension shall be placed in accordance with Section 6.2 or 6.3 of these specifications.

6.1.2. In general, the *soil* fill shall be compacted at a moisture content at or above the optimum moisture content as determined by ASTM D1557-91.

6.1.3. When the moisture content of *soil* fill is below that specified by the Consultant, water shall be added by the Contractor until the moisture content is in the range specified.

6.1.4. When the moisture content of the *soil* fill is above the range specified by the Consultant or too wet to achieve proper compaction, the *soil* fill shall be aerated by the Contractor by blading/mixing, or other satisfactory methods until the moisture content is within the range specified.

6.1.5. After each layer has been placed, mixed, and spread evenly, it shall be thoroughly compacted by the Contractor to a relative compaction of at least 90 percent. Relative compaction is defined as the ratio (expressed in percent) of the in-place dry density of the compacted fill to the maximum laboratory dry density as determined in accordance with ASTM D1557-91. Compaction shall be continuous over the entire area, and compaction equipment shall make sufficient passes so that the specified minimum relative compaction has been achieved throughout the entire fill.

6.1.6. Soils having an Expansion Index of greater than 50 may be used in fills if placed at least 3 feet below finish pad grade and should be compacted at a moisture content generally 2 to 4 percent greater than the optimum moisture content for the material.

6.1.7. Properly compacted *soil* fill shall extend to the design surface of fill slopes. To achieve proper compaction, it is recommended that fill slopes be over-built by at least 3 feet and then cut to the design grade. This procedure is considered preferable to track-walking of slopes, as described in the following paragraph.

6.1.8. As an alternative to over-building of slopes, slope faces may be back-rolled with a heavy-duty loaded sheepsfoot or vibratory roller at maximum 4-foot fill height intervals. Upon completion, slopes should then be track-walked with a D-8 dozer or similar equipment, such that a dozer track covers all slope surfaces at least twice.

6.2. *Soil-rock* fill, as defined in Paragraph 3.1.2, shall be placed by the Contractor in accordance with the following recommendations:

6.2.1. Rocks larger than 12 inches but less than 4 feet in maximum dimension may be incorporated into the compacted *soil* fill, but shall be limited to the area measured 15 feet minimum horizontally from the slope face and 5 feet below finish grade or 3 feet below the deepest utility, whichever is deeper.

6.2.2. Rocks or rock fragments up to 4 feet in maximum dimension may either be individually placed or placed in windrows. Under certain conditions, rocks or rock fragments up to 10 feet in maximum dimension may be placed using similar methods. The acceptability of placing rock materials greater than 4 feet in maximum dimension shall be evaluated during grading as specific cases arise and shall be approved by the Consultant prior to placement.

6.2.3. For individual placement, sufficient space shall be provided between rocks to allow for passage of compaction equipment.

6.2.4. For windrow placement, the rocks should be placed in trenches excavated in properly compacted *soil* fill. Trenches should be approximately 5 feet wide and 4 feet deep in maximum dimension. The voids around and beneath rocks should be filled with approved granular soil having a Sand Equivalent of 30 or greater and should be compacted by flooding. Windrows may also be placed utilizing an "open-face" method in lieu of the trench procedure, however, this method should first be approved by the Consultant.

6.2.5. Windrows should generally be parallel to each other and may be placed either parallel to or perpendicular to the face of the slope depending on the site geometry. The minimum horizontal spacing for windrows shall be 12 feet center-to-center with a 5-foot stagger or offset from lower courses to next overlying course. The minimum vertical spacing between windrow courses shall be 2 feet from the top of a lower windrow to the bottom of the next higher windrow.

6.2.6. All rock placement, fill placement and flooding of approved granular soil in the windrows must be continuously observed by the Consultant or his representative.

6.3. *Rock* fills, as defined in Section 3.1.3., shall be placed by the Contractor in accordance with the following recommendations:

6.3.1. The base of the *rock* fill shall be placed on a sloping surface (minimum slope of 2 percent, maximum slope of 5 percent). The surface shall slope toward suitable subdrainage outlet facilities. The *rock* fills shall be provided with subdrains during construction so that a hydrostatic pressure buildup does not develop. The subdrains shall be permanently connected to controlled drainage facilities to control post-construction infiltration of water.

6.3.2. *Rock* fills shall be placed in lifts not exceeding 3 feet. Placement shall be by rock trucks traversing previously placed lifts and dumping at the edge of the currently placed lift. Spreading of the *rock* fill shall be by dozer to facilitate *seating* of the rock. The *rock* fill shall be watered heavily during placement. Watering shall consist of water trucks traversing in front of the current rock lift face and spraying water continuously during rock placement. Compaction equipment with compactive energy comparable to or greater than that of a 20-ton steel vibratory roller or other compaction equipment providing suitable energy to achieve the

required compaction or deflection as recommended in Paragraph 6.3.3 shall be utilized. The number of passes to be made will be determined as described in Paragraph 6.3.3. Once a *rock* fill lift has been covered with *soil* fill, no additional *rock* fill lifts will be permitted over the *soil* fill.

6.3.3. Plate bearing tests, in accordance with ASTM D1196-64, may be performed in both the compacted *soil* fill and in the *rock* fill to aid in determining the number of passes of the compaction equipment to be performed. If performed, a minimum of three plate bearing tests shall be performed in the properly compacted *soil* fill (minimum relative compaction of 90 percent). Plate bearing tests shall then be performed on areas of *rock* fill having two passes, four passes and six passes of the compaction equipment, respectively. The number of passes required for the *rock* fill shall be determined by comparing the results of the plate bearing tests for the *soil* fill and the *rock* fill and by evaluating the deflection variation with number of passes. The required number of passes of the compaction equipment will be performed as necessary until the plate bearing deflections are equal to or less than that determined for the properly compacted *soil* fill. In no case will the required number of passes be less than two.

6.3.4. A representative of the Consultant shall be present during *rock* fill operations to verify that the minimum number of "passes" have been obtained, that water is being properly applied and that specified procedures are being followed. The actual number of plate bearing tests will be determined by the Consultant during grading. In general, at least one test should be performed for each approximately 5,000 to 10,000 cubic yards of *rock* fill placed.

6.3.5. Test pits shall be excavated by the Contractor so that the Consultant can state that, in his opinion, sufficient water is present and that voids between large rocks are properly filled with smaller rock material. In-place density testing will not be required in the *rock* fills.

6.3.6. To reduce the potential for "piping" of fines into the *rock* fill from overlying *soil* fill material, a 2-foot layer of graded filter material shall be placed above the uppermost lift of *rock* fill. The need to place graded filter material below the *rock* should be determined by the Consultant prior to commencing grading. The gradation of the graded filter material will be determined at the time the *rock* fill is being excavated. Materials typical of the *rock* fill should be submitted to the Consultant in a timely manner, to allow design of the graded filter prior to the commencement of *rock* fill placement.

6.3.7. All *rock* fill placement shall be continuously observed during placement by representatives of the Consultant.

7. OBSERVATION AND TESTING

7.1. The Consultant shall be the Owners representative to observe and perform tests during clearing, grubbing, filling and compaction operations. In general, no more than 2 feet in vertical elevation of *soil* or *soil-rock* fill shall be placed without at least one field density test being performed within that interval. In addition, a minimum of one field density test shall be performed for every 2,000 cubic yards of *soil* or *soil-rock* fill placed and compacted.

7.2. The Consultant shall perform random field density tests of the compacted *soil* or *soil-rock* fill to provide a basis for expressing an opinion as to whether the fill material is compacted as specified. Density tests shall be performed in the compacted materials below any disturbed surface. When these tests indicate that the density of any layer of fill or portion thereof is below that specified, the particular layer or areas represented by the test shall be reworked until the specified density has been achieved.

7.3. During placement of *rock* fill, the Consultant shall verify that the minimum number of passes have been obtained per the criteria discussed in Section 6.3.3. The Consultant shall request the excavation of observation pits and may perform plate bearing tests on the placed *rock* fills. The observation pits will be excavated to provide a basis for expressing an opinion as to whether the *rock* fill is properly seated and sufficient moisture has been applied to the material. If performed, plate bearing tests will be performed randomly on the surface of the most-recently placed lift. Plate bearing tests will be performed to provide a basis for expressing an opinion as to whether the *rock* fill is adequately seated. The maximum deflection in the *rock* fill determined in Section 6.3.3 shall be less than the maximum deflection of the properly compacted *soil* fill. When any of the above criteria indicate that a layer of *rock* fill or any portion thereof is below that specified, the affected layer or area shall be reworked until the *rock* fill has been adequately seated and sufficient moisture applied.

7.4. A settlement monitoring program designed by the Consultant may be conducted in areas of *rock* fill placement. The specific design of the monitoring program shall be as recommended in the Conclusions and Recommendations section of the project Geotechnical Report or in the final report of testing and observation services performed during grading.

7.5. The Consultant shall observe the placement of subdrains, to verify that the drainage devices have been placed and constructed in substantial conformance with project specifications.

7.6. Testing procedures shall conform to the following Standards as appropriate:

7.6.1. Soil and Soil-Rock Fills:

7.6.1.1. Field Density Test, ASTM D1556-82, *Density of Soil In-Place By the Sand-Cone Method.*

7.6.1.2. Field Density Test, Nuclear Method, ASTM D2922-81, *Density of Soil and Soil-Aggregate In-Place by Nuclear Methods (Shallow Depth).*

7.6.1.3. Laboratory Compaction Test, ASTM D1557-91, *Moisture-Density Relations of Soils and Soil-Aggregate Mixtures Using 10-Pound Hammer and 18-Inch Drop.*

7.6.1.4. Expansion Index Test, Uniform Building Code Standard 29-2, *Expansion Index Test.*

7.6.2. Rock Fills

7.6.2.1. Field Plate Bearing Test, ASTM D1196-64 (Reapproved 1977) *Standard Method for Nonrepresentative Static Plate Load Tests of Soils and Flexible Pavement Components, For Use in Evaluation and Design of Airport and Highway Pavements.*

8. PROTECTION OF WORK

8.1. During construction, the Contractor shall properly grade all excavated surfaces to provide positive drainage and prevent ponding of water. Drainage of surface water shall be controlled to avoid damage to adjoining properties or to finished work on the site. The Contractor shall take remedial measures to prevent erosion of freshly graded areas until such time as permanent drainage and erosion control features have been installed. Areas subjected to erosion or sedimentation shall be properly prepared in accordance with the Specifications prior to placing additional fill or structures.

8.2. After completion of grading as observed and tested by the Consultant, no further excavation or filling shall be conducted except in conjunction with the services of the Consultant.

9. CERTIFICATIONS AND FINAL REPORTS

9.1. Upon completion of the work, Contractor shall furnish Owner a certification by the Civil Engineer stating that the lots and/or building pads are graded to within 0.1 foot vertically of elevations shown on the grading plan and that all tops and toes of slopes are within 0.5 foot horizontally of the positions shown on the grading plans. After installation of a section of subdrain, the project Civil Engineer should survey its location and prepare an *as-built* plan of the subdrain location. The project Civil Engineer should verify the proper outlet for the subdrains and the Contractor should ensure that the drain system is free of obstructions.

9.2. The Owner is responsible for furnishing a final as-graded soil and geologic report satisfactory to the appropriate governing or accepting agencies. The as-graded report should be prepared and signed by a California licensed Civil Engineer experienced in geotechnical engineering and by a California Certified Engineering Geologist, indicating that the geotechnical aspects of the grading were performed in substantial conformance with the Specifications or approved changes to the Specifications.

LIST OF REFERENCES

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Blake, T. F. *LIQUEFY2, A Computer Program for the Empirical Prediction of Earthquake-Induced Liquefaction Potential*, User's Manual, 1986, p. 87.

------, *EQFAULT, A Computer Program for the Deterministic Prediction of Peak Horizontal Acceleration from Digitized Faults*, User's Manual, 1989a, p. 79.

------, *EQFAULT, A Computer Program for the Estimation of Peak Horizontal Acceleration from Southern California Historical Earthquake Catalogs*, User's Manual, 1989b, p. 94.

Jennings, C. W., *Fault Map of California with Location of Volcanoes, Thermal Springs and Thermal Walls,* California Division of Mines and Geology, 1975 (revised 1987).

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LeRoy Crandall and Associates, *Report of Geotechnical Investigation Proposed Harbor Square Development Bounded by Harbor Drive, Pacific Highway, Ash and Grape Streets*, Job no. ADE-84260, dated December 14, 1984

Unpublished reports, aerial photographs, and maps on file with Geocon Incorporated.

▪ APPENDIX D ▪

Parking Demand Analysis

Prepared by Linscott, Law & Greenspan

PARKING DEMAND ANALYSIS
SAN DIEGO COUNTY ADMINISTRATION CENTER
SAN DIEGO, CALIFORNIA

August 16, 2002
Revised October 30, 2002

Prepared for:

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

Prepared by:

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ENGINEERS

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3-02-1206

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PARKING DEMAND ANALYSIS
SAN DIEGO COUNTY ADMINISTRATION CENTER
SAN DIEGO, CALIFORNIA

August 16, 2002
Revised October 30, 2002

1.0 INTRODUCTION

The following Parking Demand Analysis documents the estimated future parking demand of the existing San Diego County Administration Center (CAC). The future parking demand will be used to size the proposed parking structures as part of the San Diego County Administration Center Waterfront Park Master Plan. This analysis includes a parking demand analysis for weekday and Saturday scenarios. **Figure 1** shows the project area map.

1.1 STUDY AREA

For the purposes of this parking analysis, the parking study area consists of the entire block of the CAC including the on-street parking adjacent to the CAC. **Figure 2** shows the existing and proposed parking areas.

1.2 PROJECT DESCRIPTION

The project consists of transforming the existing CAC surface parking areas into park space and constructing below-grade parking structures within the CAC city block. The project also includes an additional above-grade parking structure on the southwest corner of Kettner Boulevard and Cedar Street. Additional project details are described in the "San Diego County Administration Center Waterfront Park Master Plan", Hargreavew Associates, January 28, 2001.

The project also includes the demolition of the Askew Building, which is home to County Health Services, to provide a new view corridor along Fir Street. Health Services will be relocated to another site and the parking demand associated with Health Services is therefore not included in this parking analysis.

2.0 DATA COLLECTION

The existing parking demand at the CAC was surveyed on Tuesday, July 9, 2002 (7:00 AM - 9:00 PM), Wednesday, July 10, 2002 (7:00 AM - 9:00 PM), and on Saturday, July 6, 2002 (12:00 PM - 10:00 PM). The survey was conducted on an hourly basis and the data collection sheets are included in **Appendix A**.

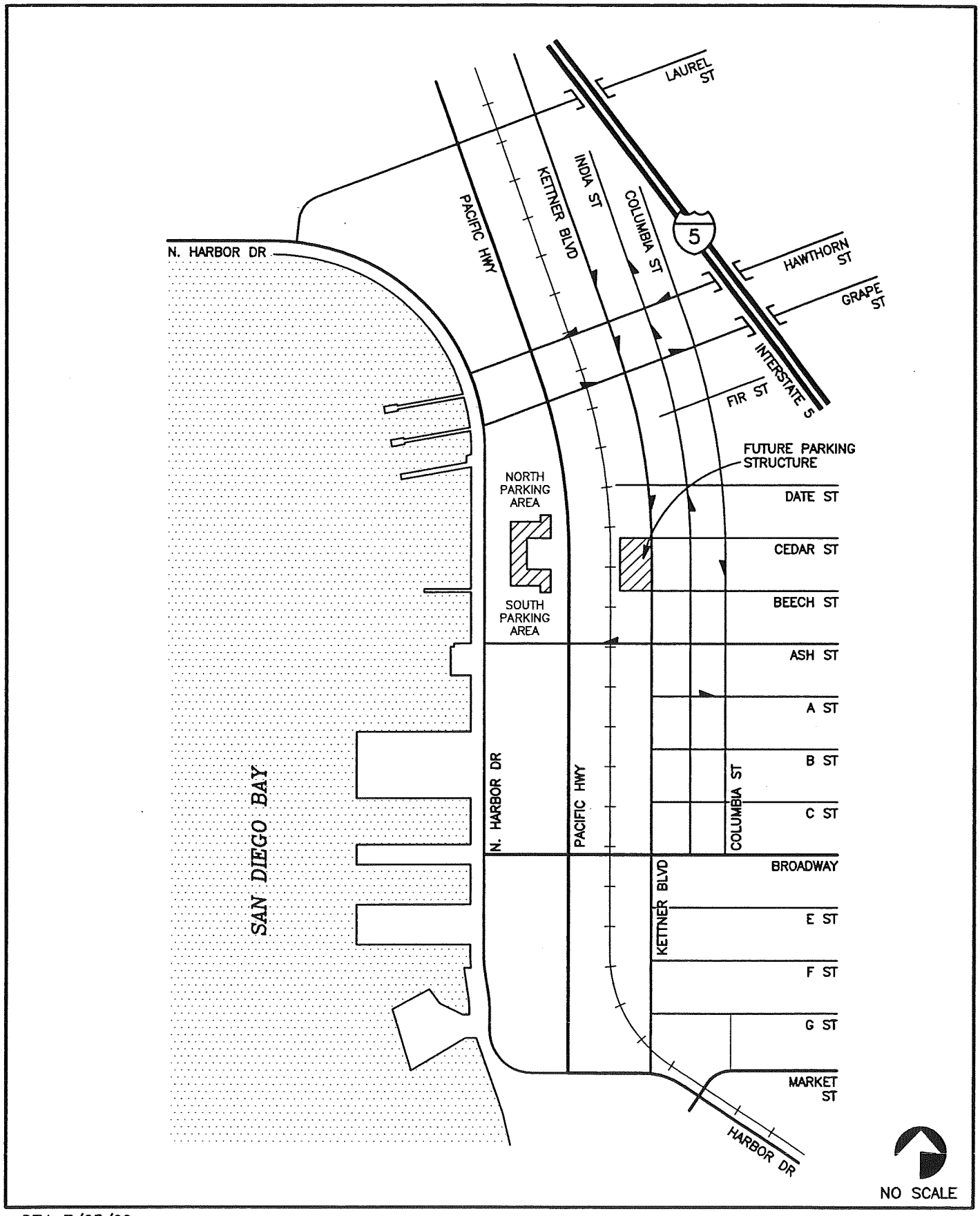

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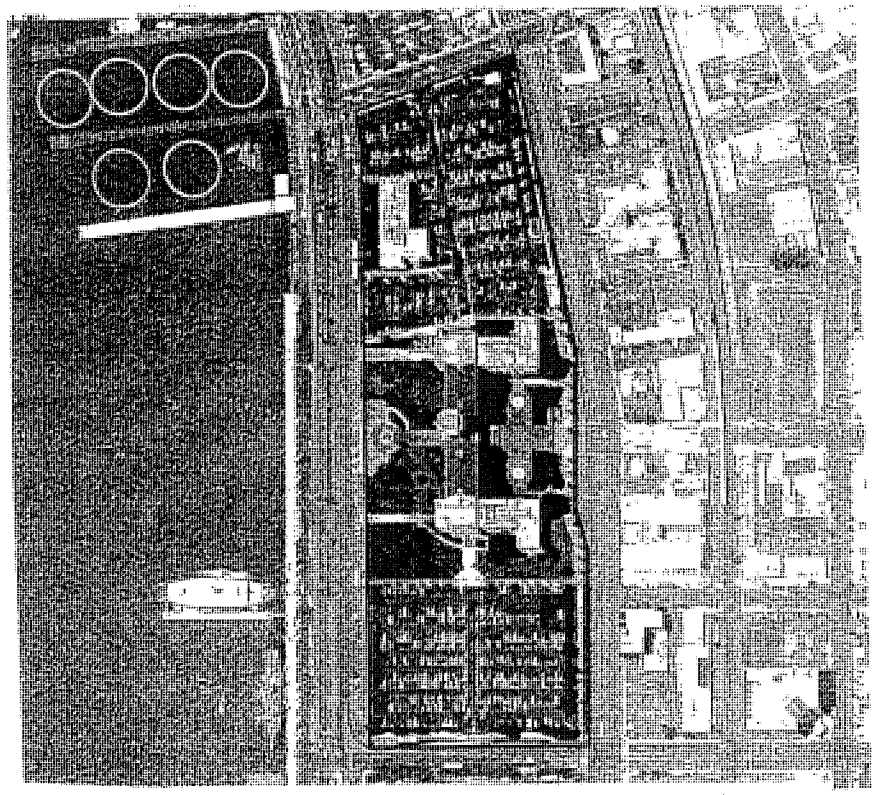
Figure 1

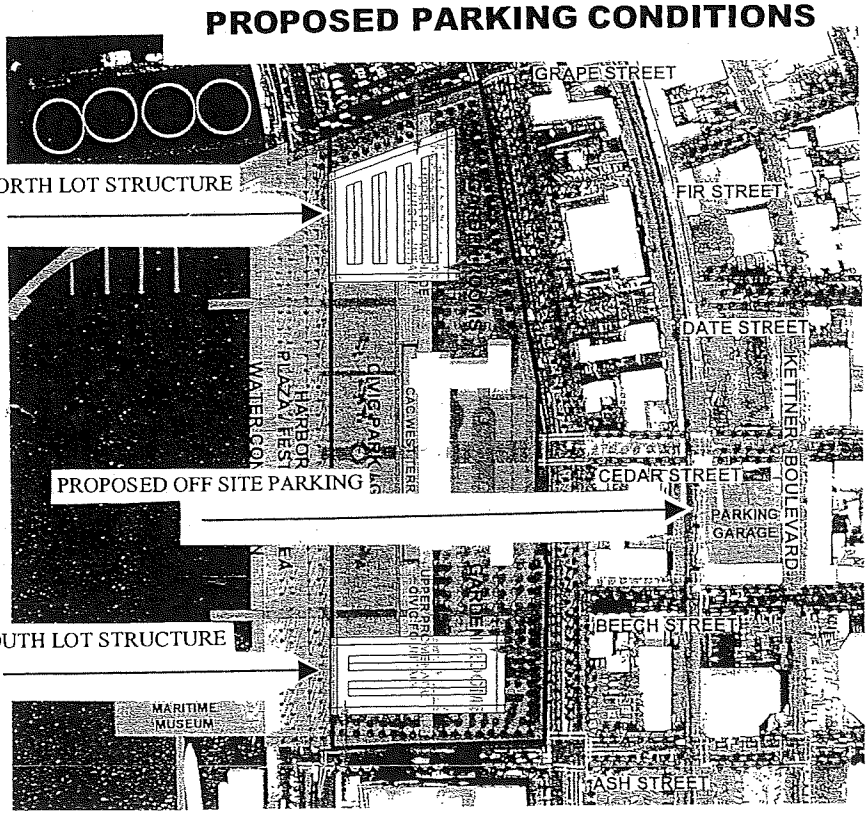
PROJECT AREA MAP

CAC PARKING DEMAND ANALYSIS

EXISTING PARKING CONDITIONS



PROPOSED PARKING CONDITIONS



NO SCALE

Figure 2

EXISTING AND PROPOSED PARKING AREAS

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3.0 EXISTING PARKING CONDITIONS

3.1 EXISTING BULDING CONFIGURATION

The existing CAC site consists of the Civic Center completed in 1938 and the Askew Building completed in 1958, as well as two small ancillary structures.

3.2 EXISTING PARKING SUPPLY

The CAC site has a total parking supply of 1,100 spaces divided between a north lot and south lot. The north lot contains 617 spaces while the south lot has 483 spaces.

3.3 EXISTING WEEKDAY PARKING DEMAND

The existing weekday parking demand was determined by a field survey conducted on Tuesday, July 9, 2002 and Wednesday, July 10, 2002 on an hourly basis from 7:00 AM to 9:00 PM. The hourly peak parking demand for disabled, public and employee users for Tuesday, July 9, 2002 are summarized in **Table 1.** The summary for Wednesday, July 10, 2002 is included in **Table 2**.

The highest observed employee weekday demand of 843 spaces was on Wednesday between 3:00 PM and 4:00 PM.

The highest observed public weekday demand of 168 spaces was on Wednesday between 11:00 AM and 12:00 PM.

3.4 EXISTING SATURDAY PARKING DEMAND

The existing Saturday parking demand was determined by a field survey conducted on Saturday, July 6, 2002 on an hourly basis from 12:00 PM to 10:00 PM. The overall peak parking demand on Saturday, July 6, 2002 was 270 spaces between 8:00 PM and 9:00 PM as shown in **Table 3**.

As can be readily seen, the highest parking demand at the site occurs on weekdays; therefore, further Saturday analysis was not conducted.

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TABLE 1

CAC WEEKDAY COUNT (TUESDAY JULY 9, 2002)

Time	South Lot				North Lot				Total		
	Employee	Disabled	Public	Total	Employee	Disabled	Public	Total	Employee	Disabled	Public
7:00 AM - 8:00 AM	70	2	1	*73*	278	0	27	*305*	**348**	**2**	**28**
8:00 AM - 9:00 AM	318	4	7	*329*	303	0	34	*337*	**621**	**4**	**41**
9:00 AM - 10:00 AM	354	5	11	*370*	326	3	59	*388*	**680**	**8**	**70**
10:00 AM - 11:00 AM	367	4	11	*382*	380	5	63	*448*	**747**	**9**	**74**
11:00 AM - 12:00 PM	379	6	16	*401*	404	4	68	*476*	**783**	**10**	**84**
12:00 AM - 1:00 PM	380	7	25	*412*	342	3	72	*417*	**722**	**10**	**97**
1:00 PM - 2:00 PM	391	5	24	*420*	430	4	89	*523*	**821**	**9**	**113**
2:00 PM - 3:00 PM	386	7	20	*413*	454	7	89	*550*	**840**	**14**	**109**
3:00 PM - 4:00 PM	387	4	20	*411*	441	5	86	*532*	**828**	**9**	**106**
4:00 PM - 5:00 PM	347	5	19	*371*	395	6	35	*436*	**742**	**11**	**54**
5:00 PM - 6:00 PM	171	0	20	*191*	127	4	22	*153*	**298**	**4**	**42**
6:00 PM - 7:00 PM	78	0	19	*97*	78	0	22	*100*	**156**	**0**	**41**
7:00 PM - 8:00 PM	48	5	36	*89*	18	1	22	*41*	**66**	**6**	**58**
8:00 PM - 9:00 PM	45	5	40	*90*	11	1	14	*26*	**56**	**6**	**54**
Max Demand	*391*	*7*	*40*	*420*	*454*	*7*	*89*	*550*	***840***	***14***	***113***
Supply	*483*				*617*				*1,100*		

Notes:
Employees include elected officials and staff

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TABLE 2

CAC WEEKDAY COUNT (WEDNESDAY JULY 10, 2002)

Time	South Lot				North Lot				Total		
	Employee	Disabled	Public	Total	Employee	Disabled	Public	Total	Employee	Disabled	Public
7:00 AM - 8:00 AM	65	2	4	*71*	282	1	3	*286*	**347**	**3**	**7**
8:00 AM - 9:00 AM	305	4	19	*328*	347	5	21	*373*	**652**	**9**	**40**
9:00 AM - 10:00 AM	409	5	57	*471*	386	7	54	*447*	**795**	**12**	**111**
10:00 AM - 11:00 AM	386	6	88	*480*	407	6	70	*483*	**793**	**12**	**158**
11:00 AM - 12:00 PM	379	9	95	*483*	381	5	73	*459*	**760**	**14**	**168**
12:00 AM - 1:00 PM	382	7	74	*463*	369	7	58	*434*	**751**	**14**	**132**
1:00 PM - 2:00 PM	373	6	66	*445*	434	7	69	*510*	**807**	**13**	**135**
2:00 PM - 3:00 PM	383	11	84	*478*	448	8	69	*525*	**831**	**19**	**153**
3:00 PM - 4:00 PM	379	10	94	*483*	464	7	60	*531*	**843**	**17**	**154**
4:00 PM - 5:00 PM	364	6	82	*452*	414	5	41	*460*	**778**	**11**	**123**
5:00 PM - 6:00 PM	228	3	67	*298*	164	4	29	*197*	**392**	**7**	**96**
6:00 PM - 7:00 PM	75	5	32	*112*	73	1	15	*89*	**148**	**6**	**47**
7:00 PM - 8:00 PM	51	0	9	*60*	14	1	11	*26*	**65**	**1**	**20**
8:00 PM - 9:00 PM	40	0	9	*49*	12	0	8	*20*	**52**	**0**	**17**
Max Demand	*409*	*11*	*95*	*483*	*464*	*8*	*73*	*531*	***843***	***19***	***168***
Supply	*483*				*617*				*1,100*		

Notes:
Employees include elected officials and staff
Underlined numbers represent maximum values used later in this report.

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TABLE 3

CAC SATURDAY COUNT (July 6, 2002)

Time	Totals
12:00 AM - 1:00 PM	102
1:00 PM - 2:00 PM	107
2:00 PM - 3:00 PM	124
3:00 PM - 4:00 PM	116
4:00 PM - 5:00 PM	109
5:00 PM - 6:00 PM	84
6:00 PM - 7:00 PM	135
7:00 PM - 8:00 PM	225
8:00 PM - 9:00 PM	270
9:00 PM - 10:00 PM	239
Max	*270*

Underlined numbers represent maximum values used later in this report.

4.0 FUTURE PARKING CONDITIONS

4.1 FUTURE BUILDING CONFIGURATION

The future CAC site will be a transformed from mostly large surface parking lots to a Waterfront Park with Civic Greens and an Esplanade. The Askew Building will be demolished affording a new view corridor along Fir Street. The Health Services tenants of the Askew Building will be relocated to another site.

4.2 FUTURE WEEKDAY PARKING DEMAND

The future weekday parking demand was based on multiple variables using existing parking conditions (in part) to forecast future parking conditions. These variables included future employees, shifting of county services (and therefore employees) to satellite offices, employee absence, public parking requirements, general population growth, the North Embarcadero EIR parking requirement, adjacent on-street parking use by CAC visitors, and disabled parking requirements. Since numerous assumptions are necessary to estimate the parking demand for each variable, a "factor of safety" was applied to certain variables, in order to be slightly conservative.

The overall future parking demand for the CAC complex based on the aforementioned variables is calculated at **928 spaces** as summarized in **Table 4**. This calculated future parking demand is based on summertime conditions. Explanation of the individual variables are outlined below.

4.2.1 Future Employee Parking Demand

The future employee parking demand was determined using an existing ratio of parking space demand per employee. The existing number CAC employees is 1,191 and the future CAC number of employee is estimated at 961 after the demolition of the Askew Building. A breakdown of the employee count is included in **Appendix B**. As shown in **Table 5**, the existing parking demand per employee is calculated to be 0.71 from the peak parking demand of 843 spaces (documented in Section 3.3) divided by the existing employee count of 1191 (i.e. 843 / 1191= 0.71). A factor of safety of 5% was applied to account for possible variability in the data collection. The 5% factor of safety was applied to the parking ratio of 0.71 (i.e. 0.05 x 0.71 = 0.04). The final parking ratio is the sum of the calculated parking ratio plus the factor of safety (i.e. 0.71 + 0.04 = 0.75). The future employee parking demand is calculated be 721 spaces based on future estimate of 961 employees (i.e. 961 x 0.75 = 721).

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TABLE 4

FUTURE CAC PARKING DEMAND

Section Number	Parking Component	Number of Spaces
4.2.1	Employee parking requirement for 961employees (961 x 0.75)	721
4.2.2	Employee parking reduction due to satellite operations (-10% of 4.2.1)	-72
4.2.3	Employee increase to account for absence (+3% of 4.2.1)	22
4.2.4	Public parking requirement for 961 employees (961 x 0.15)	144
4.2.5	Public parking increase for future population growth (+25% of 4.2.4)	36
4.2.6	Public parking reduction due to satellite operations (-10% of 4.2.4)	-14
4.2.7	Public parking requirement for 11.1 acres of additional public park area	56
4.2.8	Public parking demand from adjacent on-street parking (47 x 0.74)	35
	TOTAL FUTURE CAC PARKING DEMAND	**928**

Source: LLG Engineers, July 2002

TABLE 5

EMPLOYEE PARKING DEMAND RATIO

Component	Number
Existing Peak Employee Parking Demand (*Observed Demand*)	843
Existing Employee Count (employees)	1191
Existing Ratio of Parking Demand Per Employee (*Observed Demand/Employees*)	0.71
Factor of safety (5% x 0.71 = 0.04)	0.04
Existing ratio of parking demand per employee with factor of safety	0.75
Future employee parking demand based on future employee count (961 x 0.75)	721

4.2.2 Future Employee Reduction Due To Satellite Offices

The future operations of the CAC complex will change over time with the shifting of some operations to satellite offices. The County of San Diego maintains regional centers to provide public services in El Cajon, Vista, Kearny Mesa and Chula Vista. With construction of the Chula Vista Assessor branch office this year, the County is beginning to extend services provided at the CAC to these locations. Other facilities in the planning phase include tax and assessment services in Kearny Mesa and similar master planning efforts in Vista. This program will help the public receive services in their communities rather than traveling to the CAC, thus reducing parking demand. The estimated decrease in parking demand due to a reduction of services and employees at the CAC complex is 10%, based on this aforementioned trend.

4.2.3 Future Employee Increase Due To Absence During Count

Employee absence will vary daily due to vacations, sick time, jury duty, etc. To account for the fact that there was not 100% attendance (especially due to summer vacations) when the existing counts were conducted, the existing parking counts were increased by 3%. The percent increase was based on a summer absentee rate of 2.68% that was rounded up to 3% from the City of Chula Vista. Documentation is included in **Appendix C**.

4.2.4 Future Public Parking Demand

The future public parking demand was determined using the existing ratio of public parking demand per employee. As shown in **Table 6**, the existing ratio of parking spaces per employee is calculated to be 0.14 from the peak public parking demand of 168 spaces (documented in Section 3.3) divided by the existing employee count of 1191 (i.e. 168 / 1191= 0.14). A factor of safety of 5% was applied to account for possible variability in the data collection. The 5% factor of safety was applied to the parking ratio of 0.14 (i.e. 0.05 x 0.14 = 0.01). The final parking ratio is the sum of the calculated parking ratio plus the factor of safety (i.e. 0.14 + 0.01 = 0.15). The future public parking

demand is calculated to be 144 spaces based on 961 employees (i.e. 961 x 0.15 = 144).

TABLE 6

PUBLIC PARKING DEMAND RATIO

Component	Number
Existing Peak Public Parking Demand (*Observed Demand*)	168
Existing Employee Count (*Employees*)	1191
Existing Ratio of Public Parking Spaces Per Employee (*Observed Demand/Employees*)	0.14
Factor of safety (5% x 0.14 = 0.01)	0.01
Existing ratio of public parking demand per employee with factor of safety	0.15
Future public parking demand based on future employee count (961 x 0.15)	144

The North Embarcadro EIR specified that 50 spaces be dedicated for public use in the CAC parking lots (Pg 4.2-9 North Embarcadero EIR). Since a total of 144 public parking spaces are provided (Table 6), this 50 space requirement is already accounted for, per County of San Diego staff.

4.2.5 Future Public Parking Demand Increase Due To Population Growth

The public parking demand was increased to account for population growth by multiplying the future public parking demand of 144 spaces by a growth factor of 25%. The growth factor was obtained from SANDAG for population growth between the year 2002 and year 2020, with data included in **Appendix D**. The parking demand increase was calculated at 36 parking spaces (i.e. 144 x 25% = 36).

4.2.6 Future Public Parking Demand Reduction Due To Satellite Offices

The public parking demand will also be reduced with the shifting of some operations of the CAC to satellite offices. The estimated decrease in public parking demand due to a reduction of services and employees at the CAC complex is 10%, based on the trend discussed in Section 4.2.2.

4.2.7 Future Public Parking Demand For The New Park Area

The proposed project will increase the existing park area around the CAC site by 11.1 acres. The 6 existing acres will be expanded to 17.1 acres with the relocation of the previous at-grade parking lots to either under-grade or an off-site location. The additional parking requirements for the 11.1 acres was based on a City of San Diego Park and Recreation parking ratio of 5 spaces per acre for a total of 56 parking spaces.

4.2.8 Future Public Parking Demand From Adjacent On-Street Parking

Public on-street parking is currently provided on three of the four streets surrounding the CAC complex. This includes Harbor Drive, Pacific Highway and Grape Street. A survey was conducted on Harbor Drive, which documented that 70% of the people using the on-street parking visited the CAC complex. The survey is included in **Appendix E**. This percentage was applied to the on-street parking demand on Harbor Drive and Pacific Highway but not to the demand on Grape Street due to its distance from the main CAC building. A factor of safety of 5% was applied to account for possible variability in the data collection. The 5% factor of safety was applied to the parking ratio of 0.70 (i.e. 0.05 x 0.70 = 0.04). The final parking ratio is the sum of the calculated parking ratio plus the factor of safety (i.e. 0.70 + 0.04 = 0.74). The total on-street demand by the CAC complex is 35 spaces as shown in **Table 7**.

TABLE 7

PUBLIC ON-STREET PARKING DEMAND

Component	Number
Existing On-Street Parking Demand Next to CAC	47
Existing Observed Percentage of CAC Visitors Using On-Street Parking	0.70
Factor of safety (5% x 0.70 = 0.04)	0.04
Existing observed percentage of CAC Visitors using on-street parking with factor of safety	0.74
Existing Number of On-Street Parking Spaces Used by CAC Visitors (47 x 0.74)	35

4.3 RECOMMENDED FUTURE PARKING SUPPLY

Based on the forecasted weekday demand, the recommended future parking supply is **928 spaces**. With the current maximum on-site provision for below-grade parking at 485 spaces, the parking will need to be divided between the CAC site and a parking structure on the southwest corner of Kettner Boulevard and Cedar Street.

The number of disabled parking spaces to be provided is based on one disabled space per 25 parking spaces. Based on this formula, 38 of the 928 parking spaces are required to be striped as disabled spaces.

4.4 PARKING REDUCTION OPTIONS

The forecasted parking demand may be reduced through the implementation of one or more parking management programs. These programs could include variable pricing structures, valet parking using tandem stacking, Travel Demand Management (TDM) programs promoting carpooling or public transit usage, variable assignment of the parking supply between employee and visitor based on shared parking demand, and or time limit restrictions on public parking.

A variable pricing structure for employees and public visitors could reduce the parking demand by making alernative parking locations or alternative travel modes more attractive location. Additionally, the pricing structure could be used to make an off-site parking strucuture more attractive through a lower parking cost.

Valet parking with tandem stacking would increase the parking capacity; however, this would require a valet service and may result in undesirable concentrations of vehicle drop-off around 8:00 AM and pick-up around 5:00 PM. The potential increase in parking storage can be up to 15%; however, the exact amount depends on the parking configuration and spacing of the column grid. Additional issues include queuing and potential spill back on to public roadways from the valet booths.

A TDM program encourages the use of alternative transportation modes or car/van pooling to reduce the number of required parking spaces. This could be a viable alternative.
The effectiveness of Travel Demand Management (TDM) in reducing the demand for parking is dependent on several critical factors:

- Existing employee travel behavior and characteristics (e.g., trip distance, mode share)
- The type and frequency of transit service in the vicinity of the worksite
- Availability of commute assistance and facilities (e.g., carpool parking spaces)
- Cost of parking

The estimates of the reduction in parking demand noted below were developed using the United States Environmental Protection Administration's "Business Benefits Calculator". The estimates of the reduction in parking demand generated by the "Calculator" were reduced to account for employees that may not be driving to work (and not using parking) that form shared ride arrangements, take transit, and/or bicycle as a result of the initiatives by the County to change travel behavior.

Assumptions used in the estimates included:

- 960 employees
- 288 or 30% of employees already do not drive to work (based on observations of County employee parking lots)
  - 144 employees carpool
  - 100 employees take the transit
  - 25 employees bicycle
  - 20 employees vanpool
- Average salary is $50,000
- No cost for parking to employee and County
- No existing employee transportation measures
- No use of Compressed Work Week schedules
  Existing Average Vehicle Ridership = 1.29

The following TDM measures are anticipated to reduce parking requirements as described below:

1. **Transit/Vanpool Incentives**

   A. $50 per month incentive
   - Employee pre-tax payroll deduction for transit/vanpool expenses
   - Ridematching
   - 100 Bicycle racks

   Reduction in parking demand = 115 to 185 spaces

   B. $100 per month incentive plus ridematching
   - Employee pre-tax payroll deduction for transit/vanpool expenses
   - Ridematching
   - 100 Bicycle racks

   Reduction in parking demand = 200 to 320 spaces

   C. Annual 'deep discount' bus pass provided to <u>all</u> employees = 20% to 100 % increase in transit use[1]

2. **Transit/Vanpool Incentive and Rideshare**

   - $50 per month incentive
   - Bicycle parking – 100 stalls
   - Ridematching
   - Guaranteed ride home
   - Employee pre-tax payroll deduction for transit/vanpool expenses
   - Preferential parking

   Reduction in parking demand = 140 to 225 spaces

3. **Telecommute**

   - 10% of workforce telecommutes one day per week
   - Ridematching
   - Bicycle racks – 100 stalls

   Reduction in parking demand = 10 to 20 spaces

[1] The range of effectiveness for 'deep discount' transit passes is drawn from the experience over 50 programs operating in the United States.

4. **Rideshare**

- Bicycle parking – 100 stalls
- Ridematching
- Guaranteed ride home
- Preferential parking

Reduction in parking demand = 20 to 30 spaces

The variable assignment of the parking supply between employees and visitors based on shared parking demand would create an overlap of parking spaces by both users. Under existing conditions, the visitor peak occurs in the late morning and early afternoon. The employee peak typically occurs in the afternoon. If the vacant visitor spaces would be available for employee parking during the afternoon, then there would be fewer required employee spaces.

5.0 TRAFFIC ACCESS

Traffic access to the CAC site is proposed at four locations with one on Grape Street, two on Pacific Highway and one on Ash Street. It is recommended that the access driveways on Grape Street and Pacific Highway be right-in/right-out only (no left-turn) and the driveway on Ash Street be a full access driveway.

6.0 CONCLUSIONS

The CAC project consists of transforming the existing CAC surface parking areas into park space and constructing below-grade parking structures within the CAC city block. It is also proposed to possibly build a parking structure on the southwest corner of Kettner Boulevard/Cedar Street. The project will also include the demolition of the Askew Building, which is home to County Health Services, to provide a new view corridor along Fir Street. Health Services will be relocated to another site.

This parking demand analysis estimates the future parking demand of the CAC site, primarily based on factoring existing demand. Factors of safety were added to some of the variables used to calculate the future parking demand. The factor of safety was applied to account for possible variability in the collected data. The future parking demand may be used to size the proposed parking structures for the San Diego County Administration Center Waterfront Park Master Plan.

The recommended future parking supply based on the forecasted weekday demand for the San Diego County Administration Center is **928 spaces**. This recommended parking supply might be reduced if the described TDM measures are implemented.

LINSCOTT LAW & GREENSPAN ENGINEERS

APPENDIX A

DATA COLLECTION

Traffic Data Service Southwest
9773 Maine Avenue - Lakeside, CA 92040
Phone 619 390-8495 Fax 619 390-8427

Tuesday

Date: 7/09/02

Linscott Law & Greenspan - County of San Diego Administration Building Vehicles Parked by Area

Job#2002-204

	South Lot #1	South Lot #2	South Lot #3	South Lot #4	West Curbside #5	North Lot #6	North Lot #7	North Lot #8	North Lot #9	North Lot #10	North Curbside #11	East Curbside #12	Sum Total
	Employee	Public	Reserved	Handicap	Public	Reserved	Handicap	Public	Employee	Handicap	Public	Public	
Time	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied
7:00	61	6	9	2	1	4	0	27	274	0	10	7	401
8:00	311	13	7	4	7	7	0	34	296	0	10	2	691
9:00	322	47	32	5	11	22	3	59	304	0	10	3	818
10:00	329	49	38	4	11	65	5	63	315	0	10	2	891
11:00	336	74	43	6	16	121	4	68	283	0	10	1	962
12:00	333	69	47	7	25	62	3	72	280	0	10	1	909
13:00	332	102	59	5	24	76	4	89	354	0	9	5	1059
14:00	333	93	53	7	20	95	7	89	359	0	9	3	1068
15:00	336	96	51	4	20	76	5	86	365	0	2	3	1044
16:00	305	70	42	5	19	73	6	35	322	0	1	2	880
17:00	135	25	36	0	20	26	4	22	101	0	1	1	371
18:00	59	8	19	0	19	29	0	22	49	0	1	0	206
19:00	36	13	12	5	36	13	1	22	5	0	0	3	146
20:00	28	29	17	5	40	6	1	14	5	0	0	0	145

Traffic Data Service Southwest
9773 Maine Avenue - Lakeside, CA 92040
Phone 619 390-8495 Fax 619 390-8427

Wednesday

Date: 7/10/02

Job#2002-204

Linscott Law & Greenspan - County of San Diego Administration Building Vehicles Parked by Area

	South Lot #1	South Lot #2	South Lot #3	South Lot #4	West Curbside #5	North Lot #6	North Lot #7	North Lot #8	North Lot #9	North Lot #10	North Curbside #11	East Curbside #12	Sum Total
	Employee	Public	Reserved	Handicap	Public	Reserved	Handicap	Public	Employee	Handicap	Public	Public	
Time	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied
7:00	58	4	7	2	0	8	1	3	75	0	8	1	167
8:00	267	19	38	4	7	51	5	21	349	0	9	0	770
9:00	336	57	73	5	12	82	7	54	372	0	9	3	1010
10:00	336	88	50	6	25	92	6	70	375	0	9	3	1060
11:00	335	95	50	9	22	98	5	73	386	0	9	7	1089
12:00	334	74	48	7	27	89	7	58	349	0	10	9	1012
13:00	332	66	41	6	24	80	7	69	364	0	9	4	1002
14:00	333	84	50	11	24	89	8	69	376	0	5	2	1051
15:00	328	94	54	10	25	96	7	60	379	0	1	4	1058
16:00	314	82	50	6	24	92	5	41	334	0	1	3	952
17:00	190	67	38	3	31	63	4	29	194	0	1	2	622
18:00	53	32	22	5	25	24	1	15	29	0	0	2	208
19:00	43	9	8	0	34	9	1	11	10	0	0	1	126
20:00	29	9	11	0	34	7	0	8	8	0	0	3	109

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APPENDIX B

CAC EMPLOYEE ASSIGNMENT

Total Employees Based on the CAC May 2000			
ARCC		306	
Auditor & Controller		110	
Board of Supervisors		50	
BGO		2	
Civil Service		3	
Clerk of the Board		34	
County Counsel		91	
CAO		16	
CTO		20	
DHR		76	
LAFCO		5	
Media & PR		21	
Pennant Alliance		55	
Treasurer/Tax Col		116	FT
		15	Students
		30	Agency Temps
Vendors (food service/security		11	
	CAC Building	961	
PHSA	JB Askew Building	230	
	CAC Complex Total	1191	

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GREENSPAN
ENGINEERS

APPENDIX C

EMPLOYEE ABSENTEE SURVEY

Phone Survey with City of Chula Vista—July 25, 2002

City staff has documented an absentee rate of 2.68% from the previous pay period in July 2002.

The County does not provide/maintain this data.

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APPENDIX D

SANDAG POPULATION GROWTH DATA

Year	Total Population
2002	3,070,498
2020	3,853,297

Source: San Diego Association of Governments Data Warehouse, 2001.

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ENGINEERS

APPENDIX E

CAC ON-STREET PUBLIC PARKING SURVEY

Field Notes and Calculations

Traffic Data Service Southwest
9773 Maine Avenue - Lakeside, CA 92040
Phone 619 390-8495 Fax 619 390-8427

Thursday

Linscott Law & Greenspan

Date: 7/11/02

County of San Diego Administration Building

Job#2002-204

	West Curbside #5			
	Incoming	Outgoing	Incoming	Outgoing
Time	To the Bay	From the Bay	To the County Office	From the County Office
15:00 to 16:00	4	2	10	9
16:00 to 17:00	8	0	3	8

	In	Out	Total	
Bay Side	12	2	14	32%
County Side	13	17	30	68%
	25	19	44	

Round up and assign 70% of on-street parking to the CAC
Max on-street parking for Harbor and Pacific Highway is 47 (Tue).

▪ APPENDIX E ▪

Limited Groundwater Assessment

Prepared by Geocon Incorporated

GEOCON

GEOTECHNICAL
&
ENVIRONMENTAL
CONSULTANTS

LIMITED GROUNDWATER ASSESSMENT

COUNTY ADMINISTRATION CENTER
1600 PACIFIC HIGHWAY
SAN DIEGO, CALIFORNIA

Prepared For

DEPARTMENT OF GENERAL SERVICES
COUNTY OF SAN DIEGO
CALIFORNIA

Prepared By

GEOCON CONSULTANTS, INC.
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OCTOBER 23, 2002

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F. Unauthorized Releases to the East

1. INTRODUCTION

The primary purpose of this limited groundwater assessment was to evaluate the groundwater conditions beneath the subject site and the potential impacts to groundwater quality resulting from off-site releases during dewatering for future projects. Specifically, Geocon has performed the following tasks:

- Preparation of a site specific Health and Safety Plan (HSP) for the field work conducted.
- Conducted a search of federal, state, and local databases for the site and surrounding area to obtain information regarding the potential presence of hazardous materials/wastes on the site or on properties located within the approximate distances as specified by ASTM 2000 Standard Practice E1527-00. A copy of the regulatory database report is included as Appendix A to this report.
- Reviewed selected files for Unauthorized Release cases at the County of San Diego, Department of Environmental Health (DEH).
- Obtained a boring permit from the County of San Diego, DEH. A copy of the County DEH boring permit is included herein as Appendix B.
- A limited groundwater assessment consisting of 2 small diameter borings advanced with a direct-push type drill rig. These borings were excavated on the northeast corner of the north parking lot and the southeast corner of the south parking lot. Groundwater samples were obtained from the 2 borings and analyzed. The groundwater samples were delivered directly via Chain-of-Custody to a state-certified laboratory for analyses. Logs of the borings are included herein as Appendix C.
- Developed, purged, and sampled two existing groundwater monitoring wells on property. The samples were delivered directly via chain-of-custody to a state-certified laboratory for analyses.
- Analytical laboratory testing of the groundwater samples obtained. Each groundwater sample obtained was analyzed for total petroleum hydrocarbons (TPH) in the gasoline and diesel range using the DHS test method, volatile organic compounds (VOCs) using EPA test method 8260B, and semi-VOCs using EPA test method 8270C, pH, total dissolved solids (TDS), and metals. A copy of the analytical laboratory report is included as Appendix D.
- Preparation of this report summarizing the preliminary findings regarding the general groundwater quality conditions beneath the property and the potential impacts to dewatering at the site.

2. SITE DESCRIPTION

The site for the proposed project is situated on a 16.6-acre parcel of land located at 1600 Pacific Highway, in the City of San Diego, San Diego County, California (Figure 1, Vicinity Map). The project area is bounded to the north by Grape Street, to the south by Ash Street, on the east by Pacific Highway, and on the west by North Harbor Drive. Elevations within the study area range from approximately 8 to 10 feet above mean sea level (MSL).

3. PROPOSED ACTION

The proposed Master Plan is to convert the project into a civic green-space surrounding the historic County Administration Center building. This includes the removal of the existing 1,100-space surface parking lots located to the north and south of the County Administration Center building, in order to create one of the three civic green-spaces. There are several alternatives to replace the 1,100 surface parking spaces. The plan proposes the construction of two underground structures, totaling 470 parking spaces. A north parking structure would provide approximately 170 parking spaces, and a south parking structure would provide approximately 300 parking spaces. Due to the relative depth below grade of these parking structures, dewatering would most likely be required during construction. Depending on the depth at which the structures are to be constructed, permanent dewatering may be required.

4. REGULATORY DATABASE REVIEW

Track-Info Services, LLC, a regulatory database search firm, performed a search of federal, state, and local databases for the project site and surrounding areas. The purpose of the regulatory database review was to identify unauthorized releases in the vicinity of the site that could potentially impact the project. A reproduction of the report titled *Environmental FirstSearch Report, County Administration Building, San Diego, California, 92101,* dated September 1, 2002 is presented as Appendix A to this report. The following table lists databases that were searched and the number of listings reported.

Database Name	Search Radius (Mile)	Number of Listings
FEDERAL DATABASES		
NPL (National Priority List)	1	0
CERCLIS (Sites currently or formerly under review by USEPA)	½	6
RCRA TSD (RCRA permitted treatment, storage, disposal facilities)	½	1
RCRA COR (RCRA Corrective Action Sites List)	1	2
RCRA GEN (RCRA Hazardous Waste Generators)	⅛	11
RCRA NLR (RCRA No Longer Regulated List)	⅛	1
ERNS (Emergency Response Notification System of Spills)	⅛	3
TRIS (Toxic Release Inventory database)	⅛	0
STATE DATABASES		
STATE SITES (Cal-Sites and Cortese Databases)	1	10
SPILLS-1990 (California Regional Water Quality Control Board)	⅛	2
SWL (Permitted as solid waste landfills, incinerators, or transfer stations)	½	0
REG UST/AST (Registered underground or aboveground storage tanks)	¼	20
LUST (Leaking Underground Storage Tanks)	½	85
LOCAL DATABASES		
PERMITS (San Diego County Department of Environmental Health)	⅛	39

There are a total of 180 regulatory listings within an approximate one-mile radius of the site. Many of these listings are sites with multiple listings. The subject site is listed on the LUST and REG UST/AST databases. There are a total of five properties with listings on the LUST database that are within a 1/8-mile radius of the site.

The County Administration Center is listed on both the San Diego County and State of California leaking underground storage tank (LUST) databases. The County Administration Building is assigned EPA Identification Number CAL000040284, County of San Diego Department of Environmental Health (DEH) Hazmat Establishment Number H21047, and Regional Water Quality Control Board (RWQCB) Case Number 9UT3579. The case was opened on November 6, 1997, and the current status is listed as "Preliminary Assessment Underway". Upon review of the file at the DEH, the status of the case is "closed", as of 1/17/02. The Second Quarter Groundwater Report by Gradient Engineers, recommended closure of this case based on the following information; "detection of benzene was at a level well below the allowable concentration within 1,000 feet of the bay, and the source of the detected TPHg and VOCs is believed to be associated with an off-site source, since diesel fuel was stored in the tank located onsite." The release related to this case is located on the west portion of the site. Information pertaining to this case is included in Appendix E,

The LUST cases in the vicinity of the site include Body Beautiful Car Wash (2045 Pacific Hwy), Fogerty Petroleum (946 Hawthorne St W), and Steve's Auto Body (1516 Kettner Blvd), all with a current status of "open". The other two listings have a status of "closed" and include The County of San Diego (1516 Kettner Blvd.) and "Rent-A-Car Cheap" (1747 Pacific Hwy). Both cases included underground storage tank (UST) releases that required the removal of floating free product from the groundwater table.

A recent report, titled Fogerty Et Al vs. Exxon Et Al Trust, dated March 11, 2002, was reviewed in the DEH files. The report addressed the current groundwater quality conditions beneath Body Beautiful Car Wash, Fogerty Petroleum, and two other properties in the vicinity. It was reported that the methyl tertiary-butyl ether (MTBE), benzene, and free product plumes in the vicinity of these properties are all generally stable. It should be noted, however, that free product first appeared in 2000. There are a total of 58 groundwater monitoring wells located on the four properties and in their general vicinity. Groundwater samples taken from the wells had detectable quantities of TPHg and TPHd. An additional two wells, BB-MW-13 and BB-MW-17, located on the northeast corner and southeast portion of Body Beautiful Car Wash, detected MTBE. Impacted groundwater is present at the vicinity of the LUSTS located onsite, however, it is reported to be stable in this area and not migrating down-gradient towards the San Diego Bay. The latest data, collected from the site in 2001, indicated that MTBE is not present in other areas of the site. A plume that includes properties north of Fogerty Petroleum and continues south-west to the corner of California Street and Grape Street represents the area to be remediated due to existing free product. An additional plume, which includes the above properties and reaches further west

to include the Body Beautiful property, represents the area to be remediated due to petroleum hydrocarbon and/or because free product may re-appear in monitoring wells. Information related to these cases, including maps showing the extent of impacted groundwater, is included in Appendix F.

Steve's Auto is assigned County of San Diego DEH Hazmat Establishment Number H06030. The case was opened on December 24, 1984, and was last updated on May 5, 1994. The current status is listed as "Environmental Assessment Underway".

Numerous other regulatory cases are located to the east of the site. A total of 85 LUST cases have been identified. Based on information provided in the report, the relative locations and databases on which the properties are listed, and the postulated depth and flow of groundwater in the area, a significant adverse impact to the proposed project site is expected from these properties. Table I lists the potential impact sites and their distances from the subject site.

5. GROUNDWATER SAMPLING

A limited subsurface evaluation including groundwater sampling was conducted at the site on October 1, 2002. The subsurface evaluation consisted of advancing 2 small-diameter borings with a direct-push type drill rig. The borings were excavated at locations selected by Geocon based on known discharge sources. A boring permit was obtained from the County of San Diego DEH. A copy of the permit is included as Appendix B. Logs of the borings are included as Appendix C.

The approximate locations of the borings are depicted on Figure 2 - Site Plan. Prior to advancing the borings, the locations were cleared for subsurface hazards such as underground utilities and piping by reviewing existing plans for the site, and by coordination with Underground Service Alert.

Groundwater samples were collected with direct-push technology by using a 1/2-inch-by-2-foot disposable PVC screen that is milled with slots attached to the probe. When the desired depth is achieved, a stiff nylon tube is inserted into the sampling screen and connected to a peristaltic pump. The pump is then activated, and water can be collected from the borehole and transferred directly to analytical glassware. Between borings, the drill rods and soil sampler were decontaminated to prevent cross contamination of samples.

In addition, groundwater samples were collected from two groundwater monitoring wells installed by Geocon on March 1, 2002. The samples were taken using the high-flow, fast recovery purging method as described in the County DEH Site Assessment (SAM) manual. The samples obtained from well CACW-2 were collected using the removal of one borehole volume, and the samples obtained from well CACW-4 were collected using the removal of three borehole volumes. This decision was made based on the size of the borehole volume and the recovery time.

6. ANALYTICAL LABORATORY TESTING

The groundwater samples obtained from the borings and monitoring wells were analyzed at a California state-certified analytical laboratory. The samples were analyzed for the following constituents:

- Total petroleum hydrocarbons (TPH) in the gasoline and diesel range using the DHS test method (EPA test method 8015 modified).
- Volatile organic compounds (VOCs) using EPA test method 8260B.
- Semi-volatile organic compounds (SVOCs) using EPA test method 8270C.
- pH.
- Total dissolved solids (TDS).
- Metals.

The pH and TDS results are summarized in Table II. The additional groundwater analytical results; TPHg, TPHd, benzene, toluene, ethylbeneze, total xylenes, and other VOCs, are summarized in Table III. The Inorganic metals results are summarized in Table III. A copy of the analytical laboratory report is included as Appendix D.

7. FINDINGS

- Subsurface conditions on the County Administration Building property generally consist of approximately 9 feet of fill material, underlain by Bay Deposits. The fill material was hydraulically placed, and generally consists of silty and poorly graded sands. The Bay Deposits, as encountered, generally consist of silty and poorly graded sands.
- Groundwater in the project vicinity is located at a depth of approximately 8 to 20 feet below the ground surface. The groundwater measured at 20 feet was located on the south east portion of the property and was most likely affected by the existing dewatering operation adjacent to the site on the west side of Pacific Highway. In addition, fluctuations in groundwater elevations may occur due to irrigation, precipitation, tidal fluctuations, and other factors.
- Values of pH ranged from 7.12 to 7.56 in the four groundwater samples analyzed.
- Total dissolved solids (TDS) ranged from 540 mg/l to 2,300 mg/l in the four groundwater samples analyzed.
- Total petroleum hydrocarbons in the gasoline range (TPHg, C_4-C_{12}) were detected at a concentration of 400 μg/l in Sample CACW-1, obtained from boring GPH-1 advanced in the northeast portion of the site. TPHg was not detected in the other three samples.
- Total petroleum hydrocarbons in the diesel and fuel oil range (C_{10}-C_{32}) were detected in Sample CACW-4. TPH in the diesel and fuel oil range were ND in the other three samples.

- The only VOC detected was 1,2 dichloroethene at a concentration of 15 μg/l in Sample CACW-1. VOCs were not detected in the other three samples.

- MTBE was detected at a concentration of 410 μg/l in Sample CACW-1. MTBE was not detected in the other three samples.

- SVOCs were not detected in the four groundwater samples analyzed.

- Various inorganic metals were detected in the four groundwater samples analyzed.

8. CONCLUSIONS AND RECOMMENDATIONS

Based on the results of research conducted, and the analyses of four groundwater samples obtained at the site, Geocon is providing the following conclusions and recommendations.

- The current groundwater level beneath the site ranges from approximately 8 to 20 feet below the ground surface. The deeper groundwater level measured is likely a response to the current dewatering being conducted adjacent to the east of the site.

- Groundwater beneath the site is impacted with gasoline, diesel and fuel oil range hydrocarbons, and MTBE. The presence of elevated levels of these chemicals will likely require effluent treatment during dewatering.

- Groundwater beneath the site contains levels of arsenic, copper, lead, nickel, and zinc above the allowable concentrations for discharge to San Diego Bay. The levels of these metals, however, are within the allowable limits for discharge to the City of San Diego sewer system.

- Dewatering at the site may potentially draw contaminants in groundwater from off-site sources towards the site.

- Due to the current groundwater quality chemistry at the site, dewatering effluent will likely have to be discharged to the City of San Diego sewer system. The presence of TPH and MTBE may require a pre-treatment system.

9. LIMITATIONS

The preliminary findings presented in this report are based upon reasonable visual observations made at the site, research of available materials within the scope and budget of the contract, and subsurface information from two widely-spaced direct-push borings and the sampling of two groundwater monitoring wells. The information presented is relevant to the dates of the study and should not be relied upon to represent conditions at later dates. The opinions expressed herein are based on our experience with similar studies and information obtained during our effort. If additional information becomes available, we request the opportunity to review the information and modify our opinions, if necessary.

The visual observations made by Geocon were limited to the surface area of the subject project area and the contiguous sites. The study conducted at the subject property was conducted by Geocon expressly

and solely for the County of San Diego. Any reliance upon the information contained in this report for purposes other than the proposed dewatering project shall be at the sole liability of the party undertaking such use.

Our services have been conducted using the degree of care and skill ordinarily exercised, under similar circumstances, by geotechnical and environmental sciences consultants practicing in this or similar localities. No other warranty, expressed or implied, is made as to the professional opinions presented in this report. Geocon is not responsible for the conclusions, opinions, or recommendations made by others based on this information.

This report was compiled based partially on information supplied to Geocon from outside sources, other information which is in the public domain, visual observations made at the property, and limited subsurface information. The preliminary findings presented herein are based solely on the information Geocon obtained in compiling the report. Geocon makes no warranty as to the accuracy of statements made by others which may be contained in the report, nor are any other warranties or guarantees, expressed or implied, included or intended by the report except that it has been prepared in accordance with the current generally accepted practices and standards consistent with the level of care and skill exercised under similar circumstances by other professional consultants or firms performing the same or similar services. None of the work performed hereunder shall constitute or be represented as a legal opinion of any kind or nature, but shall be a representation of findings of fact from records examined.

10. REFERENCES

County of San Diego, Department of Environmental Health, 2002, *Site Assessment and Mitigation Manual.*

Geocon Consultants, Inc. , 2002, *Limited Subsurface Evaluation, North Embarcadero Project, San Diego, California, dated July 30.*

Geocon Inc., 2002, *Update Geotechnical Investigation, County Administration Center Waterfront Park. San Diego, California, dated March 29.*

San Diego County Department of Environmental Health. (2002). *Hazardous Materials Establishment Listing Search.* [online].
Available: http://www.co.san-diego.ca.us/cnty/cntydepts/landuse/env_health/permits/index.html

San Diego County of DEH.
Case file #H21047-001
Case file #H00678-002
Case file #H03575-002

San Diego Regional Water Quality Control Board. (2002). *Discharge Specifications for Saltwater.* [online].
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TABLE I
POTENTIAL IMPACT SITES

PROPERTY NAME	AGENCY RESPONSIBLE	SUBSTANCE RELEASED	DISTANCE FROM SITE
Steve's Auto Body	County DEH, # H06030	Not reported, likely gasoline or diesel	0.10 mile SE
Body Beautiful Car Wash	County DEH # H00678	Unleaded Gasoline	0.04 mile NW
County Administration Building	County DEH # H21047	Diesel	West portion of subject site

TABLE II
pH and TDS RESULTS

SAMPLE	pH	TDS (mg/l)
CACW-1	7.12	2,300
CACW-2	7.37	1,700
CACW-3	7.56	540
CACW-4	7.13	1,700

Notes:
pH tested using EPA Method 150.1
TDS tested using EPA Method 160.1

TABLE III
GROUNDWATER ANALYTICAL RESULTS

SAMPLE	TPH C_5-C_{12} (Gasoline) (µg/l)	TPH C_{10}-C_{32} (Diesel & Fuel Oil) (µg/l)	BENZENE (µg/l)	TOLUENE (µg/l)	ETHYL-BENZENE (µg/l)	TOTAL XYLENES (µg/l)	MTBE (µg/l)	VOCs DETECTED (µg/l)	SVOCS DETECTED (µg/l)
CACW-1	400	ND	ND	ND	ND	ND	410	1,2 Dichloroethene (15)	All ND
CACW-2	ND	ND	ND	ND	ND	ND	ND	NA	All ND
CACW-3	ND	ND	ND	ND	ND	ND	ND	NA	All ND
CACW-4	ND	C_{10}-C_{12} 330 C_{13}-C_{15} 920 C_{16}-C_{22} 1,600 C_{23}-C_{32} 510	ND	ND	ND	ND	ND	NA	All ND

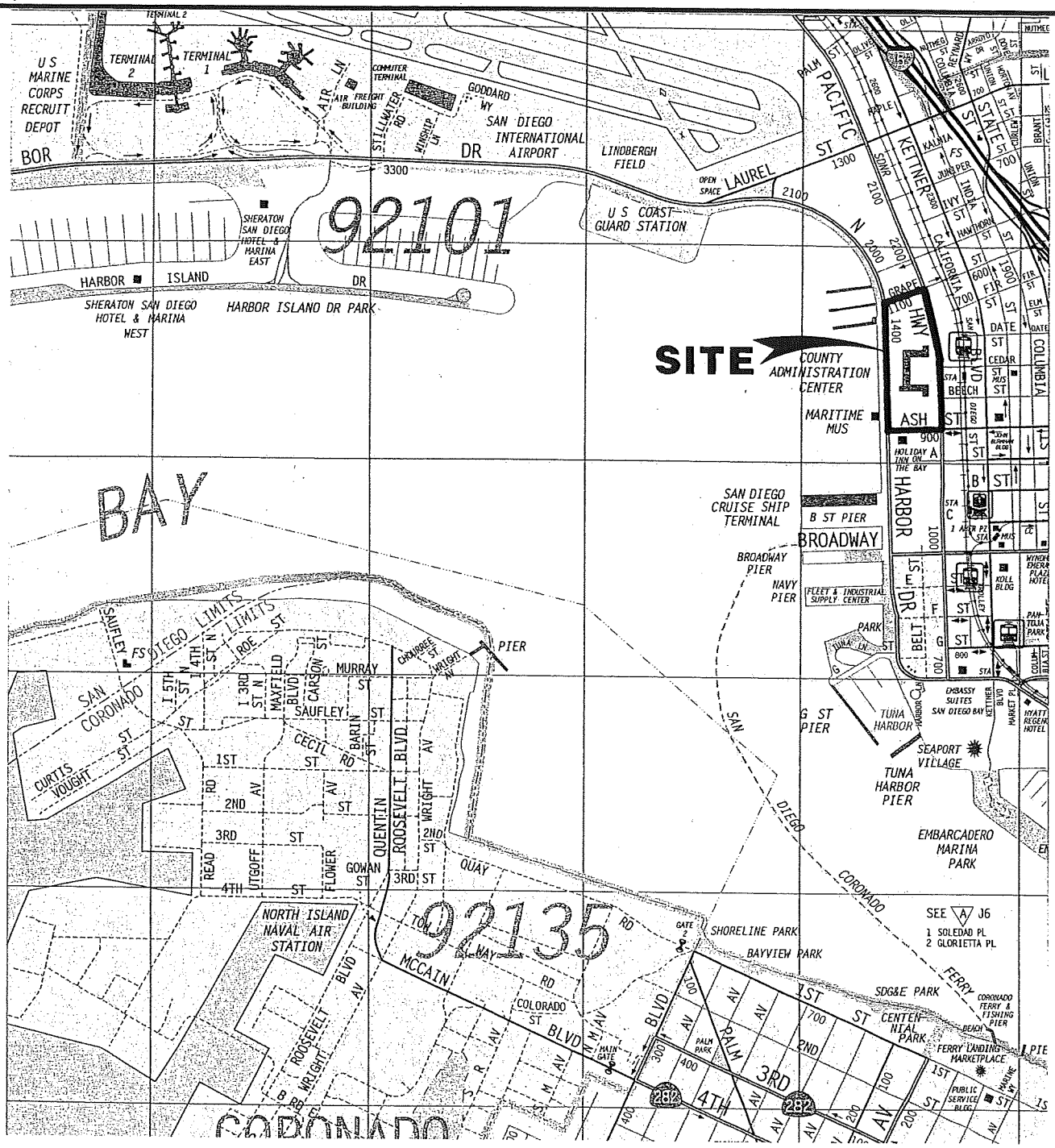
Notes:
ND = Not detected above laboratory detection limits
Analyze methods:

TPHg and TPHd	DHS Method
VOCs	EPA Test Method 8260B
SVOCs	EPA Test Method 8270C

TABLE IV
INORGANIC METALS IN GROUNDWATER

METAL	CACW-1 (µg/l)	CACW-2 (µg/l)	CACW-3 (µg/l)	CACW-4 (µg/l)	SAN DIEGO BAY LIMITS (µg/l)	SAN DIEGO SEWER LIMITS (µg/l)
Antimony	ND	ND	8.5	10	1,500	NA
Arsenic	20	10	50	**220**	69	NA
Barium	230	220	280	1,700	NA	NA
Chromium	30	20	30	400	1,100	5,000
Cobalt	10	7.9	10	160	NA	NA
Copper	**10**	**8.9**	**290**	**260**	4.8	NA
Lead	8.2	ND	**370**	50	210	5,000
Mercury	ND	ND	0.25	ND	2.1	NA
Molybdenum	20	9.8	ND	30	NA	NA
Nickel	10	6.4	10	**170**	74	13,000
Thallium	ND	ND	ND	40	NA	NA
Vanadium	80	40	70	940	NA	NA
Zinc	90	30	**410**	**1,000**	90	24,000

Notes:
µg/l = Micrograms per kilogram
NA = No information listed
ND = Not detected at or above laboratory detection limit
Numbers in **bold** represent concentrations above San Diego Bay limits



SOURCE : 2002 THOMAS BROTHERS MAP
SAN DIEGO COUNTY, CALIFORNIA

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NOT TO SCALE

GEOCON
CONSULTANTS, INC.
ENVIRONMENTAL ■ GEOTECHNICAL ■ MATERIALS
6970 FLANDERS DRIVE - SAN DIEGO, CALIFORNIA 92121-2974
PHONE 858 558-6100 - FAX 858 558-8437

MTL / TA

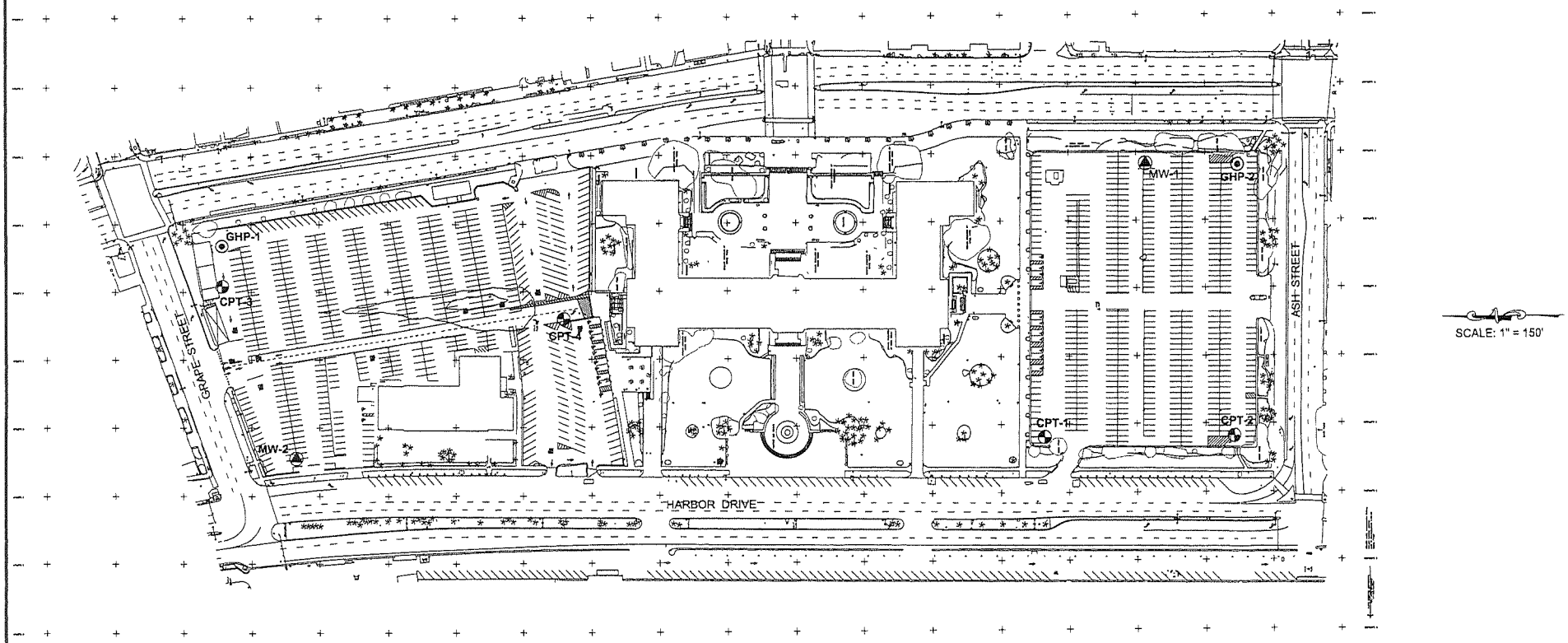
VICINITY MAP

COUNTY ADMINISTRATION CENTER
1600 PACIFIC HIGHWAY
SAN DIEGO, CALIFORNIA

DATE 10-23-2002	PROJECT NO. 09271 - 06 - 01	FIG. 1

1QUAD

COUNTY ADMINISTRATION CENTER
WATERFRONT PARK
SAN DIEGO, CALIFORNIA



GEOCON LEGEND

MW-2 .....APPROX. LOCATION OF MONITORING WELL

CPT-4 .....APPROX. LOCATION OF CPT SOUNDING

GHP-2 .....APPROX. LOCATION OF DIRECT PUSH BORING

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PHONE (858) 558-6100 - FAX (858) 558-8437

PROJECT NO. 09271 - 06 - 01
FIGURE 2
DATE 10-23-2002

SITE PLAN

E:/2002/9271_MLI.DWG/aml

APPENDIX A

TRACK ➤ INFO SERVICES, LLC

Environmental FirstSearch™ Report

TARGET PROPERTY:

COUNTY ADMINISTRATION BUILDING

SAN DIEGO CA 92101

Job Number: 09271-0601

PREPARED FOR:

Geocon Consultants, Inc.

6970 Flanders Drive

San Diego, CA 92121

09-10-02

Tel: (619) 562-4842 *Fax: (619) 562-4844*

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Environmental FirstSearch
Search Summary Report

Target Site: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

FirstSearch Summary

Database	Sel	Updated	Radius	Site	1/8	1/4	1/2	1/2 >	ZIP	TOTALS
NPL	Y	05-08-02	1.00	0	0	0	0	0	0	0
CERCLIS	Y	05-08-02	0.50	1	1	2	2	-	0	6
RCRA TSD	Y	06-08-02	0.50	0	0	1	0	-	0	1
RCRA COR	Y	06-08-02	1.00	0	0	1	0	1	0	2
RCRA GEN	Y	06-08-02	0.12	3	8	-	-	-	5	16
RCRA NLR	Y	06-08-02	0.12	0	1	-	-	-	0	1
ERNS	Y	12-31-01	0.12	2	1	-	-	-	4	7
FINDS	Y	07-08-01	0.12	4	13	-	-	-	0	17
TRIS	Y	07-16-98	0.12	0	0	-	-	-	0	0
State Sites	Y	10-25-00	1.00	1	0	2	1	6	0	10
Spills-1990	Y	01-15-02	0.12	0	2	-	-	-	0	2
SWL	Y	08-06-02	0.50	0	0	0	0	-	0	0
Permits	Y	12-11-01	0.12	6	33	-	-	-	3	42
Other	Y	01-11-01	0.12	0	0	-	-	-	0	0
REG UST/AST	Y	08-13-02	0.12	4	16	-	-	-	0	20
Leaking UST	Y	07-11-02	0.50	8	20	26	31	-	0	85
- TOTALS -				29	95	32	34	7	12	209

Notice of Disclaimer

Due to the limitations, constraints, inaccuracies and incompleteness of government information and computer mapping data currently available to TRACK Info Services, certain conventions have been utilized in preparing the locations of all federal, state and local agency sites residing in TRACK Info Services' databases. All EPA NPL and state landfill sites are depicted by a rectangle approximating their location and size. The boundaries of the rectangles represent the eastern and western most longitudes; the northern and southern most latitudes. As such, the mapped areas may exceed the actual areas and do not represent the actual boundaries of these properties. All other sites are depicted by a point representing their approximate address location and make no attempt to represent the actual areas of the associated property. Actual boundaries and locations of individual properties can be found in the files residing at the agency responsible for such information.

Waiver of Liability

Although TRACK Info Services uses its best efforts to research the actual location of each site, TRACK Info Services does not and can not warrant the accuracy of these sites with regard to exact location and size. All authorized users of TRACK Info Services' services proceeding are signifying an understanding of TRACK Info Services' searching and mapping conventions, and agree to waive any and all liability claims associated with search and map results showing incomplete and or inaccurate site locations.

Environmental FirstSearch
Site Information Report

Request Date: 09-10-02
Requestor Name: Daniel Weis
Standard: ASTM

Search Type: AREA
Job Number: 09271-0601
FILTERED REPORT

Target Address: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

Demographics

Sites: 209 **Non-Geocoded:** 12 **Population:** NA
Radon: NA

Site Location

	Degrees (Decimal)	Degrees (Min/Sec)		UTMs
Longitude:	-117.172173	-117:10:20	**Easting:**	483865.788
Latitude:	32.722464	32:43:21	**Northing:**	3620342.882
			Zone:	11

Comment

Comment:

Additional Requests/Services

Adjacent ZIP Codes: **1.00 Mile(s)**

ZIP Code	City Name	ST	Dist/Dir	Sel
92103	SAN DIEGO	CA	0.41 NE	Y

Services:

	Requested?	Date
Sanborns	N	
Aerial Photographs	N	
Topo Maps (hardcopy)	N	
City Directories	N	
Title Search	N	
Municipal Reports	N	
Online Topo Map	N	

Environmental FirstSearch
Sites Summary Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

TOTAL: 209 **GEOCODED:** 197 **NON GEOCODED:** 12 **SELECTED:** 0

ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	Map ID
2	CERCLIS	ALLIED TANK CLEANING CAD982360547/NFRAP-N	1883 E HARBOR DR SAN DIEGO CA 92101	0.00 --	2
27	FINDS	ALLIED TANK CLEANING CAD982360547	1883 E HARBOR DR SAN DIEGO CA 92101	0.00 --	2
42	STATE	ALLIED TANK CLEANING CORP CAL37420015/PROPERTY/SITE REFERR	1883 EAST HARBOR DRIVE SAN DIEGO CA 92101	0.00 --	2
22	ERNS	CHEVRON 240267/UNDERGROUND STORAGE	1820 N. HARBOR DR SAN DIEGO CA 92101	0.00 --	12
97	UST	CHEVRON #1487 HE17H12946	1405 PACIFIC HY SAN DIEGO CA 92101	0.00 --	11
124	LUST	CHEVRON #1487 HE17H12946	1405 PACIFIC HY SAN DIEGO CA 92101	0.00 --	11
30	FINDS	CHEVRON STA 9 0468 CAD983666199	1405 PACIFIC HWY SAN DIEGO CA 92101	0.00 --	11
12	RCRAGN	CHEVRON STATION 9 0468 CAD983666199/SGN	1405 PACIFIC HIGHWAY SAN DIEGO CA 92101	0.00 --	11
58	PERMITS	CHEVRON USA EMBARCADERO MARINE HE17H03414	1820 N HARBOR DR SAN DIEGO CA 92101	0.00 --	12
98	UST	CHEVRON USA EMBARCADERO MARINE HE17H03414	1820 N HARBOR DR SAN DIEGO CA 92101	0.00 --	12
125	LUST	CHEVRON USA EMBARCADERO MARINE HE17H03414	1820 N HARBOR DR SAN DIEGO CA 92101-	0.00 --	12
13	RCRAGN	CHEVRON USA INC EMBARCADERO MARINE CAT000614966/SGN	1820 N HARBOR DR SAN DIEGO CA 92101	0.00 --	12
31	FINDS	CHEVRON USA INC EMBARCADERO MARINE CAT000614966	1820 N HARBOR DR SAN DIEGO CA 92101	0.00 --	12
59	PERMITS	COAST FLEETWOOD LIMOUSINE HE17H10416	819 W ELM ST SAN DIEGO CA 92101	0.00 --	39
61	PERMITS	COUNTY ADMINISTRATION CENTER HE17H21047	1600 PACIFIC HY SAN DIEGO CA 92101	0.00 --	23
99	UST	COUNTY ADMINISTRATION CENTER HE17H21047	1600 PACIFIC HY SAN DIEGO CA 92101	0.00 --	23
130	LUST	COUNTY ADMINISTRATION CENTER 9UT3579/PRELIM. SITE ASSES.	1600 PACIFIC HWY SAN DIEGO CA 92101	0.00 --	23
129	LUST	COUNTY ADMINISTRATION CENTER HE17H21047	1600 PACIFIC HY SAN DIEGO CA 92101	0.00 --	23
62	PERMITS	COUNTY HEALTH DEPARTMENT/ASKEW HE17H19607	1700 PACIFIC HY SAN DIEGO CA 92101	0.00 --	19
64	PERMITS	DAVIS/GARRAD/CALABRESE HE17H23590	1569 PACIFIC HY SAN DIEGO CA 92101	0.00 --	42

Environmental FirstSearch
Sites Summary Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

TOTAL: 209 **GEOCODED:** 197 **NON GEOCODED:** 12 **SELECTED:** 0

ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	Map ID
135	LUST	DAVIS/GARRAD/CALABRESE HE17H23590	1569 PACIFIC HY SAN DIEGO CA 92101-	0.00 --	42
23	ERNS	DEPT OF ENV HEALTH 558214/UNKNOWN	1600 PACIFIC HWY SAN DIEGO CA 92101	0.00 --	23
143	LUST	FORMER CHEVRON STN #9-0468 9UT2336/CASE CLOSED	1405 PACIFIC HWY SAN DIEGO CA 92101	0.00 --	11
144	LUST	FORMER CHEVRON MARINE STATION 9UT2073/CASE CLOSED	1820 HARBOR DR N SAN DIEGO CA 92101	0.00 --	12
40	FINDS	SAN DIEGO COUNTY DEPT OF CAT080028673	1700 PACIFIC HWY SAN DIEGO CA 92101	0.00 --	19
19	RCRAGN	SAN DIEGO COUNTY DEPT OF CAT080028673/SGN	1700 PACIFIC HIGHWAY SAN DIEGO CA 92101	0.00 --	19
110	UST	SANTE FE HE17H23091	1850 N HARBOR DR SAN DIEGO CA 92101	0.00 --	76
185	LUST	SUGARMAN/TRAVELODGE HE17H23589	1541 PACIFIC HY SAN DIEGO CA 92101-	0.00 --	66
90	PERMITS	SUGARMAN/TRAVELODGE HE17H23589	1541 PACIFIC HY SAN DIEGO CA 92101	0.00 --	66
161	LUST	MARRIOTT RESIDENCE INN HE17H05476	1747 PACIFIC HY SAN DIEGO CA 92101	0.01 NE	51
73	PERMITS	MARRIOTT RESIDENCE INN HE17H05476	1747 PACIFIC HY SAN DIEGO CA 92101	0.01 NE	51
104	UST	MARRIOTT RESIDENCE INN HE17H05476	1747 PACIFIC HY SAN DIEGO CA 92101	0.01 NE	51
171	LUST	RENT-A-CAR CHEAP 9UT2330/CASE CLOSED	1747 PACIFIC HWY SAN DIEGO CA 92101	0.01 NE	51
109	UST	ROLLINS SHELL SERVICE HE17H13216	2008 PACIFIC HY SAN DIEGO CA 92101	0.01 NW	58
84	PERMITS	ROLLINS SHELL SERVICE HE17H13216	2008 PACIFIC HY SAN DIEGO CA 92101	0.01 NW	58
65	PERMITS	DAVIS/GARRAD/CAR RENTAL HE17H23307	1595 PACIFIC HY SAN DIEGO CA 92101	0.01 SE	43
53	SPILLS	CHEVRON SLC9TIS24	1820 HARBOR DRIVE N SAN DIEGO CA	0.01 SW	34
107	UST	OLD US BATTERY SITE HE17H05337	819 W ELM ST SAN DIEGO CA 92101	0.04 NE	20
80	PERMITS	OLD US BATTERY SITE HE17H05337	819 W ELM ST SAN DIEGO CA 92101	0.04 NE	20
20	RCRAGN	U S BATTERY MANUFACTURING INC CAD064479348/SGN	819 ELM SAN DIEGO CA 92101	0.04 NE	20

Environmental FirstSearch
Sites Summary Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

TOTAL: 209 **GEOCODED:** 197 **NON GEOCODED:** 12 **SELECTED:** 0

ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	Map ID
41	FINDS	U S BATTERY MFG INC CAD064479348	819 ELM SAN DIEGO CA 92101	0.04 NE	20
24	ERNS	UNKNOWN 251462/UNDERGROUND STORAGE	819 WEST ELM ST SAN DIEGO CA 92101	0.04 NE	20
95	UST	BODY BEAUTIFUL CAR WASH INC HE17H00678	2045 PACIFIC HY SAN DIEGO CA 92101	0.04 NW	24
57	PERMITS	BODY BEAUTIFUL CAR WASH INC HE17H00678	2045 PACIFIC HY SAN DIEGO CA 92101	0.04 NW	24
118	LUST	BODY BEAUTIFUL CAR WASH INC HE17H00678	2045 PACIFIC HY SAN DIEGO CA 92101	0.04 NW	24
119	LUST	BODY BEAUTIFUL CAR WASH INC 9UT2795/REMEDIAL ACTION	2045 PACIFIC HWY SAN DIEGO CA 92101	0.04 NW	24
29	FINDS	BODY BEAUTIFUL CAR WASH, INC CAD981394315	2045 PACIFIC HWY SAN DIEGO CA 92101	0.04 NW	24
120	LUST	BODY BEAUTIFUL CAR WASH, INC. 9UT60/POLLUTION CHARACTERI	2045 PACIFIC HWY SAN DIEGO CA 92101	0.04 NW	24
25	FINDS	AABCO INC CAD009569401	808 W CEDAR ST SAN DIEGO CA 92101	0.05 NE	1
52	SPILLS	AABCO INC SLC920-0161.01	808 CEDAR STREET W SAN DIEGO CA	0.05 NE	33
1	CERCLIS	AABCO INCORPORATED CAD983658410/NFRAP-N	808 WEST CEDAR ST. SAN DIEGO CA 92101	0.05 NE	1
60	PERMITS	COUNTER-TECH HE17H00192	808 W CEDAR ST SAN DIEGO CA 92101	0.05 NE	1
82	PERMITS	PIONEER RADIATOR HE17H09601	834 W GRAPE ST SAN DIEGO CA 92101	0.05 NE	57
83	PERMITS	PIONEER RADIATOR WORKS HE17H13822	834 W GRAPE ST SAN DIEGO CA 92101	0.05 NE	57
39	FINDS	PACIFIC UNOCAL CAD982340770	2070 PACIFIC HWY SAN DIEGO CA 92101	0.05 NW	27
91	PERMITS	UNOCAL SERV STATION #3299 HE17H04650	2070 PACIFIC HY SAN DIEGO CA 92101	0.05 NW	27
112	UST	UNOCAL SERV STATION #3299 HE17H04650	2070 PACIFIC HY SAN DIEGO CA 92101	0.05 NW	27
191	LUST	UNOCAL SERV STATION #3299 HE17H04650	2070 PACIFIC HY SAN DIEGO CA 92101	0.05 NW	27
75	PERMITS	MISSION GARAGE HE17H13022	1440 KETTNER BL SAN DIEGO CA 92101	0.05 SE	52
54	PERMITS	AIRPORTER EXPRESS HE17H19783	1824 CALIFORNIA ST SAN DIEGO CA 92101	0.06 NE	35

Environmental FirstSearch
Sites Summary Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

TOTAL: 209 **GEOCODED:** 197 **NON GEOCODED:** 12 **SELECTED:** 0

ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	Map ID
77	PERMITS	MTDB-OLD TOWN LRT EXTENSION PR HE17H35033	2050 CALIFORNIA ST SAN DIEGO CA 92101	0.07 NE	54
63	PERMITS	DAVIES ELECTRIC CO HE17H05318	945 W HAWTHORN ST SAN DIEGO CA 92101	0.07 NW	41
101	UST	DAVIES ELECTRIC CO HE17H05318	945 W HAWTHORN ST SAN DIEGO CA 92101	0.07 NW	41
86	PERMITS	SEA MATE MARINE HE17H00423	941 W HAWTHORN ST SAN DIEGO CA 92101	0.07 NW	61
96	UST	CATELLUS DEVELOPMENT CORP HE17H32311	1305 PACIFIC HY SAN DIEGO CA 92101	0.07 S-	72
67	PERMITS	HOLIDAY IN ON THE BAY HE17H39498	1355 N HARBOR DR SAN DIEGO CA 92101	0.07 S-	45
87	PERMITS	SIEGAN DESIGN HE17H25174	2034 KETTNER BL SAN DIEGO CA 92101	0.08 NE	62
15	RCRAGN	EXXON CO USA SAN DIEGO BULK PLT CAT080010986/SGN	946 HAWTHORN ST SAN DIEGO CA 92101	0.08 NW	15
33	FINDS	EXXON CO USA SAN DIEGO BULK PLT CAT080010986	946 HAWTHORN ST SAN DIEGO CA 92101	0.08 NW	15
34	FINDS	FOGERTY OIL CO INC CAD029112935	946 W HAWTHORNE SAN DIEGO CA 92101	0.08 NW	15
140	LUST	FOGERTY PETROLEUM 9UT2327/PRELIM. SITE ASSES.	946 HAWTHORNE ST W SAN DIEGO CA 92101	0.08 NW	15
141	LUST	FOGERTY PETROLEUM TRANSPORT HE17H03575	946 W HAWTHORN ST SAN DIEGO CA 92101-	0.08 NW	15
102	UST	FOGERTY PETROLEUM TRANSPORT HE17H03575	946 W HAWTHORN ST SAN DIEGO CA 92101	0.08 NW	15
66	PERMITS	FOGERTY PETROLEUM TRANSPORT HE17H03575	946 W HAWTHORN ST SAN DIEGO CA 92101	0.08 NW	15
100	UST	COUNTY OF SD HE17H12881	735 W CEDAR ST SAN DIEGO CA 92101	0.08 SE	73
103	UST	K & S TIRE & WHEEL HE17H19782	831 W FIR ST SAN DIEGO CA 92101	0.09 NE	49
69	PERMITS	K & S TIRE & WHEEL HE17H19782	831 W FIR ST SAN DIEGO CA 92101	0.09 NE	49
156	LUST	K & S TIRE & WHEEL HE17H19782	831 W FIR ST SAN DIEGO CA 92101	0.09 NE	49
157	LUST	K & S TIRES 9UT4028/PRELIM. SITE ASSES.	831 FIR ST SAN DIEGO CA 92101	0.09 NE	84
92	PERMITS	WEST COAST RENT-A-CAR HE17H19882	834 W GRAPE ST SAN DIEGO CA 92101	0.09 NE	69

Environmental FirstSearch
Sites Summary Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

TOTAL: 209 **GEOCODED:** 197 **NON GEOCODED:** 12 **SELECTED:** 0

ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	Map ID
195	LUST	WEST COAST RENT-A-CAR 9UT3577/PRELIM. SITE ASSES.	834 GRAPE ST W SAN DIEGO CA 92101	0.09 NE	69
194	LUST	WEST COAST RENT-A-CAR HE17H19882	834 W GRAPE ST SAN DIEGO CA 92101	0.09 NE	69
93	UST	AVIS HE17H10499	1670 KETTNER BL SAN DIEGO CA 92101	0.10 NE	16
114	LUST	AVIS HE17H10499	1670 KETTNER BL SAN DIEGO CA 92101	0.10 NE	16
55	PERMITS	AVIS HE17H10499	1670 KETTNER BL SAN DIEGO CA 92101	0.10 NE	16
94	UST	AZTEC RENT - A - CAR HE17H19447	1601 KETTNER BL SAN DIEGO CA 92101	0.10 NE	36
115	LUST	AZTEC RENT - A - CAR HE17H19447	1601 KETTNER BL SAN DIEGO CA 92101	0.10 NE	36
56	PERMITS	AZTEC RENT - A - CAR HE17H19447	1601 KETTNER BL SAN DIEGO CA 92101	0.10 NE	36
138	LUST	FIRST GRAYLINE CORPORATION 9UT1137/CASE CLOSED	1670 KETTNER BLVD SAN DIEGO CA 92101	0.10 NE	16
35	FINDS	GRAY LINE TOURS INC CAD981420359	1670 KETTNER BLVD SAN DIEGO CA 92101	0.10 NE	16
16	RCRAGN	GRAY LINE TOURS INC CAD981420359/SGN	1670 KETTNER BLVD SAN DIEGO CA 92101	0.10 NE	16
38	FINDS	METROPOLITAN TRANSIT DEVELOPMENT BO CA0001014158	CALIFORNIA ST BETWEEN GRAPE ST SAN DIEGO CA 92101	0.10 NE	26
187	LUST	THRIFTY CAR RENTAL 9UT3094/CASE CLOSED	1601 KETTNER BLVD SAN DIEGO CA 92101	0.10 NE	36
72	PERMITS	MARITIME MUSEUM ASSOC OF S.D. HE17H13995	1306 N HARBOR DR SAN DIEGO CA 92101	0.10 S-	17
17	RCRAGN	MARITIME MUSEUM ASSOC OF SAN DIEGO CAD078753431/SGN	1306 N HARBOR DR SAN DIEGO CA 92101	0.10 S-	17
36	FINDS	MARITIME MUSEUM ASSOC OF SAN DIEGO CAD078753431	1306 N HARBOR DR SAN DIEGO CA 92101	0.10 S-	17
26	FINDS	AAMCO TRANSMISSIONS CAD981370406	1465 KETTNER BLVD SAN DIEGO CA 92101	0.10 SE	9
10	RCRAGN	AAMCO TRANSMISSIONS CAD981370406/SGN	1465 KETTNER BLVD SAN DIEGO CA 92101	0.10 SE	9
132	LUST	COUNTY OF SAN DIEGO KETTNER SI 9UT2813/CASE CLOSED	1516 KETTNER BLVD SAN DIEGO CA 92101	0.10 SE	65
32	FINDS	COURTESY AUTO RENTALS CAD981982507	1566 KETTNER BLVD SAN DIEGO CA 92101	0.10 SE	14

Environmental FirstSearch
Sites Summary Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

TOTAL: 209 **GEOCODED:** 197 **NON GEOCODED:** 12 **SELECTED:** 0

ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	Map ID
14	RCRAGN	COURTESY AUTO RENTALS CAD981982507/SGN	1566 KETTNER BLVD SAN DIEGO CA 92101	0.10 SE	14
68	PERMITS	HONDA OF SAN DIEGO HE17H04393	1401 KETTNER BL SAN DIEGO CA 92101	0.10 SE	46
76	PERMITS	MISSION GARAGE HE17H19632	1440 KETTNER BL SAN DIEGO CA 92101	0.10 SE	53
79	PERMITS	NIELSEN CONSTRUCTION HE17H13559	1465 KETTNER BL SAN DIEGO CA 92101	0.10 SE	9
106	UST	NIELSEN CONSTRUCTION HE17H13559	1465 KETTNER BL SAN DIEGO CA 92101	0.10 SE	9
163	LUST	NIELSEN CONSTRUCTION HE17H13559	1465 KETTNER BL SAN DIEGO CA 92101-	0.10 SE	9
108	UST	PARKING LOT HE17H36755	1500 KETTNER BL SAN DIEGO CA 92101	0.10 SE	75
85	PERMITS	SAN DIEGO NATIONAL BANK HE17H02286	1420 KETTNER BL SAN DIEGO CA 92101	0.10 SE	59
182	LUST	STEVE S AUTO BODY HE17H06030	1516 KETTNER BL SAN DIEGO CA 92101-	0.10 SE	65
89	PERMITS	STEVE S AUTO BODY HE17H06030	1516 KETTNER BL SAN DIEGO CA 92101	0.10 SE	65
11	RCRAGN	BALDER AND BALDER INC CAD982469751/SGN	1730 KETTNER BL SAN DIEGO CA 92101	0.11 NE	10
28	FINDS	BALDER AND BALDER INC CAD982469751	1730 KETTNER BL SAN DIEGO CA 92101	0.11 NE	10
70	PERMITS	LE MANS AUTO REPAIR HE17H19498	2036 KETTNER BL SAN DIEGO CA 92101	0.11 NE	50
71	PERMITS	LUPES RADIATOR HE17H11006	2036 KETTNER BL SAN DIEGO CA 92101	0.11 NE	50
74	PERMITS	METRO VOLKSWAGEN HE17H12938	1954 KETTNER BL SAN DIEGO CA 92101	0.11 NE	18
105	UST	METRO VOLKSWAGEN HE17H12938	1954 KETTNER BL SAN DIEGO CA 92101	0.11 NE	18
37	FINDS	METRO VOLKSWAGEN PEUGEOT CAD981393358	1954 KETTNER BLVD SAN DIEGO CA 92101	0.11 NE	18
18	RCRAGN	METRO VOLKSWAGEN PEUGEOT CAD981393358/SGN	1954 KETTNER BLVD SAN DIEGO CA 92101	0.11 NE	18
78	PERMITS	NANCE BILL SUEDE LIFE HE17H04458	701 W GRAPE ST SAN DIEGO CA 92101	0.11 NE	55
168	LUST	PORTO SIENA 9UT4038/CASE CLOSED	1601 INDIA ST SAN DIEGO CA 92101	0.11 NE	87

Environmental FirstSearch
Sites Summary Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

TOTAL: 209 **GEOCODED:** 197 **NON GEOCODED:** 12 **SELECTED:** 0

ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	Map ID
14	RCRAGN	COURTESY AUTO RENTALS CAD981982507/SGN	1566 KETTNER BLVD SAN DIEGO CA 92101	0.10 SE	14
68	PERMITS	HONDA OF SAN DIEGO HE17H04393	1401 KETTNER BL SAN DIEGO CA 92101	0.10 SE	46
76	PERMITS	MISSION GARAGE HE17H19632	1440 KETTNER BL SAN DIEGO CA 92101	0.10 SE	53
79	PERMITS	NIELSEN CONSTRUCTION HE17H13559	1465 KETTNER BL SAN DIEGO CA 92101	0.10 SE	9
106	UST	NIELSEN CONSTRUCTION HE17H13559	1465 KETTNER BL SAN DIEGO CA 92101	0.10 SE	9
163	LUST	NIELSEN CONSTRUCTION HE17H13559	1465 KETTNER BL SAN DIEGO CA 92101-	0.10 SE	9
108	UST	PARKING LOT HE17H36755	1500 KETTNER BL SAN DIEGO CA 92101	0.10 SE	75
85	PERMITS	SAN DIEGO NATIONAL BANK HE17H02286	1420 KETTNER BL SAN DIEGO CA 92101	0.10 SE	59
182	LUST	STEVE S AUTO BODY HE17H06030	1516 KETTNER BL SAN DIEGO CA 92101-	0.10 SE	65
89	PERMITS	STEVE S AUTO BODY HE17H06030	1516 KETTNER BL SAN DIEGO CA 92101	0.10 SE	65
11	RCRAGN	BALDER AND BALDER INC CAD982469751/SGN	1730 KETTNER BL SAN DIEGO CA 92101	0.11 NE	10
28	FINDS	BALDER AND BALDER INC CAD982469751	1730 KETTNER BL SAN DIEGO CA 92101	0.11 NE	10
70	PERMITS	LE MANS AUTO REPAIR HE17H19498	2036 KETTNER BL SAN DIEGO CA 92101	0.11 NE	50
71	PERMITS	LUPES RADIATOR HE17H11006	2036 KETTNER BL SAN DIEGO CA 92101	0.11 NE	50
74	PERMITS	METRO VOLKSWAGEN HE17H12938	1954 KETTNER BL SAN DIEGO CA 92101	0.11 NE	18
105	UST	METRO VOLKSWAGEN HE17H12938	1954 KETTNER BL SAN DIEGO CA 92101	0.11 NE	18
37	FINDS	METRO VOLKSWAGEN PEUGEOT CAD981393358	1954 KETTNER BLVD SAN DIEGO CA 92101	0.11 NE	18
18	RCRAGN	METRO VOLKSWAGEN PEUGEOT CAD981393358/SGN	1954 KETTNER BLVD SAN DIEGO CA 92101	0.11 NE	18
78	PERMITS	NANCE BILL SUEDE LIFE HE17H04458	701 W GRAPE ST SAN DIEGO CA 92101	0.11 NE	55
168	LUST	PORTO SIENA 9UT4038/CASE CLOSED	1601 INDIA ST SAN DIEGO CA 92101	0.11 NE	87

Environmental FirstSearch
Sites Summary Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

TOTAL: 209 **GEOCODED:** 197 **NON GEOCODED:** 12 **SELECTED:** 0

ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	Map ID
88	PERMITS	SIEGAN DESIGN HE17H35703	1702 KETTNER BL SAN DIEGO CA 92101	0.11 NE	63
111	UST	TRUST U/W/O IDA E EDEN AT0315 HE17H21043	2056 KETTNER BL SAN DIEGO CA 92101	0.11 NE	77
21	RCRANLR	CHAPMAN S DIESEL SALES & SERVICE, I CAD029106234/NLR	1520 INDIA ST SAN DIEGO CA 92101	0.11 SE	22
81	PERMITS	PAIGE HARDY & ASSOCIATES HE17H35705	1731 KETTNER BL SAN DIEGO CA 92101	0.12 NE	56
188	LUST	THRIFTY CAR RENTAL HE17H12116	2100 KETTNER BL SAN DIEGO CA 92101	0.13 NE	68
189	LUST	THRIFTY RENT A CAR (FORMERLY) 9UT3370/PRELIM. SITE ASSES.	2100 KETTNER BLVD SAN DIEGO CA 92101	0.13 NE	68
162	LUST	NAVFAC BLDG 127 9UT2087/LEAK BEING CONFIRMED	1220 PACIFIC HWY SAN DIEGO CA 92101	0.13 S-	28
190	LUST	U S NAVY HE17H80424	1220 PACIFIC HY SAN DIEGO CA 92101	0.13 S-	28
197	LUST	WIZER INC 9UT2665/PRELIM. SITE ASSES.	2112 KETTNER BLVD SAN DIEGO CA 92101	0.14 NE	95
116	LUST	BENTON COMPANY HE17H15338	2136 KETTNER BL SAN DIEGO CA 92101	0.15 NE	71
117	LUST	BENTON COMPANY 9UT2522/PRELIM. SITE ASSES.	2136 KETTNER BLVD SAN DIEGO CA 92101	0.15 NE	71
149	LUST	HARBOR DRIVE FACILITY 9UT506/REMEDIATION PLAN	2200 PACIFIC HWY SAN DIEGO CA 92101	0.15 NW	7
177	LUST	SOLAR TURBINES HE17H08828	2200 PACIFIC HY SAN DIEGO CA 92101	0.15 NW	7
50	STATE	SOLAR TURBINES INC. CAL37370021/PROPERTY/SITE REFERR	2200 PACIFIC HWY SAN DIEGO CA 92101	0.15 NW	7
7	RCRA	SOLAR TURBINES INTERNATIONAL CAD008314908/TSD	2200 PACIFIC HWY SAN DIEGO CA 92101	0.15 NW	7
8	RCRACOR	SOLAR TURBINES INTERNATIONAL CAD008314908/TSD	2200 PACIFIC HWY SAN DIEGO CA 92101	0.15 NW	7
6	CERCLIS	SOLAR TURBINES INTERNATIONAL CAD008314908/NFRAP-N	2200 PACIFIC HWY SAN DIEGO CA 92101	0.15 NW	7
180	LUST	STEINER CORPORATION 9UT2374/CASE CLOSED	705 GRAPE ST W SAN DIEGO CA 92101	0.16 NE	64
179	LUST	STEINER CORPORATION HE17H00361	705 W GRAPE ST SAN DIEGO CA 92101	0.16 NE	64
181	LUST	STEINER CORPORATION 9UT523/CASE CLOSED	705 GRAPE ST W SAN DIEGO CA 92101	0.16 NE	64

Environmental FirstSearch
Sites Summary Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

TOTAL: 209 **GEOCODED:** 197 **NON GEOCODED:** 12 **SELECTED:** 0

ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	Map ID
123	LUST	CHAPMANS DIESEL SLS & SVC INC HE17H12443	1520 INDIA ST SAN DIEGO CA 92101-	0.16 SE	25
169	LUST	PORTO SIENA DEVELOPMENT HE17H39010	1601 INDIA STREET SAN DIEGO CA 92101	0.16 SE	88
158	LUST	KEYSTONE PLATING HE17H02491	2060 INDIA ST SAN DIEGO CA 92101-	0.17 NE	6
48	STATE	SAN DIEGO PLATING (2) CAL37340135/PROPERTY/SITE REFERR	2060 INDIA STREET SAN DIEGO CA 92101	0.17 NE	6
5	CERCLIS	SAN DIEGO PLATING INC CAD064475494/NFRAP-N	2060 INDIA ST SAN DIEGO CA 92101	0.17 NE	6
166	LUST	PACIFIC RENT A CAR 9UT3417/PRELIM. SITE ASSES.	1212 KETTNER BLVD SAN DIEGO CA 92101	0.17 SE	86
139	LUST	FOGERTY OIL AT0197 HE17H21038	2102 INDIA ST SAN DIEGO CA 92101	0.18 NE	80
142	LUST	FOGERTY TRUST 9UT3466/LEAK BEING CONFIRMED	2102 INDIA ST SAN DIEGO CA 92101	0.18 NE	80
145	LUST	GET A WAY RENTAL CAR 9UT3792/PRELIM. SITE ASSES.	2263 PACIFIC HWY SAN DIEGO CA 92101	0.19 NW	44
146	LUST	GETAWAY RENT-A-CAR HE17H15552	2263 PACIFIC HY SAN DIEGO CA 92101	0.19 NW	44
155	LUST	JACKSON & BLANC 9UT227/CASE CLOSED	1970 COLUMBIA ST SAN DIEGO CA 92101	0.21 NE	48
154	LUST	JACKSON & BLANC HE17H21027	1970 COLUMBIA ST SAN DIEGO CA 92101	0.21 NE	48
134	LUST	CROW VENTURES MGMT 9UT2614/CASE CLOSED	1200-10 INDIA ST SAN DIEGO CA 92101	0.21 SE	70
153	LUST	INTERGULF TREO DEVELOPMENT 9UT4112/PRELIM. SITE ASSES.	600 WEST B STREET SAN DIEGO CA 92101	0.21 SE	83
196	LUST	WETMORES HE17H15942	1200 INDIA ST SAN DIEGO CA 92101	0.21 SE	70
172	LUST	SAN DIEGO ALARM COMPANY 9UT429/CASE CLOSED	2054 STATE ST SAN DIEGO CA 92101	0.24 NE	60
127	LUST	COAST AUTO SERVICE HE17H13335	1555 STATE ST SAN DIEGO CA 92101-	0.26 SE	38
128	LUST	CONTINENTAL CLEANERS & LAUNDRY HE17H00909	1470 STATE ST SAN DIEGO CA 92101-	0.26 SE	40
164	LUST	OLIVER FAMILY TRUST HE17H38192	2230 COLUMBIA ST SAN DIEGO CA 92121	0.27 NE	74
165	LUST	OLIVER FAMILY TRUST 9UT3797/CASE CLOSED	2230 COLUMBIA ST SAN DIEGO CA 92121	0.27 NE	74

Environmental FirstSearch
Sites Summary Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

TOTAL: 209 **GEOCODED:** 197 **NON GEOCODED:** 12 **SELECTED:** 0

ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	Map ID
126	LUST	CHEVRON USA INC. HE17H03791	2351 E HARBOR DR SAN DIEGO CA 92113	0.27 NW	13
170	LUST	RALSTON PURINA COMPANY 9UT408/REMEDIAL ACTION	1025 HARBOR DR E SAN DIEGO CA 92105	0.27 S-	89
152	LUST	HOWARD KLARMAN HE17H15947	2367 INDIA ST SAN DIEGO CA 92101	0.31 NE	47
167	LUST	PAYLESS CAR RENTAL 9UT2756/CASE CLOSED	2367/ 2401 INDIA ST SAN DIEGO CA 92101	0.31 NE	47
193	LUST	W-HOTEL SAN DIEGO HE17H39540	1158-116 STATE ST SAN DIEGO CA 92101	0.33 SE	94
47	STATE	POINT LOMA NAVAL COMPLEX - FISC CAL37970006/PROPERTY/SITE REFERR	937 NORTH HARBOR DRIVE (CODE O SAN DIEGO CA 92132	0.34 S-	5
4	CERCLIS	SAN DIEGO NAVAL SUPPLY CENTER CA7170024288/NOT PROPOSED	937 N HARBOR DE SAN DIEGO CA 92101	0.34 S-	5
3	CERCLIS	SAN DIEGO NAVAL SUPPLY CENTER CA5170090232/NOT PROPOSED	937 N HARBOR DR SAN DIEGO CA 92101	0.34 S-	5
192	LUST	USN-FISC/HEADQUARTERS HE17H80027	937 N HARBOR DR SAN DIEGO CA 92101-	0.34 S-	5
131	LUST	COUNTY OF SAN DIEGO 9UT3729/PRELIM. SITE ASSES.	1251 UNION ST SAN DIEGO CA 92101	0.34 SE	21
133	LUST	COUNTY OF SD- FLEET SERVICE HE17H14741	1251 UNION ST SAN DIEGO CA 92101	0.34 SE	21
113	LUST	ARMED FORCES YMCA 9UT3515/LEAK BEING CONFIRMED	500 BROADWAY W SAN DIEGO CA 92101	0.35 SE	78
121	LUST	BUDGET RENT A CAR HE17H03610	2535 PACIFIC HY SAN DIEGO CA 92101	0.37 NW	37
122	LUST	BUDGET RENT-A-CAR 9UT3530/CASE CLOSED	2535 PACIFIC HWY SAN DIEGO CA 92101	0.37 NW	37
136	LUST	DOLLAR-RENT-A-CAR 9UT2209/CASE CLOSED	1120 LAUREL ST W SAN DIEGO CA 92101	0.37 NW	67
186	LUST	THRIFTY CAR RENTAL HE17H12035	1120 W LAUREL ST SAN DIEGO CA 92101	0.37 NW	67
173	LUST	SAN DIEGO GAS & ELEC STATION B 9UT442/CASE CLOSED	714 E ST W SAN DIEGO CA 92101	0.37 SE	90
159	LUST	LAUREL STREET ANNEX 9UT2552/CASE CLOSED	1020 LAUREL ST W SAN DIEGO CA 92138	0.38 NW	85
160	LUST	LAUREL STREET ANNEX 9UT504/CASE CLOSED	1020 LAUREL ST W SAN DIEGO CA 92138	0.38 NW	85
178	LUST	SOLAR TURBINES INC AT0750 HE17H21335	1020 W LAUREL ST SAN DIEGO CA 92101	0.38 NW	85

Environmental FirstSearch
Sites Summary Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

TOTAL: 209 **GEOCODED:** 197 **NON GEOCODED:** 12 **SELECTED:** 0

ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	Map ID
176	LUST	SHELL SERVICE STATION 9UT477/CASE CLOSED	1666 1ST AVE SAN DIEGO CA 92101	0.40 NE	92
175	LUST	SHELL SERVICE STATION 9UT3088/CASE CLOSED	1666 1ST AVE SAN DIEGO CA 92101	0.40 NE	92
137	LUST	FIRST AVENUE EXXON HE17H12662	1666 01ST AV SAN DIEGO CA 92101	0.43 NE	79
151	LUST	HARBOR VIEW MEDICAL CENTER 9UT3538/CASE CLOSED	120 ELM ST SAN DIEGO CA 92101	0.45 NE	82
150	LUST	HARBOR VIEW MEDICAL CENTER HE17H19966	120 ELM ST SAN DIEGO CA 92101	0.45 NE	82
174	LUST	SDCTY-FIRE STATION #01 HE17H21379	1222 01ST AV SAN DIEGO CA 92101	0.45 SE	91
183	LUST	STREICHER & SEEMAN INC HE17H32359	2553 STATE ST SAN DIEGO CA 92101	0.49 NE	93
184	LUST	STRIETER & SEAMEN INC. 9UT3089/CASE CLOSED	2553 STATE ST SAN DIEGO CA 92101	0.49 NE	93
147	LUST	GREYHOUND 9UT1331/CASE CLOSED	120 BROADWAY ST W SAN DIEGO CA 92101	0.50 SE	81
148	LUST	GREYHOUND STATION HE17H26606	120 W BROADWAY SAN DIEGO CA 92101	0.50 SE	81
44	STATE	NEYENESCH PRINTERS CAL37370015/NO FURTHER ACTION FO	2750 KETTNER BLVD. SAN DIEGO CA 92103	0.54 NW	3
46	STATE	PACIFIC SOAP CO. CAL37280012/PROPERTY/SITE REFERR	301 WEST MARKET SAN DIEGO CA 92101	0.65 SE	4
51	STATE	ST. PAUL S VILLA CAL37830004/NO ACTION - FOR CALM	2340 FOURTH AVENUE SAN DIEGO CA 92101	0.69 NE	32
9	RCRACOR	UOP INC FLUID SYSTEMS DIV CAD020201893/NLR	2980 N HARBOR DRIVE SAN DIEGO CA 92101	0.79 NW	8
45	STATE	PACIFIC AIRMOTIVE CAL37370118/PROPERTY/SITE REFERR	544 7TH AVENUE SAN DIEGO CA 92101	0.96 SE	30
49	STATE	SAN DIEGO SHIP BUILDING CAL37370125/PROPERTY/SITE REFERR	980 F STREET CHULA VISTA CA 92101	0.99 SE	31
43	STATE	CAMPBELL INDUSTRIES CAL37090001/PROPERTY/SITE REFERR	501 EAST HARBOUR DRIVE SAN DIEGO CA 92112	1.00 SE	29

Environmental FirstSearch
Sites Summary Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

TOTAL: 209 **GEOCODED:** 197 **NON GEOCODED:** 12 **SELECTED:** 0

ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	Map ID
206	ERNS	60289/UNKNOWN	MARINA CORTEZ ON HARBOR ISLAND SAN DIEGO CA 92101	NON GC	
203	ERNS	CALIFORNIA CREATIVE DYNAMICS 14835/UNKNOWN	CALIFORNIA CREATIVE DYNAMICS SAN DIEGO CA	NON GC	
207	PERMITS	CITY OF SD- WATER UTILITIES HE17H29877	PACIFIC HY SAN DIEGO CA 92101	NON GC	
208	PERMITS	CORNER OF JUNIPER/PACIFIC HY HE17H33528	JUNIPER AT PACIFIC H SAN DIEGO CA 92101	NON GC	
204	ERNS	GEN DYNAMICS CONVAIR DIV 158913/UNKNOWN	PACIFIC HIGHWAY LINDBERG FIELD SAN DIEGO CA 92101	NON GC	
198	RCRAGN	METROPOLITAN TRANSIT DEVELOPMENT BO CA0001014158/SGN	CALIFORNIA ST BTWN GRAPE ST SAN DIEGO CA 92101	NON GC	
209	PERMITS	SDCTY-FIRE STATION, LF AIRPORT HE17H29654	3698 PACIFIC HY SAN DIEGO CA 92101	NON GC	
199	RCRAGN	SHIP M V ZENITH 8918136 CAR000050724/SGN	1140 N HARBOR DR B ST 891813 SAN DIEGO CA 92101	NON GC	
200	RCRAGN	SHIP MS LEGEND OF THE SEAS 9070620 CAR000044644/SGN	1140 N HARBOR DR B ST PIER SAN DIEGO CA 92101	NON GC	
201	RCRAGN	SHIP MS RHAPSODY OF THE SEAS 911686 CAR000044636/SGN	1140 N HARBOR DR B ST PIER SAN DIEGO CA 92101	NON GC	
202	RCRAGN	SHIP MV GALAXY 9106297 CAR000044610/SGN	1140 N HARBOR DR B ST PIER SAN DIEGO CA 92101	NON GC	
205	ERNS	UNKNOWN 306750/UNKNOWN (EPA REGIONS	SAN DIEGO A.P. ON RAMP ON HARB SAN DIEGO CA 92101	NON GC	

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

CERCLIS SITE

SEARCH ID: 2 **DIST/DIR:** 0.00 -- **MAP ID:** 2

NAME: ALLIED TANK CLEANING
ADDRESS: 1883 E HARBOR DR
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: JERE JOHNSON

REV: 7/8/02
ID1: CAD982360547
ID2: 0900057
STATUS: NFRAP-N
PHONE: 4159723094

DESCRIPTION:

ACTION/QUALITY	AGENCY/RPS	START/RAA	END
ARCHIVE SITE			11-16-1988
DISCOVERY	State, Fund Financed		12-01-1987
PRELIMINARY ASSESSMENT	State, Fund Financed		11-16-1988

NFRAP (No Futher Remedial Action Planned

FINDS SITE

SEARCH ID: 27 **DIST/DIR:** 0.00 -- **MAP ID:** 2

NAME: ALLIED TANK CLEANING
ADDRESS: 1883 E HARBOR DR
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV:
ID1: CAD982360547
ID2:
STATUS:
PHONE:

```
RCRIS   :
PCS     :
AFS/AIRS    :
SSTS    :
CERCLIS     : CAD982360547
NCDB        :
ENF DOCKET  :
CONTR LIST  :
CRIM DOCKET :
FFIS    :
CICIS   :
STATE       :
PADS    :
TRIS        :
D&B     :
UNKNOWN :
```

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

STATE SITE

SEARCH ID: 42 **DIST/DIR:** 0.00 -- **MAP ID:** 2

NAME: ALLIED TANK CLEANING CORP
ADDRESS: 1883 EAST HARBOR DRIVE
SAN DIEGO CA 92101
San Diego
CONTACT:

REV: 07/03/00
ID1: CAL37420015
ID2:
STATUS: PROPERTY/SITE REFERRED TO ANOT
PHONE:

OTHER SITE NAMES (blank below = not reported by agency)

OTHER SITE NAMES (blank below = not reported by agency)
SPRR

GENERAL SITE INFORMATION
File Name (if different than site name):

Status: *PROPERTY/SITE REFERRED TO ANOTHER AGENCY (REFOA)*
AWP Site Type: *N/A*
NPL Site:
Fund:
Status Date: *08211995*
Lead:
Staff:
Senior Supervisor: *MMONROY*

DTSC Region & RWQCB #: *4 / LONG BEACH*
Branch: *SOUTHERN CA. - B*
RWQCB: *SAN DIEGO*
Site Access: *Controlled*
On Cortese List:
Groundwater Contamination:
Haz Ranking Score:
Haz Ranking Score:
Number of Sources Contributing to Contamination at the Site: *0*

INFORMATION ON SPECIAL PROGRAMS THE SITE IS ASSOCIATED WITH (blank below = not reported by agency)
CERCLA II

PROJECTED ACTIVITIES (blank below = not reported by agency)

PROJECTED ACTIVITIES (blank below = not reported by agency)

PROJECTED ACTIVITIES (blank below = not reported by agency)

PROJECTED ACTIVITIES (blank below = not reported by agency)
Activity: *DISCOVERY (DISC)*
Activity Status: *PROPERTY/SITE REFERRED TO ANOTHER AGENCY*
Completion Due Date:
Revised Completion Due Date:
Date Activity Actually Completed: *06011983*
Yards of Solids Removed: *0*
Yards of Solids Treated: *0*

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

STATE SITE

SEARCH ID: 42 **DIST/DIR:** 0.00 -- **MAP ID:** 2

NAME: ALLIED TANK CLEANING CORP
ADDRESS: 1883 EAST HARBOR DRIVE
SAN DIEGO CA 92101
San Diego
CONTACT:

REV: 07/03/00
ID1: CAL37420015
ID2:
STATUS: PROPERTY/SITE REFERRED TO ANOT
PHONE:

Gallons of Liquid Removed: *0*
Gallons of Liquid Treated: *0*

Activity: *(SS)*
Activity Status: *PROPERTY/SITE REFERRED TO ANOTHER AGENCY*
Completion Due Date:
Revised Completion Due Date:
Date Activity Actually Completed: *03021987*
Yards of Solids Removed: *0*
Yards of Solids Treated: *0*
Gallons of Liquid Removed: *0*
Gallons of Liquid Treated: *0*

Activity: *(PA)*
Activity Status: *PROPERTY/SITE REFERRED TO ANOTHER AGENCY*
Completion Due Date:
Revised Completion Due Date:
Date Activity Actually Completed: *01111988*
Yards of Solids Removed: *0*
Yards of Solids Treated: *0*
Gallons of Liquid Removed: *0*
Gallons of Liquid Treated: *0*

Activity: *(SS)*
Activity Status: *PROPERTY/SITE REFERRED TO ANOTHER AGENCY*
Completion Due Date:
Revised Completion Due Date:
Date Activity Actually Completed: *10271994*
Yards of Solids Removed: *0*
Yards of Solids Treated: *0*
Gallons of Liquid Removed: *0*
Gallons of Liquid Treated: *0*

DTSC COMMENTS REGARDING THIS SITE (blank below = not reported by agency)

DATE	COMMENT
07241981	*VIOLATION DETECTED SD CO HEALTH FOUND FAC WAS TRANSPORTING*
DATE	**COMMENT**
07241981	*HAZ WST W/OUT BEING A REGISTERED HAULER*
DATE	**COMMENT**
07241981	*& IMPROPERLY STORING & DISPOSING HAZ WST*
DATE	**COMMENT**
07241981	*NO RECORD OF FOLLOW-UP ACTION*
DATE	**COMMENT**
06011983	*FACILITY IDENTIFIED VIA DRIVEBY*

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

STATE SITE

SEARCH ID: 42 **DIST/DIR:** 0.00 -- **MAP ID:** 2

NAME: ALLIED TANK CLEANING CORP
ADDRESS: 1883 EAST HARBOR DRIVE
SAN DIEGO CA 92101
San Diego
CONTACT:

REV: 07/03/00
ID1: CAL37420015
ID2:
STATUS: PROPERTY/SITE REFERRED TO ANOT
PHONE:

DATE	COMMENT
06011983	*FACILITY DRIVE-BY DARKLY STAINED SOIL W/ PUDDLING. ABOUT*
06011983	*40 DRUMS ON LOADING DOCK.*
07181983	*WATER UTILITIES DEPT. NO WASTE GENERAT(?*
07201983	*APCD. SEVERAL BULK STORAGE TANKS-HC1,*
07201983	*WASTE OIL, WASTE COLLECTION, ETC*
08311983	*FINAL STRATEGY SITE REFERRED:TO HWMB/ENF*
03021987	*SITE SCREENING DONE PA RECOM BASED ON SEVERELY STAINED SOIL*
03021987	*OVER A LARGE AREA*
12021987	*FACILITY DRIVE-BY SPRR USING SITE FOR OFFICE, MAINTENANCE,*
12021987	*STORAGE & LOADING. MOSTLY PAVED, SOIL*
12021987	*STAINED IN UNPAVED ALLEY*
01111988	*SUBMIT TO EPA NO FURTHER ACTION FOR EPA. SITE WILL NOT*
01111988	*SCORE ABOVE 28 IN MITRE MODEL*
01111988	*PRELIM ASSESS DONE UNCLEAR HAZ WST HANDLING & DISPOSAL*
01111988	*PRACTICES AT SITE. SAMPLING SHOULD BE*
01111988	*DONE IN STAINED AREAS.*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

EMERGENCY RESPONSE NOTIFICATION SITE

SEARCH ID: 22 **DIST/DIR:** 0.00 -- **MAP ID:** 12

NAME: CHEVRON
ADDRESS: 1820 N. HARBOR DR
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV: 11/7/91
ID1: 240267
ID2:
STATUS: UNDERGROUND STORAGE TANK
PHONE:

DETAILS NOT AVAILABLE

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 97 **DIST/DIR:** 0.00 -- **MAP ID:** 11

NAME:	CHEVRON #1487	**REV:**	08/21/00
ADDRESS:	1405 PACIFIC HY	**ID1:**	HE17H12946
	SAN DIEGO CA 92101	**ID2:**	CAD095894556
	San Diego	**STATUS:**	
CONTACT:	CHEVRON USA INC	**PHONE:**	(619)238-2759

TANK ID s

Permit Number:	*HE17H12946*
Tank Number:	*T001*
Tank ID Number:	*1*

TANK CHARACTERISTICS INFORMATION

Capacity:	*10000*
Manufacturer Code:	*0501*
Year Installed:	
Contents:	*REGULAR UNLEADED*
Tank Content Chemical Name:	
Tank Content CAS Number:	
Tank System Type:	*SINGLE WALL W/O SECNDRY CNTMNT*
Primary Tank Material:	*NONE*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*NONE*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	*000025*
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*TIGHT*
Tank Test Date:	*11/14/91*

PIPING INFORMATION

Piping Corrosion Protection:	*INVALID CODE*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*PRESSURIZED*
Pipe Construction:	*SINGLE WALL WITH LINER*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*

PIPING INFORMATION

Pipe Test Date:	*11/21/88*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

TANK ID s

Permit Number:	*HE17H12946*

- Continued on next page -

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 97 **DIST/DIR:** 0.00 -- **MAP ID:** 11

NAME:	CHEVRON #1487	**REV:**	08/21/00
ADDRESS:	1405 PACIFIC HY	**ID1:**	HE17H12946
	SAN DIEGO CA 92101	**ID2:**	CAD095894556
	San Diego	**STATUS:**	
CONTACT:	CHEVRON USA INC	**PHONE:**	(619)238-2759

Tank Number:	*T002*
Tank ID Number:	*2*

TANK CHARACTERISTICS INFORMATION

Capacity:	*10000*
Manufacturer Code:	*0501*
Year Installed:	
Contents:	*LEADED*
Tank Content Chemical Name:	
Tank Content CAS Number:	
Tank System Type:	*SINGLE WALL W/O SECNDRY CNTMNT*
Primary Tank Material:	*NONE*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*NONE*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	*000025*
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*TIGHT*
Tank Test Date:	*02/06/91*

PIPING INFORMATION

Piping Corrosion Protection:	*INVALID CODE*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*PRESSURIZED*
Pipe Construction:	*SINGLE WALL WITH LINER*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*

PIPING INFORMATION

Pipe Test Date:	*11/21/88*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

TANK ID s

Permit Number:	*HE17H12946*
Tank Number:	*T003*
Tank ID Number:	*3*

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Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 97 **DIST/DIR:** 0.00 -- **MAP ID:** 11

NAME:	CHEVRON #1487	**REV:**	08/21/00
ADDRESS:	1405 PACIFIC HY	**ID1:**	HE17H12946
	SAN DIEGO CA 92101	**ID2:**	CAD095894556
	San Diego	**STATUS:**	
CONTACT:	CHEVRON USA INC	**PHONE:**	(619)238-2759

TANK CHARACTERISTICS INFORMATION

Capacity:	*10000*
Manufacturer Code:	*0501*
Year Installed:	
Contents:	*REGULAR UNLEADED*
Tank Content Chemical Name:	
Tank Content CAS Number:	
Tank System Type:	*SINGLE WALL W/O SECNDRY CNTMNT*
Primary Tank Material:	*NONE*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*NONE*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	*000025*
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*TIGHT*
Tank Test Date:	*11/14/91*

PIPING INFORMATION

Piping Corrosion Protection:	*INVALID CODE*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*PRESSURIZED*
Pipe Construction:	*SINGLE WALL WITH LINER*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*

PIPING INFORMATION

Pipe Test Date:	*11/21/88*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

TANK ID s

Permit Number:	*HE17H12946*
Tank Number:	*T004*
Tank ID Number:	*4*

TANK CHARACTERISTICS INFORMATION

Capacity:	*1000*
Manufacturer Code:	*0501*

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TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 97 **DIST/DIR:** 0.00 -- **MAP ID:** 11

NAME:	CHEVRON #1487	**REV:**	08/21/00
ADDRESS:	1405 PACIFIC HY	**ID1:**	HE17H12946
	SAN DIEGO CA 92101	**ID2:**	CAD095894556
	San Diego	**STATUS:**	
CONTACT:	CHEVRON USA INC	**PHONE:**	(619)238-2759

Year Installed:	
Contents:	*WASTE OIL*
Tank Content Chemical Name:	
Tank Content CAS Number:	
Tank System Type:	*SINGLE WALL W/O SECNDRY CNTMNT*
Primary Tank Material:	*NONE*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*NONE*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	*000025*
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*TIGHT*
Tank Test Date:	*02/06/91*

PIPING INFORMATION

Piping Corrosion Protection:	*INVALID CODE*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*NONE*
Pipe Construction:	*NO PIPE CONSTRUCTION INFO*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*

PIPING INFORMATION

Pipe Test Date:	*11/21/88*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

TANK ID s

Permit Number:	*HE17H12946*
Tank Number:	*T005*
Tank ID Number:	*5*

TANK CHARACTERISTICS INFORMATION

Capacity:	*10000*

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Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 97 **DIST/DIR:** 0.00 -- **MAP ID:** 11

NAME:	CHEVRON #1487	**REV:**	08/21/00
ADDRESS:	1405 PACIFIC HY	**ID1:**	HE17H12946
	SAN DIEGO CA 92101	**ID2:**	CAD095894556
	San Diego	**STATUS:**	
CONTACT:	CHEVRON USA INC	**PHONE:**	(619)238-2759

Tank Content CAS Number:

Tank System Type:	*SINGLE WALL W/O SECNDRY CNTMNT*
Primary Tank Material:	*NONE*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*NONE*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	*000025*
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*TIGHT*
Tank Test Date:	*11/14/91*

PIPING INFORMATION

Piping Corrosion Protection:	*INVALID CODE*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*PRESSURIZED*
Pipe Construction:	*SINGLE WALL WITH LINER*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*

PIPING INFORMATION

Pipe Test Date:	*11/21/88*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 124 **DIST/DIR:** 0.00 -- **MAP ID:** 11

NAME: CHEVRON #1487
ADDRESS: 1405 PACIFIC HY
SAN DIEGO CA 92101
San Diego
CONTACT: CHEVRON USA INC

REV: 08/21/00
ID1: HE17H12946
ID2: CAD095894556
STATUS:
PHONE: (619)238-2759

Release Occurance Number: *001*
Historical Name: *CHEVRON #9-0468*
Date Release Began: *8/18/92*
Lead Agency: *DEH*
Case Type: *TANK, Release*
Case Status: *CLOSED*
Case Status Date: *2/22/96*

FINDS SITE

SEARCH ID: 30 **DIST/DIR:** 0.00 -- **MAP ID:** 11

NAME: CHEVRON STA 9 0468
ADDRESS: 1405 PACIFIC HWY
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV:
ID1: CAD983666199
ID2:
STATUS:
PHONE:

```
RCRIS      : CAD983666199
PCS        :
AFS/AIRS     :
SSTS  :
CERCLIS       :
NCDB    :
ENF DOCKET     :
CONTR LIST     :
CRIM DOCKET  :
FFIS        :
CICIS     :
STATE  :
PADS       :
TRIS    :
D&B         :
UNKNOWN      :
```

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

RCRA GENERATOR SITE

SEARCH ID: 12 **DIST/DIR:** 0.00 -- **MAP ID:** 11

NAME:	CHEVRON STATION 9 0468	**REV:**	6/8/02
ADDRESS:	1405 PACIFIC HIGHWAY	**ID1:**	CAD983666199
	SAN DIEGO CA 92101	**ID2:**	
	SAN DIEGO	**STATUS:**	SGN
CONTACT:	DESIREE CLOSS	**PHONE:**	3106947452

SITE INFORMATION

CONTACT INFORMATION: DESIREE CLOSS
ENV COMP ASST
PO BOX 2833
LA HABRA CA 90632

PHONE: 3106947452

UNIVERSE NAME:

SGN: GENERATES 100 - 1000 KG/MONTH OF HAZARDOUS WASTE

SIC INFORMATION:

ENFORCEMENT INFORMATION:

VIOLATION INFORMATION:

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 58 **DIST/DIR:** 0.00 -- **MAP ID:** 12

NAME:	CHEVRON USA EMBARCADERO MARINE	**REV:**	08/06/01
ADDRESS:	1820 N HARBOR DR	**ID1:**	HE17H03414
	SAN DIEGO CA 92101	**ID2:**	CAT000614966
	SAN DIEGO	**STATUS:**	
CONTACT:	CHEVRON USA INC	**PHONE:**	( )233-6884

INDUSTRY / FACILITY INFORMATION NAMES

Business Description & SIC Code:	*5541*
Gas Station:	
Fire Department District:	*San Diego FD*

PERMIT INFORMATION

Permit Number:	*HE17H03414*
Inactive / Active Facility Indicator:	
Annual Expiration Date:	
Status:	*Resolved SAM Case, Not Previous Status: tank permit issued*
Map Code / Business Plan on File:	*Yes*
Business Plan Acceptance Date:	*08/30/1989*

GENERAL INSPECTION & VIOLATION INFORMATION

Inspection Date:	*10/03/1990 0:00:00*
Reinspection Date:	*Oct 1991*
Inspector Name:	*SKINNER*
Notice of Violation Issued:	
Delinquent Flag:	
Last Update:	*7/10/98*
Last Delinquent Letter:	

PROPERTY OWNER INFORMATION

Property Owner Name:	*CHEVRON USA INC*
Property Owner Address:	*1635 ROSECRANS SAN DIEGO, CA 92106*

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code:	*WASTE OIL & MIXED OIL (221)*
Inspection Date:	*10/3/90*
Waste Quantity Present at Inspection:	*110*
Annual Quantity:	*700*
Measurement Unit:	*GAL*
Treatment Method:	*RECYCLE*
Storage Methold:	*METAL DRUMS,55 GALLONS*
Carcinogen Indicator:	
Hauler:	*AZTEC OIL*
Waste Description:	*BOATS*

VIOLATIONS AT TIME OF INSPECTION

Inspection Date:	*10/3/90*
Violation Item Number:	*V001*
Waste Code:	
Type of Violation:	*GENERAL VIOLATION*
Number of Occurances:	*01*
Violation Definition:	*OWNER/OPERATOR HAS NOT PROVIDED STATISTICAL INVENTORY RECONCILIATION CONTRACTOR OR THE LOCAL ENFORCEMENT AGENCY WITH ADEQUATE DATA RECORDS.*

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TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 58 **DIST/DIR:** 0.00 -- **MAP ID:** 12

NAME:	CHEVRON USA EMBARCADERO MARINE	**REV:**	08/06/01
ADDRESS:	1820 N HARBOR DR	**ID1:**	HE17H03414
	SAN DIEGO CA 92101	**ID2:**	CAT000614966
	SAN DIEGO	**STATUS:**	
CONTACT:	CHEVRON USA INC	**PHONE:**	( )233-6884

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *5/2/89*
Violation Item Number: *V001*
Waste Code: *221*
Type of Violation: *WASTE OIL & MIXED OIL*
Number of Occurances: *01*
Violation Definition: *HAZARDOUS WASTE STORAGE CONTAINER IS NOT CLEARLY MARKED OR PROPERLY LABELED. CCR 66508 (A)(3)*

DISCLOSURE OF HAZARDOUS MATERIALS STORED AT ESTABLISHMENT

Chemical Name: *CHEVRON 325 THINNER*
CAS#:
Annual Quantity: *220.00*
Quantity Stored at One Time: *110.00*
Measurement Unit: *GAL*
Carcinogen Indicator:
Storage Method: *METAL DRUMS,55 GALLONS*
Material Data Safety Sheet:
First Hazard Category: *FIRE HAZARD*
Second Hazard Category: *IMMED HEALTH HAZRD*

DISCLOSURE OF HAZARDOUS MATERIALS STORED AT ESTABLISHMENT

Chemical Name: *CHEVRON STANDARD ATF SPECIAL*
CAS#:
Annual Quantity: *165.00*
Quantity Stored at One Time: *165.00*
Measurement Unit: *GAL*
Carcinogen Indicator:
Storage Method: *METAL DRUMS,55 GALLONS*
Material Data Safety Sheet:
First Hazard Category: *FIRE HAZARD*
Second Hazard Category: *IMMED HEALTH HAZRD*

DISCLOSURE OF HAZARDOUS MATERIALS STORED AT ESTABLISHMENT

Chemical Name: *CHEVRON GST OIL 100*
CAS#:
Annual Quantity: *55.00*
Quantity Stored at One Time: *55.00*
Measurement Unit: *GAL*
Carcinogen Indicator:
Storage Method: *METAL DRUMS,55 GALLONS*
Material Data Safety Sheet:
First Hazard Category: *FIRE HAZARD*
Second Hazard Category: *DELAYD HLTH HAZARD*

DISCLOSURE OF HAZARDOUS MATERIALS STORED AT ESTABLISHMENT

Chemical Name: *CHEVRON DELO 400, 100, 2 CYCLEBLEND, HYDRAULIC, MOTOR AND LUBE OILS (ALSO S*

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 58 **DIST/DIR:** 0.00 -- **MAP ID:** 12

NAME:	CHEVRON USA EMBARCADERO MARINE	**REV:**	08/06/01
ADDRESS:	1820 N HARBOR DR	**ID1:**	HE17H03414
	SAN DIEGO CA 92101	**ID2:**	CAT000614966
	SAN DIEGO	**STATUS:**	
CONTACT:	CHEVRON USA INC	**PHONE:**	( )233-6884

CAS#:	
Annual Quantity:	*5000.00*
Quantity Stored at One Time:	*2400.00*
Measurement Unit:	*GAL*
Carcinogen Indicator:	
Storage Method:	*METAL DRUMS,55 GALLONS*
Material Data Safety Sheet:	
First Hazard Category:	*FIRE HAZARD*
Second Hazard Category:	*DELAYD HLTH HAZARD*

DISCLOSURE OF HAZARDOUS MATERIALS STORED AT ESTABLISHMENT

Chemical Name:	*CHEVRON NL GEAR COMPOUND, REFRIGERATION OIL ETC.*
CAS#:	
Annual Quantity:	*2800.00*
Quantity Stored at One Time:	*1400.00*
Measurement Unit:	*GAL*
Carcinogen Indicator:	
Storage Method:	*METAL DRUMS,55 GALLONS*
Material Data Safety Sheet:	
First Hazard Category:	*FIRE HAZARD*
Second Hazard Category:	*DELAYD HLTH HAZARD*

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 98 **DIST/DIR:** 0.00 -- **MAP ID:** 12

NAME: CHEVRON USA EMBARCADERO MARINE
ADDRESS: 1820 N HARBOR DR
SAN DIEGO CA 92101
San Diego
CONTACT: CHEVRON USA INC

REV: 08/21/00
ID1: HE17H03414
ID2: CAT000614966
STATUS:
PHONE: ( )233-6884

TANK ID s

Permit Number:	*HE17H03414*
Tank Number:	*T001*
Tank ID Number:	*T1*

TANK CHARACTERISTICS INFORMATION

Capacity:	*25116*
Manufacturer Code:	
Year Installed:	
Contents:	*DIESEL*
Tank Content Chemical Name:	
Tank Content CAS Number:	
Tank System Type:	*SINGLE WALL W/O SECNDRY CNTMNT*
Primary Tank Material:	*CARBON STEEL*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*NO EXTERIOR CORR PROT INFO*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	*999999*
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*TIGHT*
Tank Test Date:	*12/05/90*

PIPING INFORMATION

Piping Corrosion Protection:	*NO PIPE PROTECTION INFO*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*SUCTION*
Pipe Construction:	*SINGLE WALL*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*

PIPING INFORMATION

Pipe Test Date:	*03/22/88*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

TANK ID s

Permit Number:	*HE17H03414*

- Continued on next page -

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 98 **DIST/DIR:** 0.00 -- **MAP ID:** 12

NAME: CHEVRON USA EMBARCADERO MARINE
ADDRESS: 1820 N HARBOR DR
SAN DIEGO CA 92101
San Diego
CONTACT: CHEVRON USA INC

REV: 08/21/00
ID1: HE17H03414
ID2: CAT000614966
STATUS:
PHONE: ( )233-6884

Tank Number: *T002*
Tank ID Number: *T2*

TANK CHARACTERISTICS INFORMATION
Capacity: *25116*
Manufacturer Code:
Year Installed:
Contents: *DIESEL*
Tank Content Chemical Name:
Tank Content CAS Number:

Tank System Type: *SINGLE WALL W/O SECNDRY CNTMNT*
Primary Tank Material: *CARBON STEEL*
Tank Interior Lining or Coating: *NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection: *NO EXTERIOR CORR PROT INFO*
Overfill Device: *NO OVERFILL INFORMATION*
Spill Buckets:
Is Groundwater Greater Than 20 Feet (Y/N): *NO*

TANK TESTING & MONITORING INFORMATION
Below Grade Equipment: *999999*
Is System 1998 Standards Certified (Y/N):
Tank Monitor Device: *NO TANK MONIT DEV INFO*
Automatic Tank Gauges: *NO ATGS INFO AVAILABLE*
Tank Test Status: *TIGHT*
Tank Test Date: *12/05/90*

PIPING INFORMATION
Piping Corrosion Protection: *NO PIPE PROTECTION INFO*
Pressure Pipe Loss Leak Detector Type: *NO PPLLD BRAND INFO*
Pipe System Type: *SUCTION*
Pipe Construction: *SINGLE WALL*
Pipe Primary Material: *NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device: *NO PIPE MONIT DEV INFO*
PIPING INFORMATION
Pipe Test Date: *03/22/88*

REGULATORY INFORMATION
Tank Exempt Indicator: *NO*
Hazard Category 1:
Regulatory Status Code Description: *CLOSED BY REMOVAL*

TANK ID s
Permit Number: *HE17H03414*
Tank Number: *T003*
Tank ID Number: *T3*

- Continued on next page -

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 98 **DIST/DIR:** 0.00 -- **MAP ID:** 12

NAME:	CHEVRON USA EMBARCADERO MARINE	**REV:**	08/21/00
ADDRESS:	1820 N HARBOR DR	**ID1:**	HE17H03414
	SAN DIEGO CA 92101	**ID2:**	CAT000614966
	San Diego	**STATUS:**	
CONTACT:	CHEVRON USA INC	**PHONE:**	( )233-6884

TANK CHARACTERISTICS INFORMATION

Capacity:	*25116*
Manufacturer Code:	
Year Installed:	
Contents:	*DIESEL*
Tank Content Chemical Name:	
Tank Content CAS Number:	
Tank System Type:	*SINGLE WALL W/O SECNDRY CNTMNT*
Primary Tank Material:	*CARBON STEEL*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*NO EXTERIOR CORR PROT INFO*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	*999999*
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*TIGHT*
Tank Test Date:	*12/04/90*

PIPING INFORMATION

Piping Corrosion Protection:	*NO PIPE PROTECTION INFO*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*SUCTION*
Pipe Construction:	*SINGLE WALL*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*

PIPING INFORMATION

Pipe Test Date:	*03/22/88*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

TANK ID s

Permit Number:	*HE17H03414*
Tank Number:	*T004*
Tank ID Number:	*04*

TANK CHARACTERISTICS INFORMATION

Capacity:	*25116*
Manufacturer Code:	

- Continued on next page -

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 98 **DIST/DIR:** 0.00 -- **MAP ID:** 12

NAME:	CHEVRON USA EMBARCADERO MARINE	**REV:**	08/21/00
ADDRESS:	1820 N HARBOR DR	**ID1:**	HE17H03414
	SAN DIEGO CA 92101	**ID2:**	CAT000614966
	San Diego	**STATUS:**	
CONTACT:	CHEVRON USA INC	**PHONE:**	( )233-6884

Year Installed:	
Contents:	*DIESEL*
Tank Content Chemical Name:	
Tank Content CAS Number:	
Tank System Type:	*SINGLE WALL W/O SECNDRY CNTMNT*
Primary Tank Material:	*CARBON STEEL*
Tank Interior Lining or Coating:	*NONE*
Tank Exterior Corrosion Protection:	*NO EXTERIOR CORR PROT INFO*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	*9*
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*TIGHT*
Tank Test Date:	*12/04/90*

PIPING INFORMATION

Piping Corrosion Protection:	*NO PIPE PROTECTION INFO*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*PRESSURIZED*
Pipe Construction:	*NO PIPE CONSTRUCTION INFO*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*

PIPING INFORMATION

Pipe Test Date:	*01/01/01*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

TANK ID s

Permit Number:	*HE17H03414*
Tank Number:	*T005*
Tank ID Number:	*T5*

TANK CHARACTERISTICS INFORMATION

Capacity:	*5166*

- Continued on next page -

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 98 **DIST/DIR:** 0.00 -- **MAP ID:** 12

NAME:	CHEVRON USA EMBARCADERO MARINE	**REV:**	08/21/00
ADDRESS:	1820 N HARBOR DR	**ID1:**	HE17H03414
	SAN DIEGO CA 92101	**ID2:**	CAT000614966
	San Diego	**STATUS:**	
CONTACT:	CHEVRON USA INC	**PHONE:**	( )233-6884

Tank Content CAS Number:

Tank System Type:	*SINGLE WALL W/O SECNDRY CNTMNT*
Primary Tank Material:	*CARBON STEEL*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*NO EXTERIOR CORR PROT INFO*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	*999999*
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*TIGHT*
Tank Test Date:	*12/03/90*

PIPING INFORMATION

Piping Corrosion Protection:	*NO PIPE PROTECTION INFO*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*SUCTION*
Pipe Construction:	*DOUBLE WALL*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*

PIPING INFORMATION

Pipe Test Date:	*03/22/88*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

TANK ID s

Permit Number:	*HE17H03414*
Tank Number:	*T006*
Tank ID Number:	*T6*

TANK CHARACTERISTICS INFORMATION

Capacity:	*5166*
Manufacturer Code:	
Year Installed:	
Contents:	*LEADED*
Tank Content Chemical Name:	
Tank Content CAS Number:	
Tank System Type:	*SINGLE WALL W/O SECNDRY CNTMNT*

- Continued on next page -

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 98 **DIST/DIR:** 0.00 -- **MAP ID:** 12

NAME:	CHEVRON USA EMBARCADERO MARINE	**REV:**	08/21/00
ADDRESS:	1820 N HARBOR DR	**ID1:**	HE17H03414
	SAN DIEGO CA 92101	**ID2:**	CAT000614966
	San Diego	**STATUS:**	
CONTACT:	CHEVRON USA INC	**PHONE:**	( )233-6884

Primary Tank Material:	*CARBON STEEL*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*INVALID CODE*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	*999999*
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*TIGHT*
Tank Test Date:	*12/03/90*

PIPING INFORMATION

Piping Corrosion Protection:	*NO PIPE PROTECTION INFO*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*SUCTION*
Pipe Construction:	*DOUBLE WALL*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*

PIPING INFORMATION

Pipe Test Date:	*03/22/88*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

TANK ID s

Permit Number:	*HE17H03414*
Tank Number:	*T007*
Tank ID Number:	*T7*

TANK CHARACTERISTICS INFORMATION

Capacity:	*8064*
Manufacturer Code:	
Year Installed:	
Contents:	*LUBE OIL*
Tank Content Chemical Name:	
Tank Content CAS Number:	

Tank System Type:	*SINGLE WALL W/O SECNDRY CNTMNT*
Primary Tank Material:	*CARBON STEEL*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*INVALID CODE*

- Continued on next page -

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 98 **DIST/DIR:** 0.00 -- **MAP ID:** 12

NAME:	CHEVRON USA EMBARCADERO MARINE	**REV:**	08/21/00
ADDRESS:	1820 N HARBOR DR	**ID1:**	HE17H03414
	SAN DIEGO CA 92101	**ID2:**	CAT000614966
	San Diego	**STATUS:**	
CONTACT:	CHEVRON USA INC	**PHONE:**	( )233-6884

Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	*999999*
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*TIGHT*
Tank Test Date:	*12/03/90*

PIPING INFORMATION

Piping Corrosion Protection:	*NO PIPE PROTECTION INFO*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*SUCTION*
Pipe Construction:	*DOUBLE WALL*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*

PIPING INFORMATION

Pipe Test Date:	*03/22/88*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

TANK ID s

Permit Number:	*HE17H03414*
Tank Number:	*T008*
Tank ID Number:	*T8*

TANK CHARACTERISTICS INFORMATION

Capacity:	*8106*
Manufacturer Code:	
Year Installed:	
Contents:	*LUBE OIL*
Tank Content Chemical Name:	
Tank Content CAS Number:	
Tank System Type:	*SINGLE WALL W/O SECNDRY CNTMNT*
Primary Tank Material:	*CARBON STEEL*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*INVALID CODE*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 98 **DIST/DIR:** 0.00 -- **MAP ID:** 12

NAME:	CHEVRON USA EMBARCADERO MARINE	**REV:**	08/21/00
ADDRESS:	1820 N HARBOR DR	**ID1:**	HE17H03414
	SAN DIEGO CA 92101	**ID2:**	CAT000614966
	San Diego	**STATUS:**	
CONTACT:	CHEVRON USA INC	**PHONE:**	( )233-6884

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	*999999*
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*TIGHT*
Tank Test Date:	*12/03/90*

PIPING INFORMATION

Piping Corrosion Protection:	*NO PIPE PROTECTION INFO*		
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*	**Pipe System Type:**	*SUCTION*
Pipe Construction:	*DOUBLE WALL*		
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*		
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*		

PIPING INFORMATION

Pipe Test Date:	*03/22/88*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

TANK ID s

Permit Number:	*HE17H03414*
Tank Number:	*T009*
Tank ID Number:	*T9*

TANK CHARACTERISTICS INFORMATION

Capacity:	*6000*
Manufacturer Code:	
Year Installed:	
Contents:	*SEE FILE FOR CONTENTS*
Tauk Content Chemical Name:	*STORM RUNOFF*
Tank Content CAS Number:	
Tank System Type:	*SINGLE WALL W/O SECNDRY CNTMNT*
Primary Tank Material:	*CARBON STEEL*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*INVALID CODE*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	*999999*
Is System 1998 Standards Certified (Y/N):	

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 125 **DIST/DIR:** 0.00 -- **MAP ID:** 12

NAME:	CHEVRON USA EMBARCADERO MARINE	**REV:**	10/22/01
ADDRESS:	1820 N HARBOR DR	**ID1:**	HE17H03414
	SAN DIEGO CA 92101	**ID2:**	CAT000614966
	SAN DIEGO	**STATUS:**	
CONTACT:	CHEVRON USA INC	**PHONE:**	( )233-6884

Release Occurance Number:	*002*
Historical Name:	*CHEVRON*
Date Release Began:	*8/2/91*
Lead Agency:	*DEH*
Case Type:	*TANK, Release (W)*
Case Status:	*CLOSED*
Case Status Date:	*9/11/95*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

RCRA GENERATOR SITE

SEARCH ID: 13 **DIST/DIR:** 0.00 -- **MAP ID:** 12

NAME:	CHEVRON USA INC EMBARCADERO MARINE BP	**REV:**	6/8/02
ADDRESS:	1820 N HARBOR DR	**ID1:**	CAT000614966
	SAN DIEGO CA 92101	**ID2:**	
	SAN DIEGO	**STATUS:**	SGN
CONTACT:	ENVIRONMENTAL MANAGER	**PHONE:**	2136947705

SITE INFORMATION

CONTACT INFORMATION: ENVIRONMENTAL MANAGER
ENVIRO MANAGER
1820 N HARBOR DR
SAN DIEGO CA 92101

PHONE: 2136947705

UNIVERSE NAME:

SGN: GENERATES 100 - 1000 KG/MONTH OF HAZARDOUS WASTE

SIC INFORMATION:

ENFORCEMENT INFORMATION:

VIOLATION INFORMATION:

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

FINDS SITE

SEARCH ID: 31 **DIST/DIR:** 0.00 -- **MAP ID:** 12

NAME: CHEVRON USA INC EMBARCADERO MARINE BP
ADDRESS: 1820 N HARBOR DR
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV:
ID1: CAT000614966
ID2:
STATUS:
PHONE:

RCRIS : CAT000614966
PCS :
AFS/AIRS :
SSTS :
CERCLIS :
NCDB :
ENF DOCKET :
CONTR LIST :
CRIM DOCKET :
FFIS :
CICIS :
STATE :
PADS :
TRIS :
D&B :
UNKNOWN :

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 59 **DIST/DIR:** 0.00 -- **MAP ID:** 39

NAME: COAST FLEETWOOD LIMOUSINE
ADDRESS: 819 W ELM ST
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV: 08/06/01
ID1: HE17H10416
ID2:
STATUS:
PHONE: ( ) -

DETAILS NOT AVAILABLE

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 61 **DIST/DIR:** 0.00 -- **MAP ID:** 23

NAME:	COUNTY ADMINISTRATION CENTER	**REV:**	08/06/01
ADDRESS:	1600 PACIFIC HY	**ID1:**	HE17H21047
	SAN DIEGO CA 92101	**ID2:**	CAL000040284
	SAN DIEGO	**STATUS:**	
CONTACT:	COUNTY OF SAN DIEGO	**PHONE:**	(619)531-6269

INDUSTRY / FACILITY INFORMATION NAMES

Business Description & SIC Code:	*Misc General Building*
Gas Station:	
Fire Department District:	*San Diego FD*

PERMIT INFORMATION

Permit Number:	*HE17H21047*
Inactive / Active Facility Indicator:	
Annual Expiration Date:	*Jun 30*
Status:	
Map Code / Business Plan on File:	
Business Plan Acceptance Date:	*02/20/2001*

GENERAL INSPECTION & VIOLATION INFORMATION

Inspection Date:	*03/01/2001 0:00:00*
Reinspection Date:	*Mar 2002*
Inspector Name:	*KELLEY*
Notice of Violation Issued:	
Delinquent Flag:	*D*
Last Update:	*5/20/01*
Last Delinquent Letter:	

PROPERTY OWNER INFORMATION

Property Owner Name:	*SAN DIEGO COUNTY/FACILITY SERV*
Property Owner Address:	*5555 OVERLAND AV MS0366 SAN DIEGO, CA 92123*

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code:	*WASTE OIL & MIXED OIL (221)*
Inspection Date:	*3/1/01*
Waste Quantity Present at Inspection:	*30*
Annual Quantity:	*55*
Measurement Unit:	*GAL*
Treatment Method:	*RECYCLE*
Storage Methold:	*PLASTIC DRUMS,55 GALLONS*
Carcinogen Indicator:	
Hauler:	*SELF:SMALL QTY EXEMPTION*
Waste Description:	*SELF-HAULED TO COC*

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code:	*PHOTOCHEM/PHOTOPROC WASTE (541)*
Inspection Date:	*3/1/01*
Waste Quantity Present at Inspection:	*10*
Annual Quantity:	*150*
Measurement Unit:	*LBS*
Treatment Method:	*TREATED,THEN SEWER*
Storage Methold:	*PLASTIC DRUMS 0-5 GALLONS*
Carcinogen Indicator:	

- Continued on next page -

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 61 **DIST/DIR:** 0.00 -- **MAP ID:** 23

NAME:	COUNTY ADMINISTRATION CENTER	**REV:**	08/06/01
ADDRESS:	1600 PACIFIC HY	**ID1:**	HE17H21047
	SAN DIEGO CA 92101	**ID2:**	CAL000040284
	SAN DIEGO	**STATUS:**	
CONTACT:	COUNTY OF SAN DIEGO	**PHONE:**	(619)531-6269

Hauler: *FOSS ENVIRONMENTA, BERTH*
Waste Description: *SENT TO COC-BLDG 6*

WASTE STREAMS GENERATED BY BUSINESS
Waste Name & Code: *ASBESTOS CONTAINING WASTE (151)*
Inspection Date: *3/1/01*
Waste Quantity Present at Inspection: *600*
Annual Quantity: *1200*
Measurement Unit: *LBS*
Treatment Method: *LANDFILL*
Storage Methold: *METAL DRUMS,55 GALLONS*
Carcinogen Indicator:
Hauler: *PACIFIC TREATMENT ENVIRON*
Waste Description:

WASTE STREAMS GENERATED BY BUSINESS
Waste Name & Code: *PAINT SLUDGE (461)*
Inspection Date: *3/1/01*
Waste Quantity Present at Inspection: *20*
Annual Quantity: *20*
Measurement Unit: *GAL*
Treatment Method: *RECYCLE*
Storage Methold: *METAL DRUMS 0-5 GALLONS*
Carcinogen Indicator:
Hauler: *ASBURY ENVIR. SERVICES*
Waste Description: *WASTE PAINT*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *3/1/01*
Violation Item Number: *V001*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *02*
Violation Definition: *HAZARDOUS WASTE MANIFESTS/RECEIPTS ARE NOT MAINTAINED ON SITE TO DOCUMENT PROPER DISPOSAL OF HAZARDOUS WASTE CCR 66262.40, 66272.1*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *3/1/01*
Violation Item Number: *V002*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *03*
Violation Definition: *HAZARDOUS WASTE CONTAINERS ARE MISSING LABELS, ACCUMULATION DATE AND/OR ARE IMPROPERLY LABELED CCR 66262.34*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *3/1/01*
Violation Item Number: *V003*

- Continued on next page -

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 61 **DIST/DIR:** 0.00 -- **MAP ID:** 23

NAME: COUNTY ADMINISTRATION CENTER
ADDRESS: 1600 PACIFIC HY
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: COUNTY OF SAN DIEGO

REV: 08/06/01
ID1: HE17H21047
ID2: CAL000040284
STATUS:
PHONE: (619)531-6269

Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *02*
Violation Definition: *PERSONNEL TRAINING RECORDS ARE INADEQUATE TO DOCUMENT COMPLIANCE WITH REQUIREMENTS FOR CURRENT AND FORMER EMPLOYEES CCR 66265.16*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *3/1/01*
Violation Item Number: *V004*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *02*
Violation Definition: *PERSONNEL TRAINING IS NOT ADEQUATE TO ENSURE COMPLIANCE WITH HAZARDOUS WASTES/MATERIALS REGULATIONS CCR 66265.16*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *6/12/97*
Violation Item Number: *V001*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *02*
Violation Definition: *HAZARDOUS WASTE MANIFESTS/RECEIPTS ARE NOT MAINTAINED ON SITE TO DOCUMENT PROPER DISPOSAL OF HAZARDOUS WASTE CCR 66262.40, 66272.1*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *6/12/97*
Violation Item Number: *V002*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *02*
Violation Definition: *HAZARDOUS WASTE IS STORED IN EXCESS OF ALLOWABLE TIME PERIOD WITHOUT A STATE PERMIT OR WRITTEN VARIANCE CCR 66262.34*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *6/12/97*
Violation Item Number: *V003*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *03*
Violation Definition: *HAZARDOUS WASTE CONTAINERS ARE MISSING LABELS, ACCUMULATION DATE AND/OR ARE IMPROPERLY LABELED CCR 66262.34*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *6/12/97*
Violation Item Number: *V004*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *02*

- Continued on next page -

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 61 **DIST/DIR:** 0.00 -- **MAP ID:** 23

NAME: COUNTY ADMINISTRATION CENTER
ADDRESS: 1600 PACIFIC HY
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: COUNTY OF SAN DIEGO

REV: 08/06/01
ID1: HE17H21047
ID2: CAL000040284
STATUS:
PHONE: (619)531-6269

Violation Definition: *HAZARDOUS MATERIALS HAVE NOT BEEN ADEQUATELY LABELED WITHIN 10 DAYS AND ARE NOW DECLARED HAZARDOUS WASTE HSC 25124(E)*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *6/12/97*
Violation Item Number: *V005*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *02*
Violation Definition: *PERSONNEL TRAINING RECORDS ARE INADEQUATE TO DOCUMENT COMPLIANCE WITH REQUIREMENTS FOR CURRENT AND FORMER EMPLOYEES CCR 66265.16*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *6/12/97*
Violation Item Number: *V006*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *02*
Violation Definition: *OWNER/OPERATOR HAS NOT PREPARED A CONTINGENCY PLAN, OR MAINTAINED A COPY ON SITE, OR SUBMITTED A COPY TO THE HMMD. CCR 66265.51,.53*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *6/12/97*
Violation Item Number: *V007*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *02*
Violation Definition: *TANK OWNER HAS FAILED TO CONDUCT AN ANNUAL INTEGRITY TEST AS REQUIRED. HSC 25292, CCR 2643,2645*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *6/12/97*
Violation Item Number: *V008*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *MONTHLY RECONCILIATION IS NOT BEING PERFORMED OR IS BEING PERFORMED IMPROPERLY. CCR 2646(I)*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *6/12/97*
Violation Item Number: *V009*
Waste Code:
Type of Violation: *GENERAL VIOLATION*

- Continued on next page -

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 61 **DIST/DIR:** 0.00 -- **MAP ID:** 23

NAME:	COUNTY ADMINISTRATION CENTER	**REV:**	08/06/01
ADDRESS:	1600 PACIFIC HY	**ID1:**	HE17H21047
	SAN DIEGO CA 92101	**ID2:**	CAL000040284
	SAN DIEGO	**STATUS:**	
CONTACT:	COUNTY OF SAN DIEGO	**PHONE:**	(619)531-6269

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *8/21/98*
Violation Item Number: *V001*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *02*
Violation Definition: *HAZARDOUS WASTE IS STORED IN EXCESS OF ALLOWABLE TIME PERIOD WITHOUT A STATE PERMIT OR WRITTEN VARIANCE CCR 66262.34*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *8/21/98*
Violation Item Number: *V002*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *03*
Violation Definition: *HAZARDOUS WASTE CONTAINERS ARE MISSING LABELS, ACCUMULATION DATE AND/OR ARE IMPROPERLY LABELED CCR 66262.34*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *8/21/98*
Violation Item Number: *V003*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *HAZARDOUS WASTE STORAGE CONTAINER IS INCOMPATIBLE WITH THE HAZARDOUS WASTE TO BE STORED CCR 66265.172*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *8/21/98*
Violation Item Number: *V004*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *HAZARDOUS WASTE GENERATOR HAS OFFERED HAZARDOUS WASTE FOR TRANSPORT TO AN UNREGISTERED TRANSPORTER HSC 25163*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *8/21/98*
Violation Item Number: *V005*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *02*
Violation Definition: *PERSONNEL TRAINING IS NOT ADEQUATE TO ENSURE COMPLIANCE WITH HAZARDOUS WASTES/MATERIALS REGULATIONS CCR 66265.16*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *8/21/98*
Violation Item Number: *V006*

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 61 **DIST/DIR:** 0.00 -- **MAP ID:** 23

NAME:	COUNTY ADMINISTRATION CENTER	**REV:**	08/06/01
ADDRESS:	1600 PACIFIC HY	**ID1:**	HE17H21047
	SAN DIEGO CA 92101	**ID2:**	CAL000040284
	SAN DIEGO	**STATUS:**	
CONTACT:	COUNTY OF SAN DIEGO	**PHONE:**	(619)531-6269

Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *02*
Violation Definition: *FACILITY DID NOT PROPERLY REPORT, INVESTIGATE OR RESPOND TO AN UNAUTHORIZED RELEASE. CCR 2652*

DISCLOSURE OF HAZARDOUS MATERIALS STORED AT ESTABLISHMENT

Chemical Name: *SULFURIC ACID*
CAS#: *7664-93-9*
Annual Quantity: *130.00*
Quantity Stored at One Time: *130.00*
Measurement Unit: *GAL*
Carcinogen Indicator:
Storage Method: *FIBER/PLSTIC BOXES,CRTNS,CASES*
Material Data Safety Sheet:
First Hazard Category: *IMMED HEALTH HAZRD*
Second Hazard Category: *FIRE HAZARD*

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 99 **DIST/DIR:** 0.00 -- **MAP ID:** 23

NAME:	COUNTY ADMINISTRATION CENTER	**REV:**	08/21/00
ADDRESS:	1600 PACIFIC HY	**ID1:**	HE17H21047
	SAN DIEGO CA 92101	**ID2:**	CAL000040284
	San Diego	**STATUS:**	
CONTACT:	COUNTY OF SAN DIEGO	**PHONE:**	(619)531-6269

TANK ID s

Permit Number:	*HE17H21047*
Tank Number:	*T001*
Tank ID Number:	*CAC-1*

TANK CHARACTERISTICS INFORMATION

Capacity:	*2000*
Manufacturer Code:	
Year Installed:	
Contents:	*DIESEL*
Tank Content Chemical Name:	*DIESEL*
Tank Content CAS Number:	*684-76-34600*
Tank System Type:	*SINGLE WALL W/O SECNDRY CNTMNT*
Primary Tank Material:	*CARBON STEEL*
Tank Interior Lining or Coating:	*NONE*
Tank Exterior Corrosion Protection:	*NONE*
Overfill Device:	*NONE*
Spill Buckets:	*2*
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	*960612*
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NONE*
Automatic Tank Gauges:	*NONE*
Tank Test Status:	*TIGHT*
Tank Test Date:	*01/25/95*

PIPING INFORMATION

Piping Corrosion Protection:	*NONE*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*SUCTION*
Pipe Construction:	*SINGLE WALL*
Pipe Primary Material:	*BARE STEEL*
Pipe Monitor Device:	*NONE*

PIPING INFORMATION

Pipe Test Date:	*04/14/88*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

TANK ID s

Permit Number:	*HE17H21047*

- Continued on next page -

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 99 **DIST/DIR:** 0.00 -- **MAP ID:** 23

NAME: COUNTY ADMINISTRATION CENTER
ADDRESS: 1600 PACIFIC HY
SAN DIEGO CA 92101
San Diego
CONTACT: COUNTY OF SAN DIEGO

REV: 08/21/00
ID1: HE17H21047
ID2: CAL000040284
STATUS:
PHONE: (619)531-6269

Tank Number: *T002*
Tank ID Number: *CAC-2*

TANK CHARACTERISTICS INFORMATION

Capacity: *10000*
Manufacturer Code:
Year Installed: *1975*
Contents: *DIESEL*
Tank Content Chemical Name: *DIESEL*
Tank Content CAS Number: *684-76-34600*

Tank System Type: *SINGLE WALL W/O SECNDRY CNTMNT*
Primary Tank Material: *CARBON STEEL*
Tank Interior Lining or Coating: *NONE*
Tank Exterior Corrosion Protection: *NONE*
Overfill Device: *NONE*
Spill Buckets: *2*
Is Groundwater Greater Than 20 Feet (Y/N): *NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment: *960612*
Is System 1998 Standards Certified (Y/N):
Tank Monitor Device: *NONE*
Automatic Tank Gauges: *NONE*
Tank Test Status: *TIGHT*
Tank Test Date: *02/01/95*

PIPING INFORMATION

Piping Corrosion Protection: *NONE*
Pressure Pipe Loss Leak Detector Type: *NO PPLLD BRAND INFO*
Pipe System Type: *SUCTION*
Pipe Construction: *SINGLE WALL*
Pipe Primary Material: *BARE STEEL*
Pipe Monitor Device: *NONE*

PIPING INFORMATION

Pipe Test Date: *09/14/88*

REGULATORY INFORMATION

Tank Exempt Indicator: *NO*
Hazard Category 1:
Regulatory Status Code Description: *CLOSED BY REMOVAL*

TANK ID s

Permit Number: *HE17H21047*
Tank Number: *T003*
Tank ID Number: *NT1954*

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 99 **DIST/DIR:** 0.00 -- **MAP ID:** 23

NAME:	COUNTY ADMINISTRATION CENTER	**REV:**	08/21/00
ADDRESS:	1600 PACIFIC HY	**ID1:**	HE17H21047
	SAN DIEGO CA 92101	**ID2:**	CAL000040284
	San Diego	**STATUS:**	
CONTACT:	COUNTY OF SAN DIEGO	**PHONE:**	(619)531-6269

TANK CHARACTERISTICS INFORMATION

Capacity:	*2000*
Manufacturer Code:	*0103*
Year Installed:	*1997*
Contents:	*DIESEL*
Tank Content Chemical Name:	*DIESEL*
Tank Content CAS Number:	*68476-34-6*
Tank System Type:	*DOUBLE WALL*
Primary Tank Material:	*CARBON STEEL W/FRP COATING*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*VINYL WRAP*
Overfill Device:	*HIGH LEVEL ALARM+BALL FLOAT*
Spill Buckets:	*1*
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	*010301*
Is System 1998 Standards Certified (Y/N):	*YES*
Tank Monitor Device:	*VEEDER ROOT*
Automatic Tank Gauges:	*VEEDER RT TLS-250/250I/300/350*
Tank Test Status:	*TIGHT*
Tank Test Date:	*02/25/98*

PIPING INFORMATION

Piping Corrosion Protection:	*FIBERGLASS PIPE*
Pressure Pipe Loss Leak Detector Type:	*VEEDER-ROOT TLS 350 W/SENSOR*
Pipe System Type:	*SUCTION WRETURN*
Pipe Construction:	*SINGLE WALL WITH CONTAINMENT*
Pipe Primary Material:	*GALVANIZED STEEL*
Pipe Monitor Device:	*VEEDER ROOT*

PIPING INFORMATION

Pipe Test Date:	*02/25/98*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*PERMIT TO OPERATE*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 130 **DIST/DIR:** 0.00 -- **MAP ID:** 23

NAME: COUNTY ADMINISTRATION CENTER
ADDRESS: 1600 PACIFIC HWY
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV: 06/31/01
ID1: 9UT3579
ID2:
STATUS: PRELIM. SITE ASSES. UNDERWAY
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *09*
LOCAL CASE NUMBER: *H21047-001*
RESPONSIBLE PARTY: *COUNTY OF SAN DIEGO*
ADDRESS OF RESPONSIBLE PARTY: *5555 OVERLAND AV 92123*
SITE OPERATOR:
WATER SYSTEM: *LAKE MORENA COUNTY PARK*

CASE NUMBER: *9UT3579*
CASE TYPE: *OTHER*
SUBSTANCE LEAKED: *DIESEL*
SUBSTANCE QUANTITY:
LEAK CAUSE: *CORROSION*
LEAK SOURCE: *TANK*
HOW LEAK WAS DISCOVERED: *TANK CLOSURE*
DATE DISCOVERED (blank if not reported): *11/6/1997*
HOW LEAK WAS STOPPED: *CLOSE TANK*
STOP DATE (blank if not reported): *11/6/1997*
STATUS: *PRELIM. SITE ASSES. UNDERWAY*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency):
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): *2/26/1998*
REVIEW DATE (blank if not reported): *2/26/1998*
DATE OF LEAK CONFIRMATION (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): *1/2/1998*
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported): *11/6/1997*
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported):
REPORT DATE (blank if not reported): *11/6/1997*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *0*
MTBE TESTED: *NOT REQUIRED TO BE TESTED*
MTBE CLASS: *

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 129 **DIST/DIR:** 0.00 -- **MAP ID:** 23

NAME:	COUNTY ADMINISTRATION CENTER	**REV:**	08/21/00
ADDRESS:	1600 PACIFIC HY	**ID1:**	HE17H21047
	SAN DIEGO CA 92101	**ID2:**	CAL000040284
	San Diego	**STATUS:**	
CONTACT:	COUNTY OF SAN DIEGO	**PHONE:**	(619)531-6269

Release Occurance Number:	*001*
Historical Name:	*COUNTY OF SD-CAC*
Date Release Began:	*11/6/97*
Lead Agency:	*DEH*
Case Type:	*TANK, Release (W)*
Case Status:	*OPEN*
Case Status Date:	*11/6/97*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 62 **DIST/DIR:** 0.00 -- **MAP ID:** 19

NAME:	COUNTY HEALTH DEPARTMENT/ASKEW	**REV:**	08/06/01
ADDRESS:	1700 PACIFIC HY	**ID1:**	HE17H19607
	SAN DIEGO CA 92101	**ID2:**	CAT080028673
	SAN DIEGO	**STATUS:**	
CONTACT:	COUNTY OF SAN DIEGO	**PHONE:**	(619)236-2196

INDUSTRY / FACILITY INFORMATION NAMES

Business Description & SIC Code:	*Medical/Health-Related*
Gas Station:	
Fire Department District:	*San Diego FD*

PERMIT INFORMATION

Permit Number:	*HE17H19607*
Inactive / Active Facility Indicator:	*Inactive*
Annual Expiration Date:	*Mar 31*
Status:	
Map Code / Business Plan on File:	
Business Plan Acceptance Date:	*10/16/1991*

GENERAL INSPECTION & VIOLATION INFORMATION

Inspection Date:	*01/18/1990 0:00:00*
Reinspection Date:	*Jan 1991*
Inspector Name:	*CAMMALL*
Notice of Violation Issued:	
Delinquent Flag:	
Last Update:	*7/10/98*
Last Delinquent Letter:	

PROPERTY OWNER INFORMATION

Property Owner Name:	
Property Owner Address:	,

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code:	*INFECTIOUS WASTE, LAB (905)*
Inspection Date:	*1/18/90*
Waste Quantity Present at Inspection:	*20*
Annual Quantity:	*7200*
Measurement Unit:	*LBS*
Treatment Method:	*AUTOCLAVE*
Storage Methold:	*BAGS: BRLAP,CLOTH,PAPER,PLSTIC*
Carcinogen Indicator:	
Hauler:	*NO HAULER*
Waste Description:	*RESEARCH AUTOCLAVE WASTE*

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code:	*INFECTIOUS WASTE, SHARPS (902)*
Inspection Date:	*1/18/90*
Waste Quantity Present at Inspection:	*130*
Annual Quantity:	*1560*
Measurement Unit:	*LBS*
Treatment Method:	*INCINERATION*
Storage Methold:	*FIBER/PLSTIC BOXES,CRTNS,CASES*
Carcinogen Indicator:	

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 62 **DIST/DIR:** 0.00 -- **MAP ID:** 19

NAME:	COUNTY HEALTH DEPARTMENT/ASKEW	**REV:**	08/06/01
ADDRESS:	1700 PACIFIC HY	**ID1:**	HE17H19607
	SAN DIEGO CA 92101	**ID2:**	CAT080028673
	SAN DIEGO	**STATUS:**	
CONTACT:	COUNTY OF SAN DIEGO	**PHONE:**	(619)236-2196

Hauler: *BFI MEDICAL WASTE SYSTEMS*
Waste Description: *SHARPS FROM 1ST FLOOR*

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code: *PHOTOCHEM/PHOTOPROC WASTE (541)*
Inspection Date: *1/18/90*
Waste Quantity Present at Inspection: *10*
Annual Quantity: *180*
Measurement Unit: *GAL*
Treatment Method: *RECYCLE*
Storage Methold: *PLASTIC DRUMS 6-110 GALLONS*
Carcinogen Indicator:
Hauler: *UNREGISTERED HAZ WST HAUL*
Waste Description: *FIXER W/AG FROM X-RAYS*

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code: *LABORATORY WASTE CHEMICALS (551)*
Inspection Date: *1/18/90*
Waste Quantity Present at Inspection: *0*
Annual Quantity: *2*
Measurement Unit: *LBS*
Treatment Method: *UNKNOWN*
Storage Methold: *METAL DRUMS,55 GALLONS*
Carcinogen Indicator:
Hauler: *APPROPRIATE TECHNOLOGIES*
Waste Description: *MERCURRIC CL-EHWP REQ D*

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code: *HYDROCARBON SOLVENTS (213)*
Inspection Date: *1/18/90*
Waste Quantity Present at Inspection: *0*
Annual Quantity: *10*
Measurement Unit: *GAL*
Treatment Method: *SEWER*
Storage Methold: *NONE*
Carcinogen Indicator:
Hauler: *NO HAULER*
Waste Description: *ACETONE,XYLENE,EVAPORATED*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 64 **DIST/DIR:** 0.00 -- **MAP ID:** 42

NAME: DAVIS/GARRAD/CALABRESE
ADDRESS: 1569 PACIFIC HY
SAN DIEGO CA 92101
San Diego
CONTACT: DAVIS / GARRAD ASSOC

REV: 11/3/00
ID1: HE17H23590
ID2:
STATUS:
PHONE: ( ) -

ENVIRONMENTAL ASSESSMENT LISTINGS & RELEASE INFORMATION

Release Occurance Number:	*001*
Historical Name:	*PACIFICA ENTERPRISES*
Date Release Began:	
Lead Agency:	*DEH*
Case Type:	*NON-TANK, Env.*
Case Status:	*CLOSED*
Case Status Date:	*12/11/98*

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 135 **DIST/DIR:** 0.00 -- **MAP ID:** 42

NAME: DAVIS/GARRAD/CALABRESE
ADDRESS: 1569 PACIFIC HY
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: DAVIS / GARRAD ASSOC

REV: 10/22/01
ID1: HE17H23590
ID2:
STATUS:
PHONE: ( ) -

Release Occurance Number:	*001*
Historical Name:	*PACIFICA ENTERPRISES*
Date Release Began:	*1/1/1800*
Lead Agency:	*DEH*
Case Type:	*TANK, Release*
Case Status:	*CLOSED*
Case Status Date:	*12/11/98*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

EMERGENCY RESPONSE NOTIFICATION SITE

SEARCH ID: 23 **DIST/DIR:** 0.00 -- **MAP ID:** 23

NAME: DEPT OF ENV HEALTH
ADDRESS: 1600 PACIFIC HWY
SAN DIEGO CA 92101
San Diego
CONTACT:

REV:
ID1: 558214
ID2:
STATUS: UNKNOWN
PHONE:

CERCLIS (Y/N):

MAT: OIL: DIESEL **QUANT:** 500 GALLONS

LOCATION: 1600 PACIFIC HWY
CITY: SAN DIEGO CA 92101 **REPORTED:** 11/12/97

SOURCE: UNKNOWN **MEDIUM:** WATER
STORAGE TANK/EMPTIED ITSELF REASON UNK
CAUSE: UNKNOWN

ACT: HAZMAT ON SCENE / MSO SAN DIEGO PERSONNEL WILL ARRIVE
BY:

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 143 **DIST/DIR:** 0.00 -- **MAP ID:** 11

NAME: FORMER CHEVRON STN #9-0468
ADDRESS: 1405 PACIFIC HWY
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV: 06/31/01
ID1: 9UT2336
ID2:
STATUS: CASE CLOSED
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *09*
LOCAL CASE NUMBER: *H12946-001*
RESPONSIBLE PARTY: *CHEVERON USA PRODUCTS COMPANY*
ADDRESS OF RESPONSIBLE PARTY: *P.O. BOX 2833, LA HABRA, CA 90632-2833*
SITE OPERATOR: *CHEVERON*
WATER SYSTEM: *LAKE MORENA COUNTY PARK*

CASE NUMBER: *9UT2336*
CASE TYPE: *OTHER*
SUBSTANCE LEAKED: *GASOLINE*
SUBSTANCE QUANTITY:
LEAK CAUSE: *UNKNOWN*
LEAK SOURCE: *UNKNOWN*
HOW LEAK WAS DISCOVERED: *TANK CLOSURE*
DATE DISCOVERED (blank if not reported): *8/18/1992*
HOW LEAK WAS STOPPED: *CLOSE TANK*
STOP DATE (blank if not reported): *8/18/1992*
STATUS: *CASE CLOSED*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency): *EXCAVATE AND DISPOSE- REMOVE CONTAMINATED SOIL AND DISPOSE IN APPROVED SITE*
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): *2/17/1993*
REVIEW DATE (blank if not reported): *3/10/1993*
DATE OF LEAK CONFIRMATION (blank if not reported): *8/18/1992*
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): *9/23/1992*
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported): *2/22/1993*
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): *2/22/1996*
REPORT DATE (blank if not reported): *8/18/1992*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *1*
MTBE TESTED: *SITE NOT TESTED FOR MTBE. INCLUDES UNKNOWN AND NOT ANALYZED*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 144 **DIST/DIR:** 0.00 -- **MAP ID:** 12

NAME: FORMER CHEVRON MARINE STATION
ADDRESS: 1820 HARBOR DR N
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV: 06/31/01
ID1: 9UT2073
ID2:
STATUS: CASE CLOSED
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *09*
LOCAL CASE NUMBER: *H03414-002*
RESPONSIBLE PARTY: *S.D. UNIFIED PORT DISTRICT*
ADDRESS OF RESPONSIBLE PARTY: *P.O. BOX 488 92112*
SITE OPERATOR: *CHEVRON EMARCADERO*
WATER SYSTEM: *LAKE MORENA COUNTY PARK*

CASE NUMBER: *9UT2073*
CASE TYPE: *SURFACE WATER*
SUBSTANCE LEAKED: *GASOLINE*
SUBSTANCE QUANTITY:
LEAK CAUSE: *UNKNOWN*
LEAK SOURCE: *UNKNOWN*
HOW LEAK WAS DISCOVERED: *OTHER MEANS*
DATE DISCOVERED (blank if not reported): *8/2/1991*
HOW LEAK WAS STOPPED: *OTHER MEANS*
STOP DATE (blank if not reported): *8/2/1991*
STATUS: *CASE CLOSED*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency): *EXCAVATE AND DISPOSE- REMOVE CONTAMINATED SOIL AND DISPOSE IN APPROVED SITE*
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): *1/7/1992*
REVIEW DATE (blank if not reported): *5/9/1994*
DATE OF LEAK CONFIRMATION (blank if not reported): *8/2/1991*
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported): *9/24/1991*
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): *3/10/1993*
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): *9/11/1995*
REPORT DATE (blank if not reported): *8/2/1991*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *1*
MTBE TESTED: *SITE NOT TESTED FOR MTBE. INCLUDES UNKNOWN AND NOT ANALYZED*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

FINDS SITE

SEARCH ID: 40 **DIST/DIR:** 0.00 -- **MAP ID:** 19

NAME: SAN DIEGO COUNTY DEPT OF
ADDRESS: 1700 PACIFIC HWY
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV:
ID1: CAT080028673
ID2:
STATUS:
PHONE:

RCRIS : CAT080028673
PCS :
AFS/AIRS :
SSTS :
CERCLIS :
NCDB :
ENF DOCKET :
CONTR LIST :
CRIM DOCKET :
FFIS :
CICIS :
STATE :
PADS :
TRIS :
D&B :
UNKNOWN :

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

RCRA GENERATOR SITE

SEARCH ID: 19 **DIST/DIR:** 0.00 -- **MAP ID:** 19

NAME:	SAN DIEGO COUNTY DEPT OF	**REV:**	6/8/02
ADDRESS:	1700 PACIFIC HIGHWAY	**ID1:**	CAT080028673
	SAN DIEGO CA 92101	**ID2:**	
	SAN DIEGO	**STATUS:**	SGN
CONTACT:	ENVIRONMENTAL MANAGER	**PHONE:**	7142364717

SITE INFORMATION

CONTACT INFORMATION: ENVIRONMENTAL MANAGER
ENVIRO MANAGER
1700 PACIFIC HIGHWAY
SAN DIEGO CA 92101

PHONE: 7142364717

UNIVERSE NAME:

SGN: GENERATES 100 - 1000 KG/MONTH OF HAZARDOUS WASTE

SIC INFORMATION:

ENFORCEMENT INFORMATION:

VIOLATION INFORMATION:

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 110 **DIST/DIR:** 0.00 -- **MAP ID:** 76

NAME:	SANTE FE	**REV:**	08/21/00
ADDRESS:	1850 N HARBOR DR	**ID1:**	HE17H23091
	SAN DIEGO CA 92101	**ID2:**	
	San Diego	**STATUS:**	
CONTACT:		**PHONE:**	( ) -

TANK ID s

Permit Number:	*HE17H23091*
Tank Number:	*T001*
Tank ID Number:	*AT2812*

TANK CHARACTERISTICS INFORMATION

Capacity:	*10000*
Manufacturer Code:	
Year Installed:	
Contents:	*DIESEL*
Tank Content Chemical Name:	
Tank Content CAS Number:	
Tank System Type:	*TANK TYPE NOT AVAILABLE*
Primary Tank Material:	*NO PRIMARY TANK MATERIAL INFO*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*NO EXTERIOR CORR PROT INFO*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	*999*
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*INVALID CODE*
Tank Test Date:	*07/12/91*

PIPING INFORMATION

Piping Corrosion Protection:	*NO PIPE PROTECTION INFO*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*PIPE TYPE NOT AVAILABLE*
Pipe Construction:	*NO PIPE CONSTRUCTION INFO*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*

PIPING INFORMATION

Pipe Test Date:	*01/01/01*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 185 **DIST/DIR:** 0.00 -- **MAP ID:** 66

NAME: SUGARMAN/TRAVELODGE
ADDRESS: 1541 PACIFIC HY
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: DOMINIC CALABRESE

REV: 10/22/01
ID1: HE17H23589
ID2:
STATUS:
PHONE: ( ) -

Release Occurance Number: *001*
Historical Name: *SUGARMAN/TRAVELODGE SITE*
Date Release Began: *7/23/90*
Lead Agency: *DEH*
Case Type: *TANK, Release*
Case Status: *CLOSED*
Case Status Date: *12/11/98*

PERMITS SITE

SEARCH ID: 90 **DIST/DIR:** 0.00 -- **MAP ID:** 66

NAME: SUGARMAN/TRAVELODGE
ADDRESS: 1541 PACIFIC HY
SAN DIEGO CA 92101
San Diego
CONTACT: DOMINIC CALABRESE

REV: 11/3/00
ID1: HE17H23589
ID2:
STATUS:
PHONE: ( ) -

ENVIRONMENTAL ASSESSMENT LISTINGS & RELEASE INFORMATION

Release Occurance Number: *001*
Historical Name: *SUGARMAN/TRAVELODGE SITE*
Date Release Began: *7/23/90*
Lead Agency: *DEH*
Case Type: *NON-TANK, Env.*
Case Status: *CLOSED*
Case Status Date: *12/11/98*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 161 **DIST/DIR:** 0.01 NE **MAP ID:** 51

NAME:	MARRIOTT RESIDENCE INN	**REV:**	08/21/00
ADDRESS:	1747 PACIFIC HY	**ID1:**	HE17H05476
	SAN DIEGO CA 92101	**ID2:**	CAC000632152
	San Diego	**STATUS:**	
CONTACT:	SUNSTONE HOTEL INVESTORS INC.	**PHONE:**	(619)338-8219

Release Occurance Number:	*001*
Historical Name:	*RENT-A-CAR CHEAP*
Date Release Began:	*6/29/92*
Lead Agency:	*DEH*
Case Type:	*TANK, Release (W)*
Case Status:	*CLOSED*
Case Status Date:	*7/15/97*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 73 **DIST/DIR:** 0.01 NE **MAP ID:** 51

NAME:	MARRIOTT RESIDENCE INN	**REV:**	08/06/01
ADDRESS:	1747 PACIFIC HY	**ID1:**	HE17H05476
	SAN DIEGO CA 92101	**ID2:**	CAC000632152
	SAN DIEGO	**STATUS:**	
CONTACT:	SUNSTONE HOTEL INVESTORS INC.	**PHONE:**	(619)338-8219

INDUSTRY / FACILITY INFORMATION NAMES

Business Description & SIC Code: *1 Waste Item or 1 Disc 7512*
Gas Station:
Fire Department District: *San Diego FD*

PERMIT INFORMATION

Permit Number: *HE17H05476*
Inactive / Active Facility Indicator:
Annual Expiration Date: *Aug 31*
Status: *Permitted Establishment With Underground Tanks*
Map Code / Business Plan on File:
Business Plan Acceptance Date: *07/02/1999*

GENERAL INSPECTION & VIOLATION INFORMATION

Inspection Date: *06/14/1999 0:00:00*
Reinspection Date: *Jun 2001*
Inspector Name: *FUENTECILL*
Notice of Violation Issued:
Delinquent Flag:
Last Update: *6/3/01*
Last Delinquent Letter: *08/07/1994 0:00:00*

PROPERTY OWNER INFORMATION

Property Owner Name: *GEORGE DIAZ (LESSEE)*
Property Owner Address: *1747 PACIFIC HY SAN DIEGO, CA 92101*

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *4/6/92*
Violation Item Number: *V001*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *PERSONNEL TRAINING RECORDS NOT AVAILABLE TO SHOW THAT PERSONNEL HAVE RECEIVED INITIAL AND ANNUAL REFRESHER TRAINING. CCR 2732(B)*

VIOLATIONS AT TIME OF INSPECTION

Iuspection Date: *6/14/99*
Violation Item Number: *V001*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *HAZARDOUS MATERIALS HANDLER HAS NOT OBTAINED A VALID SAN DIEGO COUNTY HEALTH PERMIT. SDCC 68.1105*

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *6/14/99*
Violation Item Number: *V002*

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 73 **DIST/DIR:** 0.01 NE **MAP ID:** 51

NAME:	MARRIOTT RESIDENCE INN	**REV:**	08/06/01
ADDRESS:	1747 PACIFIC HY	**ID1:**	HE17H05476
	SAN DIEGO CA 92101	**ID2:**	CAC000632152
	SAN DIEGO	**STATUS:**	
CONTACT:	SUNSTONE HOTEL INVESTORS INC.	**PHONE:**	(619)338-8219

Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *HAZARDOUS MATERIALS HANDLER HAS NOT ESTABLISHED/IMPLEMENTED A BUSINESS PLAN HSC 25503.5*

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *6/14/99*
Violation Item Number: *V003*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *02*
Violation Definition: *PERSONNEL TRAINING RECORDS NOT AVAILABLE TO SHOW THAT PERSONNEL HAVE RECEIVED INITIAL AND ANNUAL REFRESHER TRAINING. CCR 2732(B)*

DISCLOSURE OF HAZARDOUS MATERIALS STORED AT ESTABLISHMENT

Chemical Name: *DIESEL*
CAS#: *684-76-346*
Annual Quantity: *100.00*
Quantity Stored at One Time: *80.00*
Measurement Unit: *GAL*
Carcinogen Indicator:
Storage Method: *PROCESSING EQUIPMENT*
Material Data Safety Sheet: *1*
First Hazard Category: *FIRE HAZARD*
Second Hazard Category: *DELAYD HLTH HAZARD*

ENVIRONMENTAL ASSESSMENT LISTINGS & RELEASE INFORMATION

Release Occurance Number: *002*
Historical Name: *PROPOSED MARRIOTT*
Date Release Began:
Lead Agency: *DEH*
Case Type: *ENV. Assessment*
Case Status: *CLOSED*
Case Status Date: *12/31/98*

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 104 **DIST/DIR:** 0.01 NE **MAP ID:** 51

NAME:	MARRIOTT RESIDENCE INN	**REV:**	08/21/00
ADDRESS:	1747 PACIFIC HY	**ID1:**	HE17H05476
	SAN DIEGO CA 92101	**ID2:**	CAC000632152
	San Diego	**STATUS:**	
CONTACT:	SUNSTONE HOTEL INVESTORS INC.	**PHONE:**	(619)338-8219

TANK ID s

Permit Number:	*HE17H05476*
Tank Number:	*T001*
Tank ID Number:	*1*

TANK CHARACTERISTICS INFORMATION

Capacity:	*1*
Manufacturer Code:	
Year Installed:	
Contents:	*REGULAR UNLEADED*
Tank Content Chemical Name:	
Tank Content CAS Number:	
Tank System Type:	*SINGLE WALL W/O SECNDRY CNTMNT*
Primary Tank Material:	*NO PRIMARY TANK MATERIAL INFO*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*NO EXTERIOR CORR PROT INFO*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	*9*
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*INVALID CODE*
Tank Test Date:	*02/04/99*

PIPING INFORMATION

Piping Corrosion Protection:	*NO PIPE PROTECTION INFO*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*PIPE TYPE NOT AVAILABLE*
Pipe Construction:	*NO PIPE CONSTRUCTION INFO*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*

PIPING INFORMATION

Pipe Test Date:	*01/01/01*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

TANK ID s

Permit Number:	*HE17H05476*

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 104 **DIST/DIR:** 0.01 NE **MAP ID:** 51

NAME:	MARRIOTT RESIDENCE INN	**REV:**	08/21/00
ADDRESS:	1747 PACIFIC HY	**ID1:**	HE17H05476
	SAN DIEGO CA 92101	**ID2:**	CAC000632152
	San Diego	**STATUS:**	
CONTACT:	SUNSTONE HOTEL INVESTORS INC.	**PHONE:**	(619)338-8219

Tank Number:	*T002*
Tank ID Number:	*2*
TANK CHARACTERISTICS INFORMATION	
Capacity:	*1000*
Manufacturer Code:	
Year Installed:	
Contents:	*WASTE OIL*
Tank Content Chemical Name:	
Tank Content CAS Number:	
Tank System Type:	*SINGLE WALL W/O SECNDRY CNTMNT*
Primary Tank Material:	*NO PRIMARY TANK MATERIAL INFO*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*NO EXTERIOR CORR PROT INFO*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*
TANK TESTING & MONITORING INFORMATION	
Below Grade Equipment:	*9*
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*NO STATUS*
Tank Test Date:	*02/04/99*
PIPING INFORMATION	
Piping Corrosion Protection:	*NO PIPE PROTECTION INFO*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*PIPE TYPE NOT AVAILABLE*
Pipe Construction:	*NO PIPE CONSTRUCTION INFO*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*
PIPING INFORMATION	
Pipe Test Date:	*01/01/01*
REGULATORY INFORMATION	
Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*
TANK ID s	
Permit Number:	*HE17H05476*
Tank Number:	*T003*
Tank ID Number:	*3*

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Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 104 **DIST/DIR:** 0.01 NE **MAP ID:** 51

NAME:	MARRIOTT RESIDENCE INN	**REV:**	08/21/00
ADDRESS:	1747 PACIFIC HY	**ID1:**	HE17H05476
	SAN DIEGO CA 92101	**ID2:**	CAC000632152
	San Diego	**STATUS:**	
CONTACT:	SUNSTONE HOTEL INVESTORS INC.	**PHONE:**	(619)338-8219

TANK CHARACTERISTICS INFORMATION

Capacity:	*5000*
Manufacturer Code:	
Year Installed:	
Contents:	*SEE FILE FOR CONTENTS*
Tank Content Chemical Name:	
Tank Content CAS Number:	
Tank System Type:	*SINGLE WALL W/O SECNDRY CNTMNT*
Primary Tank Material:	*NO PRIMARY TANK MATERIAL INFO*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*NO EXTERIOR CORR PROT INFO*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	*9*
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*NO STATUS*
Tank Test Date:	*02/04/99*

PIPING INFORMATION

Piping Corrosion Protection:	*NO PIPE PROTECTION INFO*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*PIPE TYPE NOT AVAILABLE*
Pipe Construction:	*NO PIPE CONSTRUCTION INFO*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*

PIPING INFORMATION

Pipe Test Date:	*01/01/01*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

TANK ID s

Permit Number:	*HE17H05476*
Tank Number:	*T004*
Tank ID Number:	*4*

TANK CHARACTERISTICS INFORMATION

Capacity:	*10000*
Manufacturer Code:	

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Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 104 **DIST/DIR:** 0.01 NE **MAP ID:** 51

NAME:	MARRIOTT RESIDENCE INN	**REV:**	08/21/00
ADDRESS:	1747 PACIFIC HY	**ID1:**	HE17H05476
	SAN DIEGO CA 92101	**ID2:**	CAC000632152
	San Diego	**STATUS:**	
CONTACT:	SUNSTONE HOTEL INVESTORS INC.	**PHONE:**	(619)338-8219

Year Installed:	
Contents:	*REGULAR UNLEADED*
Tank Content Chemical Name:	
Tank Content CAS Number:	
Tank System Type:	*SINGLE WALL W/O SECNDRY CNTMNT*
Primary Tank Material:	*UNKNOWN*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*NO EXTERIOR CORR PROT INFO*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	*9*
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*NO STATUS*
Tank Test Date:	*02/04/99*

PIPING INFORMATION

Piping Corrosion Protection:	*NO PIPE PROTECTION INFO*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*PIPE TYPE NOT AVAILABLE*
Pipe Construction:	*NO PIPE CONSTRUCTION INFO*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*

PIPING INFORMATION

Pipe Test Date:	*01/01/01*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 171 **DIST/DIR:** 0.01 NE **MAP ID:** 51

NAME: RENT-A-CAR CHEAP
ADDRESS: 1747 PACIFIC HWY
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV: 06/31/01
ID1: 9UT2330
ID2:
STATUS: CASE CLOSED
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *09*
LOCAL CASE NUMBER: *H05476-001*
RESPONSIBLE PARTY: *TERRADA INVESTMENT CORP*
ADDRESS OF RESPONSIBLE PARTY: *3620 ELIOT ST SAN DIEGO 92106*
SITE OPERATOR: *RENT-A-CAR CHEAP III*
WATER SYSTEM: *LAKE MORENA COUNTY PARK*

CASE NUMBER: *9UT2330*
CASE TYPE: *OTHER*
SUBSTANCE LEAKED: *WASTE OIL*
SUBSTANCE QUANTITY:
LEAK CAUSE: *UNKNOWN*
LEAK SOURCE: *UNKNOWN*
HOW LEAK WAS DISCOVERED: *TANK CLOSURE*
DATE DISCOVERED (blank if not reported): *2/18/1992*
HOW LEAK WAS STOPPED: *CLOSE TANK*
STOP DATE (blank if not reported): *2/18/1992*
STATUS: *CASE CLOSED*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency): *REMOVE FREE PRODUCT- REMOVE FLOATING PRODUCT FROM WATER TABLE*
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): *2/11/1993*
REVIEW DATE (blank if not reported): *7/29/1997*
DATE OF LEAK CONFIRMATION (blank if not reported): *6/29/1992*
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): *6/29/1992*
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): *7/15/1997*
REPORT DATE (blank if not reported): *6/29/1992*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *0*
MTBE TESTED: *NOT REQUIRED TO BE TESTED*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 109 **DIST/DIR:** 0.01 NW **MAP ID:** 58

NAME:	ROLLINS SHELL SERVICE	**REV:**	08/21/00
ADDRESS:	2008 PACIFIC HY	**ID1:**	HE17H13216
	SAN DIEGO CA 92101	**ID2:**	CAL000020338
	San Diego	**STATUS:**	
CONTACT:	EQUILON ENTERPRISES LLC	**PHONE:**	( )239-4251

TANK ID s

Permit Number:	*HE17H13216*
Tank Number:	*T001*
Tank ID Number:	*1*

TANK CHARACTERISTICS INFORMATION

Capacity:	*550*
Manufacturer Code:	
Year Installed:	*1955*
Contents:	*WASTE OIL*
Tank Content Chemical Name:	
Tank Content CAS Number:	*12035*
Tank System Type:	*SINGLE WALL W/O SECNDRY CNTMNT*
Primary Tank Material:	*CARBON STEEL*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*INVALID CODE*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*YES*

TANK TESTING & MONITORING INFORMATION

Below Grade Eqnipment:	*12*
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*N/A*
Tank Test Date:	*08/11/86*

PIPING INFORMATION

Piping Corrosion Protection:	*INVALID CODE*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*PIPE TYPE NOT AVAILABLE*
Pipe Construction:	*NO PIPE CONSTRUCTION INFO*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*

PIPING INFORMATION

Pipe Test Date:	*08/11/86*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

TANK ID s

Permit Number:	*HE17H13216*

- Continued on next page -

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 109 **DIST/DIR:** 0.01 NW **MAP ID:** 58

NAME:	ROLLINS SHELL SERVICE	**REV:**	08/21/00
ADDRESS:	2008 PACIFIC HY	**ID1:**	HE17H13216
	SAN DIEGO CA 92101	**ID2:**	CAL000020338
	San Diego	**STATUS:**	
CONTACT:	EQUILON ENTERPRISES LLC	**PHONE:**	( )239-4251

Tank Number:	*T002*
Tank ID Number:	*RT0845*

TANK CHARACTERISTICS INFORMATION

Capacity:	*10000*
Manufacturer Code:	*0201*
Year Installed:	*1984*
Contents:	*REGULAR UNLEADED*
Tank Content Chemical Name:	*UNLEADED*
Tank Content CAS Number:	*MIXTURE*
Tank System Type:	*SINGLE WALL W/O SECNDRY CNTMNT*
Primary Tank Material:	*FIBERGLASS*
Tank Interior Lining or Coating:	*N/A*
Tank Exterior Corrosion Protection:	*VINYL WRAP*
Overfill Device:	*SPL BASIN+HI LVL ALM+BL FLT*
Spill Buckets:	*1*
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	*010201*
Is System 1998 Standards Certified (Y/N):	*YES*
Tank Monitor Device:	*VEEDER ROOT*
Automatic Tank Gauges:	*VEEDER RT TLS-250/250I/300/350*
Tank Test Status:	*TIGHT*
Tank Test Date:	*02/21/95*

PIPING INFORMATION

Piping Corrosion Protection:	*FIBERGLASS PIPE*
Pressure Pipe Loss Leak Detector Type:	*VEEDER-ROOT TLS LINE LEAK DETE*
Pipe System Type:	*PRESSURIZED*
Pipe Construction:	*SINGLE WALL WITH CONTAINMENT*
Pipe Primary Material:	*FIBERGLASS*
Pipe Monitor Device:	*VEEDER ROOT*

PIPING INFORMATION

Pipe Test Date:	*24/97/02*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*PERMIT TO OPERATE*

TANK ID s

Permit Number:	*HE17H13216*
Tank Number:	*T003*
Tank ID Number:	*RT0845*

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 109 **DIST/DIR:** 0.01 NW **MAP ID:** 58

NAME:	ROLLINS SHELL SERVICE	**REV:**	08/21/00
ADDRESS:	2008 PACIFIC HY	**ID1:**	HE17H13216
	SAN DIEGO CA 92101	**ID2:**	CAL000020338
	San Diego	**STATUS:**	
CONTACT:	EQUILON ENTERPRISES LLC	**PHONE:**	( )239-4251

TANK CHARACTERISTICS INFORMATION

Capacity:	*10000*
Manufacturer Code:	*0201*
Year Installed:	*1984*
Contents:	*PLUS UNLEADED*
Tank Content Chemical Name:	*REGULAR LEADED*
Tank Content CAS Number:	*MIXTURE*
Tank System Type:	*SINGLE WALL W/O SECNDRY CNTMNT*
Primary Tank Material:	*FIBERGLASS*
Tank Interior Lining or Coating:	*N/A*
Tank Exterior Corrosion Protection:	*VINYL WRAP*
Overfill Device:	*SPL BASIN+HI LVL ALM+BL FLT*
Spill Buckets:	*1*
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	*010201*
Is System 1998 Standards Certified (Y/N):	*YES*
Tank Monitor Device:	*VEEDER ROOT*
Automatic Tank Gauges:	*VEEDER RT TLS-250/250I/300/350*
Tank Test Status:	*TIGHT*
Tank Test Date:	*02/21/95*

PIPING INFORMATION

Piping Corrosion Protection:	*FIBERGLASS PIPE*
Pressure Pipe Loss Leak Detector Type:	*VEEDER-ROOT TLS LINE LEAK DETE*
Pipe System Type:	*PRESSURIZED*
Pipe Construction:	*SINGLE WALL WITH CONTAINMENT*
Pipe Primary Material:	*FIBERGLASS*
Pipe Monitor Device:	*VEEDER ROOT*

PIPING INFORMATION

Pipe Test Date:	*24/97/02*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*PERMIT TO OPERATE*

TANK ID s

Permit Number:	*HE17H13216*
Tank Number:	*T004*
Tank ID Number:	*RT0845*

TANK CHARACTERISTICS INFORMATION

Capacity:	*10000*
Manufacturer Code:	

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TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 109 **DIST/DIR:** 0.01 NW **MAP ID:** 58

NAME: ROLLINS SHELL SERVICE
ADDRESS: 2008 PACIFIC HY
SAN DIEGO CA 92101
San Diego
CONTACT: EQUILON ENTERPRISES LLC

REV: 08/21/00
ID1: HE17H13216
ID2: CAL000020338
STATUS:
PHONE: ( )239-4251

Year Installed:	*1984*
Contents:	*SUPER UNLEADED*
Tank Content Chemical Name:	*UNLEADED*
Tank Content CAS Number:	*MIXTURE*
Tank System Type:	*SINGLE WALL W/O SECNDRY CNTMNT*
Primary Tank Material:	*FIBERGLASS*
Tank Interior Lining or Coating:	*N/A*
Tank Exterior Corrosion Protection:	*VINYL WRAP*
Overfill Device:	*SPL BASIN+HI LVL ALM+BL FLT*
Spill Buckets:	*1*
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	*010201*
Is System 1998 Standards Certified (Y/N):	*YES*
Tank Monitor Device:	*VEEDER ROOT*
Automatic Tank Gauges:	*VEEDER RT TLS-250/250I/300/350*
Tank Test Status:	*TIGHT*
Tank Test Date:	*02/21/95*

PIPING INFORMATION

Piping Corrosion Protection:	*FIBERGLASS PIPE*
Pressure Pipe Loss Leak Detector Type:	*VEEDER-ROOT TLS LINE LEAK DETE*
Pipe System Type:	*PRESSURIZED*
Pipe Construction:	*SINGLE WALL WITH CONTAINMENT*
Pipe Primary Material:	*FIBERGLASS*
Pipe Monitor Device:	*VEEDER ROOT*

PIPING INFORMATION

Pipe Test Date:	*24/97/02*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*PERMIT TO OPERATE*

TANK ID s

Permit Number:	*HE17H13216*
Tank Number:	*T005*
Tank ID Number:	*RT0845*

TANK CHARACTERISTICS INFORMATION

Capacity:	*550*

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 109 **DIST/DIR:** 0.01 NW **MAP ID:** 58

NAME:	ROLLINS SHELL SERVICE	**REV:**	08/21/00
ADDRESS:	2008 PACIFIC HY	**ID1:**	HE17H13216
	SAN DIEGO CA 92101	**ID2:**	CAL000020338
	San Diego	**STATUS:**	
CONTACT:	EQUILON ENTERPRISES LLC	**PHONE:**	( )239-4251

Tank Content CAS Number:	*MIXTURE*
Tank System Type:	*DOUBLE WALL*
Primary Tank Material:	*FIBERGLASS*
Tank Interior Lining or Coating:	*NONE*
Tank Exterior Corrosion Protection:	*VINYL WRAP*
Overfill Device:	*SPL BASIN+HI LVL ALM+BL FLT*
Spill Buckets:	*1*
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	*010201*
Is System 1998 Standards Certified (Y/N):	*YES*
Tank Monitor Device:	*VEEDER ROOT*
Automatic Tank Gauges:	*VEEDER RT TLS-250/250I/300/350*
Tank Test Status:	*N/A*
Tank Test Date:	*12/01/87*

PIPING INFORMATION

Piping Corrosion Protection:	*FIBERGLASS PIPE*
Pressure Pipe Loss Leak Detector Type:	*NOT APPLICABLE*
Pipe System Type:	*GRAVITY*
Pipe Construction:	*DOUBLE WALL*
Pipe Primary Material:	*FIBERGLASS*
Pipe Monitor Device:	*VEEDER ROOT*

PIPING INFORMATION

Pipe Test Date:	*09/29/88*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*PERMIT TO OPERATE*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 84 **DIST/DIR:** 0.01 NW **MAP ID:** 58

NAME:	ROLLINS SHELL SERVICE	**REV:**	08/06/01
ADDRESS:	2008 PACIFIC HY	**ID1:**	HE17H13216
	SAN DIEGO CA 92101	**ID2:**	CAL000020338
	SAN DIEGO	**STATUS:**	
CONTACT:	EQUILON ENTERPRISES LLC	**PHONE:**	( )239-4251

INDUSTRY / FACILITY INFORMATION NAMES

Business Description & SIC Code:	*Fuel-Dispense/auto repair 7538*
Gas Station:	
Fire Department District:	*San Diego FD*

PERMIT INFORMATION

Permit Number:	*HE17H13216*
Inactive / Active Facility Indicator:	
Annual Expiration Date:	*Mar 31*
Status:	*Tank Permit Issued*
Map Code / Business Plan on File:	
Business Plan Acceptance Date:	*09/28/1998*

GENERAL INSPECTION & VIOLATION INFORMATION

Inspection Date:	*02/01/2001 0:00:00*
Reinspection Date:	*Feb 2002*
Inspector Name:	*KELLEY*
Notice of Violation Issued:	
Delinquent Flag:	
Last Update:	*8/5/01*
Last Delinquent Letter:	

PROPERTY OWNER INFORMATION

Property Owner Name:	*EQUILON ENTERPRISES LLC*
Property Owner Address:	*P.O. BOX 4453 HOUSTON, TX 77210*

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code:	*WASTE OIL & MIXED OIL (221)*
Inspection Date:	*2/1/01*
Waste Quantity Present at Inspection:	*550*
Annual Quantity:	*1800*
Measurement Unit:	*GAL*
Treatment Method:	*RECYCLE*
Storage Methold:	*UNDGR TNK,STL,LND 10-1000 G*
Carcinogen Indicator:	
Hauler:	*ASBURY ENVIR. SERVICES*
Waste Description:	

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code:	*HYDROCARBON SOLVENTS (213)*
Inspection Date:	*2/1/01*
Waste Quantity Present at Inspection:	*19*
Annual Quantity:	*57*
Measurement Unit:	*GAL*
Treatment Method:	*RECYCLE*
Storage Methold:	*PROCESSING EQUIPMENT*
Carcinogen Indicator:	

- Continued on next page -

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 84 **DIST/DIR:** 0.01 NW **MAP ID:** 58

NAME: ROLLINS SHELL SERVICE
ADDRESS: 2008 PACIFIC HY
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: EQUILON ENTERPRISES LLC

REV: 08/06/01
ID1: HE17H13216
ID2: CAL000020338
STATUS:
PHONE: ( )239-4251

Hauler: *SAFETY-KLEEN*
Waste Description: *1 SAFETY KLEEN UNIT*

WASTE STREAMS GENERATED BY BUSINESS
Waste Name & Code: *OXYGENATED SOLVENTS (212)*
Inspection Date: *2/1/01*
Waste Quantity Present at Inspection: *6*
Annual Quantity: *24*
Measurement Unit: *GAL*
Treatment Method: *RECYCLE*
Storage Methold: *PROCESSING EQUIPMENT*
Carcinogen Indicator:
Hauler: *SAFETY-KLEEN*
Waste Description: *1 SAFETY KLEEN CARB CLNER*

WASTE STREAMS GENERATED BY BUSINESS
Waste Name & Code: *USED OIL FILTERS (888)*
Inspection Date: *2/1/01*
Waste Quantity Present at Inspection: *200*
Annual Quantity: *200*
Measurement Unit: *LBS*
Treatment Method: *FILTERS/METAL RECLAI*
Storage Methold: *METAL DRUMS,55 GALLONS*
Carcinogen Indicator:
Hauler: *EFR ENVIRONMENTAL SVS*
Waste Description: *EFR*

WASTE STREAMS GENERATED BY BUSINESS
Waste Name & Code: *USED BATTERIES (444)*
Inspection Date: *2/1/01*
Waste Quantity Present at Inspection: *60*
Annual Quantity: *3120*
Measurement Unit: *LBS*
Treatment Method: *BATTERIES RECYCLED*
Storage Methold: *NONE*
Carcinogen Indicator:
Hauler: *UNREGISTERED HAZ WST HAUL*
Waste Description: *LEAD-ACID BATTERIES*

WASTE STREAMS GENERATED BY BUSINESS
Waste Name & Code: *ORGANIC SOLIDS (OTHER) (352)*
Inspection Date: *2/1/01*
Waste Quantity Present at Inspection: *9*
Annual Quantity: *18*
Measurement Unit: *LBS*
Treatment Method: *UNKNOWN*
Storage Methold: *NONE*
Carcinogen Indicator:

- Continued on next page -

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 84 **DIST/DIR:** 0.01 NW **MAP ID:** 58

NAME: ROLLINS SHELL SERVICE
ADDRESS: 2008 PACIFIC HY
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: EQUILON ENTERPRISES LLC

REV: 08/06/01
ID1: HE17H13216
ID2: CAL000020338
STATUS:
PHONE: ( )239-4251

Hauler: *NO HAULER*
Waste Description: *USED GASOLINE FILTERS*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *2/1/01*
Violation Item Number: *V001*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *HAZARDOUS WASTE CONTAINERS ARE MISSING LABELS, ACCUMULATION DATE AND/OR ARE IMPROPERLY LABELED CCR 66262.34*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *2/1/01*
Violation Item Number: *V002*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *HAZARDOUS WASTE CONTAINERS ARE NOT KEPT CLOSED WHILE IN STORAGE CCR 66265.173*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *2/1/01*
Violation Item Number: *V003*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *IMCOMPATIBLE WASTES/MATERIALS ARE PLACED IN THE SAME CONTAINER OR AN UNWASHED CONTAINER THAT HELD AN INCOMPATIBLE MATERIAL CCR 66265.177*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *2/1/01*
Violation Item Number: *V004*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *FACILITY HAS FAILED TO COMPLY WITH OPERATING PERMIT CONDITIONS. CCR 2712*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *2/1/01*
Violation Item Number: *V005*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *DOCUMENTATION SHOWING EVIDENCE OF FINANCIAL RESPONSIBILITY IS NOT AVAILABLE. HSC 25292.2*

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 84 **DIST/DIR:** 0.01 NW **MAP ID:** 58

NAME: ROLLINS SHELL SERVICE
ADDRESS: 2008 PACIFIC HY
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: EQUILON ENTERPRISES LLC

REV: 08/06/01
ID1: HE17H13216
ID2: CAL000020338
STATUS:
PHONE: ( )239-4251

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *2/1/01*
Violation Item Number: *V006*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *02*
Violation Definition: *OWNER/OPERATOR HAS NOT HAD MONITORING EQUIPMENT TESTED ANNUALLY AS REQUIRED. 23CCR 2630, 2641 (J)*

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *5/30/97*
Violation Item Number: *V001*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *OWNER/OPERATOR HAS NOT HAD MONITORING EQUIPMENT TESTED ANNUALLY AS REQUIRED. 23CCR 2630, 2641 (J)*

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *5/30/97*
Violation Item Number: *V002*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *BUSINESS PLAN DOES NOT INCLUDE AN ADEQUATE EMPLOYEE TRAINING PROGRAM WITH EMERGENCY NOTIFICATION,MITIGATION&EVACUATION PROCEDURES.HSC25504(C)*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 65 **DIST/DIR:** 0.01 SE **MAP ID:** 43

NAME:	DAVIS/GARRAD/CAR RENTAL	**REV:**	11/3/00
ADDRESS:	1595 PACIFIC HY	**ID1:**	HE17H23307
	SAN DIEGO CA 92101	**ID2:**	
	San Diego	**STATUS:**	
CONTACT:		**PHONE:**	( ) -

DISCLOSURE OF HAZARDOUS MATERIALS STORED AT ESTABLISHMENT

Chemical Name:	*TOLUENE LIQUID*
CAS#:	*108-88-3*
Annual Quantity:	*110.00*
Quantity Stored at One Time:	*55.00*
Measurement Unit:	*GAL*
Carcinogen Indicator:	
Storage Method:	*METAL DRUMS,55 GALLONS*
Material Data Safety Sheet:	*1*
First Hazard Category:	*FIRE HAZARD*
Second Hazard Category:	*IMMED HEALTH HAZRD*

DISCLOSURE OF HAZARDOUS MATERIALS STORED AT ESTABLISHMENT

Chemical Name:	*COMPRESSED GAS: OXYGEN, ACETYLENE, PROPANE, ARGON, CO2*
CAS#:	
Annual Quantity:	*3600.00*
Quantity Stored at One Time:	*1200.00*
Measurement Unit:	*CFT*
Carcinogen Indicator:	
Storage Method:	*CYLINDERS*
Material Data Safety Sheet:	
First Hazard Category:	*SUDDN RLSE OF PRES*
Second Hazard Category:	

ENVIRONMENTAL ASSESSMENT LISTINGS & RELEASE INFORMATION

Release Occurance Number:	*001*
Historical Name:	*BAYSIDE PARTNERS - CAR RENTAL*
Date Release Began:	
Lead Agency:	*DEH*
Case Type:	*COMPLAINT / Other*
Case Status:	*OPEN*
Case Status Date:	*10/11/94*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

STATE SPILLS SITE

SEARCH ID: 53 **DIST/DIR:** 0.01 SW **MAP ID:** 34

NAME: CHEVRON
ADDRESS: 1820 HARBOR DRIVE N
SAN DIEGO CA
SAN DIEGO
CONTACT:

REV: 01/15/2002
ID1: SLC9TIS24
ID2:
STATUS:
PHONE:

WDID:
Responsible Party:
Status:
Active Date:

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 107 **DIST/DIR:** 0.04 NE **MAP ID:** 20

NAME:	OLD US BATTERY SITE	**REV:**	08/21/00
ADDRESS:	819 W ELM ST	**ID1:**	HE17H05337
	SAN DIEGO CA 92101	**ID2:**	CAC000662160
	San Diego	**STATUS:**	
CONTACT:	JAKE TERADA TERADA INVESTMENT	**PHONE:**	( )231-9771

TANK ID s

Permit Number:	*HE17H05337*
Tank Number:	*T001*
Tank ID Number:	*1*

TANK CHARACTERISTICS INFORMATION

Capacity:	*1000*
Manufacturer Code:	
Year Installed:	
Contents:	*DIESEL*
Tank Content Chemical Name:	
Tank Content CAS Number:	
Tank System Type:	*UNKNOWN*
Primary Tank Material:	*NO PRIMARY TANK MATERIAL INFO*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*NO EXTERIOR CORR PROT INFO*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	*9*
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*TIGHT*
Tank Test Date:	*01/20/89*

PIPING INFORMATION

Piping Corrosion Protection:	*NO PIPE PROTECTION INFO*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*OTHER*
Pipe Construction:	*NO PIPE CONSTRUCTION INFO*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*

PIPING INFORMATION

Pipe Test Date:	*12/21/88*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

TANK ID s

Permit Number:	*HE17H05337*

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 107 **DIST/DIR:** 0.04 NE **MAP ID:** 20

NAME: OLD US BATTERY SITE
ADDRESS: 819 W ELM ST
SAN DIEGO CA 92101
San Diego
CONTACT: JAKE TERADA TERADA INVESTMENT

REV: 08/21/00
ID1: HE17H05337
ID2: CAC000662160
STATUS:
PHONE: ( )231-9771

Tank Number: *T002*
Tank ID Number: *2*

TANK CHARACTERISTICS INFORMATION
Capacity: *5000*
Manufacturer Code:
Year Installed:
Contents: *REGULAR UNLEADED*
Tank Content Chemical Name:
Tank Content CAS Number:

Tank System Type: *UNKNOWN*
Primary Tank Material: *NO PRIMARY TANK MATERIAL INFO*
Tank Interior Lining or Coating: *NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection: *NO EXTERIOR CORR PROT INFO*
Overfill Device: *NO OVERFILL INFORMATION*
Spill Buckets:
Is Groundwater Greater Than 20 Feet (Y/N): *NO*

TANK TESTING & MONITORING INFORMATION
Below Grade Equipment: *9*
Is System 1998 Standards Certified (Y/N):
Tank Monitor Device: *NO TANK MONIT DEV INFO*
Automatic Tank Gauges: *NO ATGS INFO AVAILABLE*
Tank Test Status: *TIGHT*
Tank Test Date: *01/20/89*

PIPING INFORMATION
Piping Corrosion Protection: *NO PIPE PROTECTION INFO*
Pressure Pipe Loss Leak Detector Type: *NO PPLLD BRAND INFO*
Pipe System Type: *OTHER*
Pipe Construction: *NO PIPE CONSTRUCTION INFO*
Pipe Primary Material: *NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device: *NO PIPE MONIT DEV INFO*
PIPING INFORMATION
Pipe Test Date: *01/01/01*

REGULATORY INFORMATION
Tank Exempt Indicator: *NO*
Hazard Category 1:
Regulatory Status Code Description: *CLOSED BY REMOVAL*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 80 **DIST/DIR:** 0.04 NE **MAP ID:** 20

NAME:	OLD US BATTERY SITE	**REV:**	08/06/01
ADDRESS:	819 W ELM ST	**ID1:**	HE17H05337
	SAN DIEGO CA 92101	**ID2:**	CAC000662160
	SAN DIEGO	**STATUS:**	
CONTACT:	JAKE TERADA TERADA INVESTMENT	**PHONE:**	( )231-9771

INDUSTRY / FACILITY INFORMATION NAMES

Business Description & SIC Code:	*4141*
Gas Station:	
Fire Department District:	*San Diego FD*

PERMIT INFORMATION

Permit Number:	*HE17H05337*
Inactive / Active Facility Indicator:	*Inactive*
Annual Expiration Date:	*Apr 30*
Status:	*Permitted Establishment With Underground Tanks*
Map Code / Business Plan on File:	
Business Plan Acceptance Date:	*03/24/1989*

GENERAL INSPECTION & VIOLATION INFORMATION

Inspection Date:	*04/16/1992 0:00:00*
Reinspection Date:	*Apr 1993*
Inspector Name:	*PHILLIPS*
Notice of Violation Issued:	
Delinquent Flag:	
Last Update:	*7/2/98*
Last Delinquent Letter:	

PROPERTY OWNER INFORMATION

Property Owner Name:	*SHIRLEY WALKOE*
Property Owner Address:	*3752 DEL MAR AVENUE SAN DIEGO, CA 92108*

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code:	*WASTE OIL & MIXED OIL (221)*
Inspection Date:	*1/3/92*
Waste Quantity Present at Inspection:	*10*
Annual Quantity:	*25*
Measurement Unit:	*LBS*
Treatment Method:	*RECYCLE*
Storage Methold:	*METAL DRUMS 0-5 GALLONS*
Carcinogen Indicator:	
Hauler:	*UNKNOWN HAZ WST HAULER*
Waste Description:	*WASTE OIL*

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code:	*WASTE OIL & MIXED OIL (221)*
Inspection Date:	*4/16/92*
Waste Quantity Present at Inspection:	*10*
Annual Quantity:	*25*
Measurement Unit:	*LBS*
Treatment Method:	*RECYCLE*
Storage Methold:	*METAL DRUMS 0-5 GALLONS*
Carcinogen Indicator:	

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Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 80 **DIST/DIR:** 0.04 NE **MAP ID:** 20

NAME:	OLD US BATTERY SITE	**REV:**	08/06/01
ADDRESS:	819 W ELM ST	**ID1:**	HE17H05337
	SAN DIEGO CA 92101	**ID2:**	CAC000662160
	SAN DIEGO	**STATUS:**	
CONTACT:	JAKE TERADA TERADA INVESTMENT	**PHONE:**	( )231-9771

Hauler: *UNKNOWN HAZ WST HAULER*
Waste Description: *WASTE OIL*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

RCRA GENERATOR SITE

SEARCH ID: 20 **DIST/DIR:** 0.04 NE **MAP ID:** 20

NAME:	U S BATTERY MANUFACTURING INC	**REV:**	6/8/02
ADDRESS:	819 ELM	**ID1:**	CAD064479348
	SAN DIEGO CA 92101	**ID2:**	
	SAN DIEGO	**STATUS:**	SGN
CONTACT:	ENVIRONMENTAL MANAGER	**PHONE:**	7142319771

SITE INFORMATION

CONTACT INFORMATION: ENVIRONMENTAL MANAGER
ENVIRO MANAGER
819 ELM
SAN DIEGO CA 92101

PHONE: 7142319771

UNIVERSE NAME:

SGN: GENERATES 100 - 1000 KG/MONTH OF HAZARDOUS WASTE

SIC INFORMATION:

3691 - MANUFACTURING - STORAGE BATTERIES

ENFORCEMENT INFORMATION:

VIOLATION INFORMATION:

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

FINDS SITE

SEARCH ID: 41 **DIST/DIR:** 0.04 NE **MAP ID:** 20

NAME: U S BATTERY MFG INC
ADDRESS: 819 ELM
SAN DIEGO CA 92101
San Diego
CONTACT:

REV:
ID1: CAD064479348
ID2:
STATUS:
PHONE:

RCRIS : CAD064479348
PCS :
AFS/AIRS :
SSTS :
CERCLIS :
NCDB :
ENF DOCKET :
CONTR LIST :
CRIM DOCKET :
FFIS :
CICIS :
STATE :
PADS :
TRIS :
D&B :
UNKNOWN :

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

EMERGENCY RESPONSE NOTIFICATION SITE

SEARCH ID: 24 **DIST/DIR:** 0.04 NE **MAP ID:** 20

NAME:	UNKNOWN	**REV:**	1/1/92
ADDRESS:	819 WEST ELM ST	**ID1:**	251462
	SAN DIEGO CA 92101	**ID2:**	
	San Diego	**STATUS:**	UNDERGROUND STORAGE TANK
CONTACT:		**PHONE:**	

DETAILS NOT AVAILABLE

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 95 **DIST/DIR:** 0.04 NW **MAP ID:** 24

NAME:	BODY BEAUTIFUL CAR WASH INC	**REV:**	08/21/00
ADDRESS:	2045 PACIFIC HY	**ID1:**	HE17H00678
	SAN DIEGO CA 92101	**ID2:**	CAD981394315
	San Diego	**STATUS:**	
CONTACT:	BODY BEAUTIFUL CAR WASH INC	**PHONE:**	(619)544-7070

TANK ID s

Permit Number:	*HE17H00678*
Tank Number:	*T001*
Tank ID Number:	*4*

TANK CHARACTERISTICS INFORMATION

Capacity:	*6000*
Manufacturer Code:	
Year Installed:	*1982*
Contents:	*DIESEL*
Tank Content Chemical Name:	
Tank Content CAS Number:	*12034*
Tank System Type:	*UNKNOWN*
Primary Tank Material:	*CARBON STEEL W/COMPOSITE*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*UNKNOWN*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*NO STATUS*
Tank Test Date:	*08/11/86*

PIPING INFORMATION

Piping Corrosion Protection:	*INVALID CODE*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*PIPE TYPE NOT AVAILABLE*
Pipe Construction:	*NO PIPE CONSTRUCTION INFO*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*

PIPING INFORMATION

Pipe Test Date:	*11/24/88*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

TANK ID s

Permit Number:	*HE17H00678*

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TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 95 **DIST/DIR:** 0.04 NW **MAP ID:** 24

NAME:	BODY BEAUTIFUL CAR WASH INC	**REV:**	08/21/00
ADDRESS:	2045 PACIFIC HY	**ID1:**	HE17H00678
	SAN DIEGO CA 92101	**ID2:**	CAD981394315
	San Diego	**STATUS:**	
CONTACT:	BODY BEAUTIFUL CAR WASH INC	**PHONE:**	(619)544-7070

Tank Number:	*T002*
Tank ID Number:	*3*

TANK CHARACTERISTICS INFORMATION

Capacity:	*12000*
Manufacturer Code:	
Year Installed:	
Contents:	*SUPER UNLEADED*
Tank Content Chemical Name:	
Tank Content CAS Number:	*12033*
Tank System Type:	*UNKNOWN*
Primary Tank Material:	*UNKNOWN*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*UNKNOWN*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*TIGHT*
Tank Test Date:	*08/11/86*

PIPING INFORMATION

Piping Corrosion Protection:	*INVALID CODE*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*PIPE TYPE NOT AVAILABLE*
Pipe Construction:	*NO PIPE CONSTRUCTION INFO*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*

PIPING INFORMATION

Pipe Test Date:	*11/24/88*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

TANK ID s

Permit Number:	*HE17H00678*
Tank Number:	*T003*
Tank ID Number:	*2*

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TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 95 **DIST/DIR:** 0.04 NW **MAP ID:** 24

NAME:	BODY BEAUTIFUL CAR WASH INC	**REV:**	08/21/00
ADDRESS:	2045 PACIFIC HY	**ID1:**	HE17H00678
	SAN DIEGO CA 92101	**ID2:**	CAD981394315
	San Diego	**STATUS:**	
CONTACT:	BODY BEAUTIFUL CAR WASH INC	**PHONE:**	(619)544-7070

TANK CHARACTERISTICS INFORMATION

Capacity:	*12000*
Manufacturer Code:	
Year Installed:	
Contents:	*REGULAR UNLEADED*
Tank Content Chemical Name:	
Tank Content CAS Number:	*12031*
Tank System Type:	*UNKNOWN*
Primary Tank Material:	*UNKNOWN*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*UNKNOWN*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*TIGHT*
Tank Test Date:	*08/11/86*

PIPING INFORMATION

Piping Corrosion Protection:	*INVALID CODE*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*PIPE TYPE NOT AVAILABLE*
Pipe Construction:	*NO PIPE CONSTRUCTION INFO*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*

PIPING INFORMATION

Pipe Test Date:	*11/24/88*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

TANK ID s

Permit Number:	*HE17H00678*
Tank Number:	*T004*
Tank ID Number:	*1*

TANK CHARACTERISTICS INFORMATION

Capacity:	*12000*
Manufacturer Code:	

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Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 95 **DIST/DIR:** 0.04 NW **MAP ID:** 24

NAME:	BODY BEAUTIFUL CAR WASH INC	**REV:**	08/21/00
ADDRESS:	2045 PACIFIC HY	**ID1:**	HE17H00678
	SAN DIEGO CA 92101	**ID2:**	CAD981394315
	San Diego	**STATUS:**	
CONTACT:	BODY BEAUTIFUL CAR WASH INC	**PHONE:**	(619)544-7070

Year Installed:	
Contents:	*LEADED*
Tank Content Chemical Name:	
Tank Content CAS Number:	*12032*
Tank System Type:	*UNKNOWN*
Primary Tank Material:	*UNKNOWN*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*UNKNOWN*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*TIGHT*
Tank Test Date:	*08/11/86*

PIPING INFORMATION

Piping Corrosion Protection:	*INVALID CODE*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*PIPE TYPE NOT AVAILABLE*
Pipe Construction:	*NO PIPE CONSTRUCTION INFO*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*

PIPING INFORMATION

Pipe Test Date:	*11/24/88*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

TANK ID s

Permit Number:	*HE17H00678*
Tank Number:	*T006*
Tank ID Number:	*6*

TANK CHARACTERISTICS INFORMATION

Capacity:	*12000*

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TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 95 **DIST/DIR:** 0.04 NW **MAP ID:** 24

NAME: BODY BEAUTIFUL CAR WASH INC
ADDRESS: 2045 PACIFIC HY
SAN DIEGO CA 92101
San Diego
CONTACT: BODY BEAUTIFUL CAR WASH INC

REV: 08/21/00
ID1: HE17H00678
ID2: CAD981394315
STATUS:
PHONE: (619)544-7070

Tank Content CAS Number:

Tank System Type:	*DOUBLE WALL*
Primary Tank Material:	*FIBERGLASS*
Tank Interior Lining or Coating:	*N/A*
Tank Exterior Corrosion Protection:	*NOT APPLICABLE*
Overfill Device:	*SPL BASIN+HI LVL ALM+BL FLT*
Spill Buckets:	*1*
Is Groundwater Greater Than 20 Feet (Y/N):	*YES*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	*010503*
Is System 1998 Standards Certified (Y/N):	*YES*
Tank Monitor Device:	*VEEDER ROOT*
Automatic Tank Gauges:	*VEEDER RT TLS-250/250I/300/350*
Tank Test Status:	*TIGHT*
Tank Test Date:	*11/08/93*

PIPING INFORMATION

Piping Corrosion Protection:	*UNKNOWN*
Pressure Pipe Loss Leak Detector Type:	*VEEDER-ROOT TLS 350 W/SENSOR*
Pipe System Type:	*PRESSURIZED*
Pipe Construction:	*DOUBLE WALL*
Pipe Primary Material:	*FIBERGLASS*
Pipe Monitor Device:	*VEEDER ROOT*

PIPING INFORMATION

Pipe Test Date:	*12/14/99*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*PERMIT TO OPERATE*

TANK ID s

Permit Number:	*HE17H00678*
Tank Number:	*T007*
Tank ID Number:	*7*

TANK CHARACTERISTICS INFORMATION

Capacity:	*12000*
Manufacturer Code:	*0203*
Year Installed:	*1989*
Contents:	*SUPER UNLEADED*
Tank Content Chemical Name:	
Tank Content CAS Number:	
Tank System Type:	*DOUBLE WALL*

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TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 95 **DIST/DIR:** 0.04 NW **MAP ID:** 24

NAME: BODY BEAUTIFUL CAR WASH INC
ADDRESS: 2045 PACIFIC HY
SAN DIEGO CA 92101
San Diego
CONTACT: BODY BEAUTIFUL CAR WASH INC

REV: 08/21/00
ID1: HE17H00678
ID2: CAD981394315
STATUS:
PHONE: (619)544-7070

Primary Tank Material:	*FIBERGLASS*
Tank Interior Lining or Coating:	*N/A*
Tank Exterior Corrosion Protection:	*NOT APPLICABLE*
Overfill Device:	*SPL BASIN+HI LVL ALM+BL FLT*
Spill Buckets:	*1*
Is Groundwater Greater Than 20 Feet (Y/N):	*YES*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	*010503*
Is System 1998 Standards Certified (Y/N):	*YES*
Tank Monitor Device:	*VEEDER ROOT*
Automatic Tank Gauges:	*VEEDER RT TLS-250/250I/300/350*
Tank Test Status:	*TIGHT*
Tank Test Date:	*11/08/93*

PIPING INFORMATION

Piping Corrosion Protection:	*UNKNOWN*
Pressure Pipe Loss Leak Detector Type:	*VEEDER-ROOT TLS 350 W/SENSOR*
Pipe System Type:	*PRESSURIZED*
Pipe Construction:	*DOUBLE WALL*
Pipe Primary Material:	*FIBERGLASS*
Pipe Monitor Device:	*VEEDER ROOT*

PIPING INFORMATION

Pipe Test Date:	*12/14/99*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*PERMIT TO OPERATE*

TANK ID s

Permit Number:	*HE17H00678*
Tank Number:	*T008*
Tank ID Number:	*8*

TANK CHARACTERISTICS INFORMATION

Capacity:	*12000*
Manufacturer Code:	*0203*
Year Installed:	*1989*
Contents:	*DIESEL*
Tank Content Chemical Name:	
Tank Content CAS Number:	

Tank System Type:	*DOUBLE WALL*
Primary Tank Material:	*FIBERGLASS*
Tank Interior Lining or Coating:	*N/A*
Tank Exterior Corrosion Protection:	*NOT APPLICABLE*

- Continued on next page -

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 95 **DIST/DIR:** 0.04 NW **MAP ID:** 24

NAME: BODY BEAUTIFUL CAR WASH INC
ADDRESS: 2045 PACIFIC HY
SAN DIEGO CA 92101
San Diego
CONTACT: BODY BEAUTIFUL CAR WASH INC

REV: 08/21/00
ID1: HE17H00678
ID2: CAD981394315
STATUS:
PHONE: (619)544-7070

Overfill Device: *SPL BASIN+HI LVL ALM+BL FLT*
Spill Buckets: *1*
Is Groundwater Greater Than 20 Feet (Y/N): *YES*

TANK TESTING & MONITORING INFORMATION
Below Grade Equipment: *010503*
Is System 1998 Standards Certified (Y/N): *YES*
Tank Monitor Device: *VEEDER ROOT*
Automatic Tank Gauges: *VEEDER RT TLS-250/250I/300/350*
Tank Test Status: *TIGHT*
Tank Test Date: *11/08/93*

PIPING INFORMATION
Piping Corrosion Protection: *UNKNOWN*
Pressure Pipe Loss Leak Detector Type: *VEEDER-ROOT TLS 350 W/SENSOR*
Pipe System Type: *PRESSURIZED*
Pipe Construction: *DOUBLE WALL*
Pipe Primary Material: *FIBERGLASS*
Pipe Monitor Device: *VEEDER ROOT*
PIPING INFORMATION
Pipe Test Date: *12/14/99*

REGULATORY INFORMATION
Tank Exempt Indicator: *NO*
Hazard Category 1:
Regulatory Status Code Description: *PERMIT TO OPERATE*

TANK ID s
Permit Number: *HE17H00678*
Tank Number: *T009*
Tank ID Number: *9*

TANK CHARACTERISTICS INFORMATION
Capacity: *12000*
Manufacturer Code: *0203*
Year Installed: *1989*
Contents: *REGULAR UNLEADED*
Tank Content Chemical Name:
Tank Content CAS Number:

Tank System Type: *DOUBLE WALL*
Primary Tank Material: *FIBERGLASS*
Tank Interior Lining or Coating: *N/A*
Tank Exterior Corrosion Protection: *NOT APPLICABLE*
Overfill Device: *SPL BASIN+HI LVL ALM+BL FLT*
Spill Buckets: *1*
Is Groundwater Greater Than 20 Feet (Y/N): *YES*

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Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 95 **DIST/DIR:** 0.04 NW **MAP ID:** 24

NAME: BODY BEAUTIFUL CAR WASH INC
ADDRESS: 2045 PACIFIC HY
SAN DIEGO CA 92101
San Diego
CONTACT: BODY BEAUTIFUL CAR WASH INC

REV: 08/21/00
ID1: HE17H00678
ID2: CAD981394315
STATUS:
PHONE: (619)544-7070

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	*010503*
Is System 1998 Standards Certified (Y/N):	*YES*
Tank Monitor Device:	*VEEDER ROOT*
Automatic Tank Gauges:	*VEEDER RT TLS-250/250I/300/350*
Tank Test Status:	*TIGHT*
Tank Test Date:	*11/08/93*

PIPING INFORMATION

Piping Corrosion Protection:	*UNKNOWN*
Pressure Pipe Loss Leak Detector Type:	*VEEDER-ROOT TLS 350 W/SENSOR*
Pipe System Type:	*PRESSURIZED*
Pipe Construction:	*DOUBLE WALL*
Pipe Primary Material:	*FIBERGLASS*
Pipe Monitor Device:	*VEEDER ROOT*

PIPING INFORMATION

Pipe Test Date:	*12/14/99*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*	**Regulatory Status Code Description:**	*PERMIT TO OPERATE*
Hazard Category 1:			

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 57 **DIST/DIR:** 0.04 NW **MAP ID:** 24

NAME: BODY BEAUTIFUL CAR WASH INC
ADDRESS: 2045 PACIFIC HY
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: BODY BEAUTIFUL CAR WASH INC

REV: 08/06/01
ID1: HE17H00678
ID2: CAD981394315
STATUS:
PHONE: (619)544-7070

INDUSTRY / FACILITY INFORMATION NAMES

Business Description & SIC Code:	*Carwashes 7542*
Gas Station:	
Fire Department District:	*San Diego FD*

PERMIT INFORMATION

Permit Number:	*HE17H00678*
Inactive / Active Facility Indicator:	
Annual Expiration Date:	*Nov 30*
Status:	*Active SAM Case, Not Previous Status tank permit issued*
Map Code / Business Plan on File:	
Business Plan Acceptance Date:	*03/16/1998*

GENERAL INSPECTION & VIOLATION INFORMATION

Inspection Date:	*05/03/2001 0:00:00*
Reinspection Date:	*May 2002*
Inspector Name:	*KELLEY*
Notice of Violation Issued:	
Delinquent Flag:	
Last Update:	*5/27/01*
Last Delinquent Letter:	

PROPERTY OWNER INFORMATION

Property Owner Name:	*BODY BEAUTIFUL CAR WASH INC*
Property Owner Address:	*4282 CAMINO DEL RIO N SAN DIEGO, CA 92108*

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code:	*UNSPEC OIL CONTAINING WASTE (223)*
Inspection Date:	*5/3/01*
Waste Quantity Present at Inspection:	*1000*
Annual Quantity:	*1000*
Measurement Unit:	*LBS*
Treatment Method:	*UNKNOWN*
Storage Methold:	*METAL DRUMS,55 GALLONS*
Carcinogen Indicator:	
Hauler:	*UNKNOWN HAZ WST HAULER*
Waste Description:	*CONTAMINATED ABSORBENT*

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code:	*ORGANIC SOLIDS (OTHER) (352)*
Inspection Date:	*5/3/01*
Waste Quantity Present at Inspection:	*5*
Annual Quantity:	*5*
Measurement Unit:	*LBS*
Treatment Method:	*RECYCLE*
Storage Methold:	*METAL DRUMS 0-5 GALLONS*
Carcinogen Indicator:	

- Continued on next page -

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 57 **DIST/DIR:** 0.04 NW **MAP ID:** 24

NAME: BODY BEAUTIFUL CAR WASH INC
ADDRESS: 2045 PACIFIC HY
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: BODY BEAUTIFUL CAR WASH INC

REV: 08/06/01
ID1: HE17H00678
ID2: CAD981394315
STATUS:
PHONE: (619)544-7070

Hauler: *UNKNOWN HAZ WST HAULER*
Waste Description: *GAS FILTERS*

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code: *USED OIL FILTERS (888)*
Inspection Date: *5/3/01*
Waste Quantity Present at Inspection: *5*
Annual Quantity: *5*
Measurement Unit: *LBS*
Treatment Method: *FILTERS/METAL RECLAI*
Storage Methold: *METAL DRUMS 0-5 GALLONS*
Carcinogen Indicator:
Hauler: *UNKNOWN HAZ WST HAULER*
Waste Description: *DIESEL FILTERS*

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *5/3/01*
Violation Item Number: *V001*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *PERSONNEL TRAINING IS NOT ADEQUATE TO ENSURE COMPLIANCE WITH HAZARDOUS WASTES/MATERIALS REGULATIONS CCR 66265.16*

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *9/30/99*
Violation Item Number: *V001*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *GENERATOR OF HAZARDOUS WASTE HAS NOT OBTAINED AN EPA IDENTIFICATION NUMBER CCR 66262.12*

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *9/30/99*
Violation Item Number: *V002*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *HAZARDOUS WASTE MANIFESTS/RECEIPTS ARE NOT MAINTAINED ON SITE TO DOCUMENT PROPER DISPOSAL OF HAZARDOUS WASTE CCR 66262.40, 66272.1*

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *9/30/99*
Violation Item Number: *V003*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 57 **DIST/DIR:** 0.04 NW **MAP ID:** 24

NAME: BODY BEAUTIFUL CAR WASH INC
ADDRESS: 2045 PACIFIC HY
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: BODY BEAUTIFUL CAR WASH INC

REV: 08/06/01
ID1: HE17H00678
ID2: CAD981394315
STATUS:
PHONE: (619)544-7070

Violation Definition: *CONTAINERS HOLDING IGNITABLE OR REACTIVE WASTES ARE NOT GROUNDED OR ADEQUATELY PROTECTED FROM ACCIDENTAL IGNITION CCR 66265.31*

DISCLOSURE OF HAZARDOUS MATERIALS STORED AT ESTABLISHMENT

Chemical Name:	*OXYGEN (2 OXYGEN CYLINDERS)*
CAS#:	*7782-44-7*
Annual Quantity:	*426.00*
Quantity Stored at One Time:	*308.00*
Measurement Unit:	*CFT*
Carcinogen Indicator:	
Storage Method:	*CYLINDERS*
Material Data Safety Sheet:	
First Hazard Category:	*FIRE HAZARD*
Second Hazard Category:	*SUDDN RLSE OF PRES*

DISCLOSURE OF HAZARDOUS MATERIALS STORED AT ESTABLISHMENT

Chemical Name:	*DETERGENT (SODIUM HYDROXIDE) CAUSTIC SODA*
CAS#:	*1310-72-2*
Annual Quantity:	*1000.00*
Quantity Stored at One Time:	*60.00*
Measurement Unit:	*GAL*
Carcinogen Indicator:	
Storage Method:	*METAL DRUMS,55 GALLONS*
Material Data Safety Sheet:	
First Hazard Category:	*DELAYD HLTH HAZARD*
Second Hazard Category:	*DELAYD HLTH HAZARD*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 118 **DIST/DIR:** 0.04 NW **MAP ID:** 24

NAME:	BODY BEAUTIFUL CAR WASH INC	**REV:**	08/21/00
ADDRESS:	2045 PACIFIC HY	**ID1:**	HE17H00678
	SAN DIEGO CA 92101	**ID2:**	CAD981394315
	San Diego	**STATUS:**	
CONTACT:	BODY BEAUTIFUL CAR WASH INC	**PHONE:**	(619)544-7070

Release Occurance Number:	*001*
Historical Name:	*BODY BEAUTIFUL CAR WASH INC*
Date Release Began:	*9/22/86*
Lead Agency:	*DEH*
Case Type:	*TANK, Release (W)*
Case Status:	*OPEN*
Case Status Date:	*8/15/97*

Release Occurance Number:	*002*
Historical Name:	*BODY BEAUTIFUL CAR WASH INC*
Date Release Began:	*10/2/87*
Lead Agency:	*DEH*
Case Type:	*TANK, Release (W)*
Case Status:	*OPEN*
Case Status Date:	*4/11/96*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 119 **DIST/DIR:** 0.04 NW **MAP ID:** 24

NAME: BODY BEAUTIFUL CAR WASH INC
ADDRESS: 2045 PACIFIC HWY
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV: 06/31/01
ID1: 9UT2795
ID2:
STATUS: REMEDIAL ACTION
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *09*
LOCAL CASE NUMBER: *H00678-002*
RESPONSIBLE PARTY: *BODY BEAUTIFUL CAR WASH*
ADDRESS OF RESPONSIBLE PARTY: *2045 PACIFIC HY 92101*
SITE OPERATOR: *JEFF JOHNSON*
WATER SYSTEM: *LAKE MORENA COUNTY PARK*

CASE NUMBER: *9UT2795*
CASE TYPE: *OTHER*
SUBSTANCE LEAKED: *UNLEADED GASOLINE*
SUBSTANCE QUANTITY:
LEAK CAUSE:
LEAK SOURCE:
HOW LEAK WAS DISCOVERED:
DATE DISCOVERED (blank if not reported): *10/2/1987*
HOW LEAK WAS STOPPED:
STOP DATE (blank if not reported): *10/2/1987*
STATUS: *REMEDIAL ACTION*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency):
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported): *10/5/1987*

ENTER DATE (blank if not reported): *8/3/1994*
REVIEW DATE (blank if not reported): *8/3/1994*
DATE OF LEAK CONFIRMATION (blank if not reported): *10/2/1987*
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported):
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported): *2/6/1991*
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported):
REPORT DATE (blank if not reported): *10/2/1987*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *1*
MTBE TESTED: *SITE NOT TESTED FOR MTBE. INCLUDES UNKNOWN AND NOT ANALYZED*
MTBE CLASS: *

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

FINDS SITE

SEARCH ID: 29 **DIST/DIR:** 0.04 NW **MAP ID:** 24

NAME: BODY BEAUTIFUL CAR WASH, INC
ADDRESS: 2045 PACIFIC HWY
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV:
ID1: CAD981394315
ID2:
STATUS:
PHONE:

RCRIS : CAD981394315
PCS :
AFS/AIRS :
SSTS :
CERCLIS :
NCDB :
ENF DOCKET :
CONTR LIST :
CRIM DOCKET :
FFIS :
CICIS :
STATE :
PADS :
TRIS :
D&B :
UNKNOWN :

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 120 **DIST/DIR:** 0.04 NW **MAP ID:** 24

NAME: BODY BEAUTIFUL CAR WASH, INC.
ADDRESS: 2045 PACIFIC HWY
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV: 06/31/01
ID1: 9UT60
ID2:
STATUS: POLLUTION CHARACTERIZATION
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *09*
LOCAL CASE NUMBER: *H00678-001*
RESPONSIBLE PARTY: *BODY BEAUTIFUL CAR WASH, INC.*
ADDRESS OF RESPONSIBLE PARTY: *2045 PACIFIC HIGHWAY, SAN DIEGO, CA 92101*
SITE OPERATOR: *YOGEH MODEY*
WATER SYSTEM: *LAKE MORENA COUNTY PARK*

CASE NUMBER: *9UT60*
CASE TYPE: *OTHER*
SUBSTANCE LEAKED: *GASOLINE*
SUBSTANCE QUANTITY:
LEAK CAUSE: *UNKNOWN*
LEAK SOURCE: *PIPING*
HOW LEAK WAS DISCOVERED: *INVENTORY CONTROL*
DATE DISCOVERED (blank if not reported): *9/22/1986*
HOW LEAK WAS STOPPED:
STOP DATE (blank if not reported): *9/22/1986*
STATUS: *POLLUTION CHARACTERIZATION*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency):
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): *9/22/1986*
REVIEW DATE (blank if not reported): *2/16/1994*
DATE OF LEAK CONFIRMATION (blank if not reported): *9/22/1986*
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): *2/20/1987*
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported): *12/17/1992*
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported): *2/6/1991*
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported):
REPORT DATE (blank if not reported): *9/22/1986*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *1*
MTBE TESTED: *SITE NOT TESTED FOR MTBE. INCLUDES UNKNOWN AND NOT ANALYZED*
MTBE CLASS: *

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

FINDS SITE

SEARCH ID: 25 **DIST/DIR:** 0.05 NE **MAP ID:** 1

NAME: AABCO INC
ADDRESS: 808 W CEDAR ST
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV:
ID1: CAD009569401
ID2:
STATUS:
PHONE:

```
RCRIS    : CAD009569401
PCS      :
AFS/AIRS  : 060737121
SSTS  :
CERCLIS       : CAD983658410
NCDB         :
ENF DOCKET     :
CONTR LIST  :
CRIM DOCKET    :
FFIS     :
CICIS  :
STATE       :
PADS    :
TRIS         :
D&B      : 009569401
UNKNOWN     :
```

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

STATE SPILLS SITE

SEARCH ID: 52 **DIST/DIR:** 0.05 NE **MAP ID:** 33

NAME: AABCO INC
ADDRESS: 808 CEDAR STREET W
SAN DIEGO CA
SAN DIEGO
CONTACT:

REV: 01/15/2002
ID1: SLC920-0161.01
ID2:
STATUS:
PHONE:

WDID:
Responsible Party:
Status: *Open*
Active Date:

CERCLIS SITE

SEARCH ID: 1 **DIST/DIR:** 0.05 NE **MAP ID:** 1

NAME: AABCO INCORPORATED
ADDRESS: 808 WEST CEDAR ST.
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: JERE JOHNSON

REV: 7/8/02
ID1: CAD983658410
ID2: 0904765
STATUS: NFRAP-N
PHONE: 4159723094

DESCRIPTION:

ACTION/QUALITY	AGENCY/RPS	START/RAA	END
ARCHIVE SITE			08-11-1993
DISCOVERY	EPA Fund-Financed		02-08-1993
PRELIMINARY ASSESSMENT NFRAP (No Futher Remedial Action Planned	EPA Fund-Financed		08-11-1993

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 60 **DIST/DIR:** 0.05 NE **MAP ID:** 1

NAME:	COUNTER-TECH	**REV:**	08/06/01
ADDRESS:	808 W CEDAR ST	**ID1:**	HE17H00192
	SAN DIEGO CA 92101	**ID2:**	CAD009569401
	SAN DIEGO	**STATUS:**	
CONTACT:	B YOUNG ENTERPRISES INC	**PHONE:**	( )233-8114

INDUSTRY / FACILITY INFORMATION NAMES

Business Description & SIC Code:	*Misc General Building 1799*
Gas Station:	
Fire Department District:	*San Diego FD*

PERMIT INFORMATION

Permit Number:	*HE17H00192*
Inactive / Active Facility Indicator:	*Inactive*
Annual Expiration Date:	*Feb 28*
Status:	*OBSOLETE*
Map Code / Business Plan on File:	*Yes*
Business Plan Acceptance Date:	*12/16/1998*

GENERAL INSPECTION & VIOLATION INFORMATION

Inspection Date:	*02/15/2000 0:00:00*
Reinspection Date:	*May 2001*
Inspector Name:	*KELLEY*
Notice of Violation Issued:	
Delinquent Flag:	
Last Update:	*3/3/00*
Last Delinquent Letter:	

PROPERTY OWNER INFORMATION

Property Owner Name:	
Property Owner Address:	,

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code:	*WASTE OIL & MIXED OIL (221)*
Inspection Date:	*2/15/00*
Waste Quantity Present at Inspection:	*5*
Annual Quantity:	*5*
Measurement Unit:	*GAL*
Treatment Method:	*RECYCLE*
Storage Methold:	*METAL DRUMS 0-5 GALLONS*
Carcinogen Indicator:	
Hauler:	*SELF:SMALL QTY EXEMPTION*
Waste Description:	*USED COMPRESSOR OIL*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 82 **DIST/DIR:** 0.05 NE **MAP ID:** 57

NAME: PIONEER RADIATOR
ADDRESS: 834 W GRAPE ST
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV: 08/06/01
ID1: HE17H09601
ID2:
STATUS:
PHONE: ( ) -

DETAILS NOT AVAILABLE

PERMITS SITE

SEARCH ID: 83 **DIST/DIR:** 0.05 NE **MAP ID:** 57

NAME: PIONEER RADIATOR WORKS
ADDRESS: 834 W GRAPE ST
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV: 08/06/01
ID1: HE17H13822
ID2:
STATUS:
PHONE: ( ) -

DETAILS NOT AVAILABLE

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

FINDS SITE

SEARCH ID: 39 **DIST/DIR:** 0.05 NW **MAP ID:** 27

NAME: PACIFIC UNOCAL
ADDRESS: 2070 PACIFIC HWY
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV:
ID1: CAD982340770
ID2:
STATUS:
PHONE:

RCRIS : CAD982340770
PCS :
AFS/AIRS :
SSTS :
CERCLIS :
NCDB :
ENF DOCKET :
CONTR LIST :
CRIM DOCKET :
FFIS :
CICIS :
STATE :
PADS :
TRIS :
D&B :
UNKNOWN :

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 91 **DIST/DIR:** 0.05 NW **MAP ID:** 27

NAME:	UNOCAL SERV STATION #3299	**REV:**	08/06/01
ADDRESS:	2070 PACIFIC HY	**ID1:**	HE17H04650
	SAN DIEGO CA 92101	**ID2:**	CAD982340770
	SAN DIEGO	**STATUS:**	
CONTACT:	UNION OIL CO OF CA	**PHONE:**	(619)977-6311

INDUSTRY / FACILITY INFORMATION NAMES

Business Description & SIC Code:	*Fuel-Dispense/auto repair 5541*
Gas Station:	
Fire Department District:	*San Diego FD*

PERMIT INFORMATION

Permit Number:	*HE17H04650*
Inactive / Active Facility Indicator:	*Inactive*
Annual Expiration Date:	*Sep 30*
Status:	*Tank Permit Issued*
Map Code / Business Plan on File:	
Business Plan Acceptance Date:	

GENERAL INSPECTION & VIOLATION INFORMATION

Inspection Date:	*10/29/1991 0:00:00*
Reinspection Date:	*Oct 1992*
Inspector Name:	*PHILLIPS*
Notice of Violation Issued:	
Delinquent Flag:	
Last Update:	*7/2/98*
Last Delinquent Letter:	

PROPERTY OWNER INFORMATION

Property Owner Name:	*PORT OF SAN DIEGO*
Property Owner Address:	*BOX488 SAN DIEGO, CA 92112*

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code:	*WASTE OIL & MIXED OIL (221)*
Inspection Date:	*10/29/91*
Waste Quantity Present at Inspection:	*200*
Annual Quantity:	*600*
Measurement Unit:	*GAL*
Treatment Method:	*RECYCLE*
Storage Methold:	*UNDGR TNK,STL,U/L 10-1000 G*
Carcinogen Indicator:	
Hauler:	*ASBURY OIL CO*
Waste Description:	

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code:	*HYDROCARBON SOLVENTS (213)*
Inspection Date:	*10/29/91*
Waste Quantity Present at Inspection:	*20*
Annual Quantity:	*40*
Measurement Unit:	*GAL*
Treatment Method:	*RECYCLE*
Storage Methold:	*PROCESSING EQUIPMENT*
Carcinogen Indicator:	

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 91

DIST/DIR: 0.05 NW

MAP ID: 27

NAME: UNOCAL SERV STATION #3299
ADDRESS: 2070 PACIFIC HY
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: UNION OIL CO OF CA

REV: 08/06/01
ID1: HE17H04650
ID2: CAD982340770
STATUS:
PHONE: (619)977-6311

Hauler:
Waste Description: *SAFETY-KLEEN*
STATION OWNER OWNS PARTS

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 112 **DIST/DIR:** 0.05 NW **MAP ID:** 27

NAME: UNOCAL SERV STATION #3299
ADDRESS: 2070 PACIFIC HY
SAN DIEGO CA 92101
San Diego
CONTACT: UNION OIL CO OF CA

REV: 08/21/00
ID1: HE17H04650
ID2: CAD982340770
STATUS:
PHONE: (619)977-6311

TANK ID s

Permit Number:	*HE17H04650*
Tank Number:	*T001*
Tank ID Number:	*3299-11*

TANK CHARACTERISTICS INFORMATION

Capacity:	*10000*
Manufacturer Code:	
Year Installed:	*1972*
Contents:	*REGULAR UNLEADED*
Tank Content Chemical Name:	
Tank Content CAS Number:	*12031*
Tank System Type:	*SINGLE WALL W/O SECNDRY CNTMNT*
Primary Tank Material:	*CARBON STEEL*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*NONE*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*TIGHT*
Tank Test Date:	*06/20/91*

PIPING INFORMATION

Piping Corrosion Protection:	*INVALID CODE*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*PIPE TYPE NOT AVAILABLE*
Pipe Construction:	*NO PIPE CONSTRUCTION INFO*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*

PIPING INFORMATION

Pipe Test Date:	*08/11/86*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

TANK ID s

Permit Number:	*HE17H04650*

- Continued on next page -

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 112 **DIST/DIR:** 0.05 NW **MAP ID:** 27

NAME: UNOCAL SERV STATION #3299
ADDRESS: 2070 PACIFIC HY
SAN DIEGO CA 92101
San Diego
CONTACT: UNION OIL CO OF CA

REV: 08/21/00
ID1: HE17H04650
ID2: CAD982340770
STATUS:
PHONE: (619)977-6311

Tank Number: *T002*
Tank ID Number: *3299-34*

TANK CHARACTERISTICS INFORMATION
Capacity: *550*
Manufacturer Code:
Year Installed: *1972*
Contents: *WASTE OIL*
Tank Content Chemical Name:
Tank Content CAS Number: *12035*

Tank System Type: *SINGLE WALL W/O SECNDRY CNTMNT*
Primary Tank Material: *CARBON STEEL*
Tank Interior Lining or Coating: *NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection: *NONE*
Overfill Device: *NO OVERFILL INFORMATION*
Spill Buckets:
Is Groundwater Greater Than 20 Feet (Y/N): *NO*

TANK TESTING & MONITORING INFORMATION
Below Grade Equipment:
Is System 1998 Standards Certified (Y/N):
Tank Monitor Device: *NO TANK MONIT DEV INFO*
Automatic Tank Gauges: *NO ATGS INFO AVAILABLE*
Tank Test Status: *TIGHT*
Tank Test Date: *11/20/91*

PIPING INFORMATION
Piping Corrosion Protection: *INVALID CODE*
Pressure Pipe Loss Leak Detector Type: *NO PPLLD BRAND INFO*
Pipe System Type: *PIPE TYPE NOT AVAILABLE*
Pipe Construction: *NO PIPE CONSTRUCTION INFO*
Pipe Primary Material: *NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device: *NO PIPE MONIT DEV INFO*
PIPING INFORMATION
Pipe Test Date: *12/23/87*

REGULATORY INFORMATION
Tank Exempt Indicator: *NO*
Hazard Category 1:
Regulatory Status Code Description: *CLOSED BY REMOVAL*

TANK ID s
Permit Number: *HE17H04650*
Tank Number: *T003*
Tank ID Number: *3299-22*

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Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 112 **DIST/DIR:** 0.05 NW **MAP ID:** 27

NAME: UNOCAL SERV STATION #3299
ADDRESS: 2070 PACIFIC HY
SAN DIEGO CA 92101
San Diego
CONTACT: UNION OIL CO OF CA

REV: 08/21/00
ID1: HE17H04650
ID2: CAD982340770
STATUS:
PHONE: (619)977-6311

TANK CHARACTERISTICS INFORMATION

Capacity:	*10000*
Manufacturer Code:	
Year Installed:	*1972*
Contents:	*REGULAR UNLEADED*
Tank Content Chemical Name:	
Tank Content CAS Number:	*12033*
Tank System Type:	*SINGLE WALL W/O SECNDRY CNTMNT*
Primary Tank Material:	*CARBON STEEL*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*NONE*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*TIGHT*
Tank Test Date:	*06/20/91*

PIPING INFORMATION

Piping Corrosion Protection:	*INVALID CODE*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*PIPE TYPE NOT AVAILABLE*
Pipe Construction:	*NO PIPE CONSTRUCTION INFO*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*

PIPING INFORMATION

Pipe Test Date:	*12/23/87*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 191 **DIST/DIR:** 0.05 NW **MAP ID:** 27

NAME: UNOCAL SERV STATION #3299
ADDRESS: 2070 PACIFIC HY
SAN DIEGO CA 92101
San Diego
CONTACT: UNION OIL CO OF CA

REV: 08/21/00
ID1: HE17H04650
ID2: CAD982340770
STATUS:
PHONE: (619)977-6311

Release Occurance Number: *001*
Historical Name: *UNION #3299*
Date Release Began: *11/9/89*
Lead Agency: *DEH*
Case Type: *TANK, Failed Test*
Case Status: *CLOSED*
Case Status Date: *7/17/89*

PERMITS SITE

SEARCH ID: 75 **DIST/DIR:** 0.05 SE **MAP ID:** 52

NAME: MISSION GARAGE
ADDRESS: 1440 KETTNER BL
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV: 08/06/01
ID1: HE17H13022
ID2:
STATUS:
PHONE: ( ) -

DETAILS NOT AVAILABLE

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 54 **DIST/DIR:** 0.06 NE **MAP ID:** 35

NAME: AIRPORTER EXPRESS
ADDRESS: 1824 CALIFORNIA ST
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: TOM HARMON

REV: 08/06/01
ID1: HE17H19783
ID2:
STATUS:
PHONE: (619)231-1123

INDUSTRY / FACILITY INFORMATION NAMES

Business Description & SIC Code:
Gas Station:
Fire Department District: *San Diego FD*

PERMIT INFORMATION

Permit Number: *HE17H19783*
Inactive / Active Facility Indicator: *Inactive*
Annual Expiration Date: *Apr 30*
Status:
Map Code / Business Plan on File:
Business Plan Acceptance Date:

GENERAL INSPECTION & VIOLATION INFORMATION

Inspection Date: *02/08/1988 0:00:00*
Reinspection Date: *Feb 1989*
Inspector Name: *GRAULAU*
Notice of Violation Issued:
Delinquent Flag:
Last Update: *7/10/98*
Last Delinquent Letter:

PROPERTY OWNER INFORMATION

Property Owner Name:
Property Owner Address:

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code: *WASTE OIL & MIXED OIL (221)*
Inspection Date: *2/8/88*
Waste Quantity Present at Inspection: *50*
Annual Quantity: *50*
Measurement Unit: *GAL*
Treatment Method: *RECYCLE*
Storage Methold: *METAL DRUMS,55 GALLONS*
Carcinogen Indicator:
Hauler: *NO HAULER*
Waste Description:

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 77 **DIST/DIR:** 0.07 NE **MAP ID:** 54

NAME: MTDB-OLD TOWN LRT EXTENSION PR
ADDRESS: 2050 CALIFORNIA ST
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: METRO TRANS DEV BOARD

REV: 08/06/01
ID1: HE17H35033
ID2: CAL000137462
STATUS:
PHONE: (619)630-7640

INDUSTRY / FACILITY INFORMATION NAMES

Business Description & SIC Code:	*Misc General Building*
Gas Station:	
Fire Department District:	*San Diego FD*

PERMIT INFORMATION

Permit Number:	*HE17H35033*
Inactive / Active Facility Indicator:	*Inactive*
Annual Expiration Date:	*Dec 31*
Status:	
Map Code / Business Plan on File:	
Business Plan Acceptance Date:	*11/07/1994*

GENERAL INSPECTION & VIOLATION INFORMATION

Inspection Date:	*10/12/1994 0:00:00*
Reinspection Date:	*Oct 1995*
Inspector Name:	*COOK*
Notice of Violation Issued:	
Delinquent Flag:	
Last Update:	*8/5/98*
Last Delinquent Letter:	

PROPERTY OWNER INFORMATION

Property Owner Name:	
Property Owner Address:	

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code:	*UNSPEC OIL CONTAINING WASTE (223)*
Inspection Date:	*10/12/94*
Waste Quantity Present at Inspection:	*2000*
Annual Quantity:	*30000*
Measurement Unit:	*GAL*
Treatment Method:	*UNKNOWN*
Storage Methold:	*ABVGR TNK,STEEL 10001+ G*
Carcinogen Indicator:	
Hauler:	*AMERICAN PROCESSING COMPA*
Waste Description:	

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code:	*HYDROCARBON SOLVENTS (213)*
Inspection Date:	*10/12/94*
Waste Quantity Present at Inspection:	*25600*
Annual Quantity:	*25600*
Measurement Unit:	*LBS*
Treatment Method:	*UNKNOWN*
Storage Methold:	*METAL DRUMS,55 GALLONS*
Carcinogen Indicator:	

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Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 77 **DIST/DIR:** 0.07 NE **MAP ID:** 54

NAME:	MTDB-OLD TOWN LRT EXTENSION PR	**REV:**	08/06/01
ADDRESS:	2050 CALIFORNIA ST	**ID1:**	HE17H35033
	SAN DIEGO CA 92101	**ID2:**	CAL000137462
	SAN DIEGO	**STATUS:**	
CONTACT:	METRO TRANS DEV BOARD	**PHONE:**	(619)630-7640

Hauler: *INVALID CODE*
Waste Description: *HAULED TO WESTATES CARBON*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 63 **DIST/DIR:** 0.07 NW **MAP ID:** 41

NAME: DAVIES ELECTRIC CO
ADDRESS: 945 W HAWTHORN ST
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: ROBERT DAVIES

REV: 08/06/01
ID1: HE17H05318
ID2:
STATUS:
PHONE: ( )239-4133

INDUSTRY / FACILITY INFORMATION NAMES

Business Description & SIC Code:	*Fuel-Dispense no repair 1731*
Gas Station:	
Fire Department District:	*San Diego FD*

PERMIT INFORMATION

Permit Number:	*HE17H05318*
Inactive / Active Facility Indicator:	*Inactive*
Annual Expiration Date:	*Nov 30*
Status:	*Permitted Establishment With Underground Tanks*
Map Code / Business Plan on File:	
Business Plan Acceptance Date:	

GENERAL INSPECTION & VIOLATION INFORMATION

Inspection Date:	*01/10/1991 0:00:00*
Reinspection Date:	*Oct 1992*
Inspector Name:	*PHILLIPS*
Notice of Violation Issued:	
Delinquent Flag:	
Last Update:	*7/2/98*
Last Delinquent Letter:	*03/02/1993 0:00:00*

PROPERTY OWNER INFORMATION

Property Owner Name:	*KLATT REALTYINC*
Property Owner Address:	*1124 WALL ST LA JOLLA, CA 92037*

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code:	*WASTE OIL & MIXED OIL (221)*
Inspection Date:	*1/10/91*
Waste Quantity Present at Inspection:	*5*
Annual Quantity:	*5*
Measurement Unit:	*GAL*
Treatment Method:	*RECYCLE*
Storage Methold:	*METAL DRUMS,55 GALLONS*
Carcinogen Indicator:	
Hauler:	*PACIFIC TREATMENT CORP*
Waste Description:	*0 DISPOSED OF IN LAST YEA*

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code:	*WASTE OIL & MIXED OIL (221)*
Inspection Date:	*1/3/91*
Waste Quantity Present at Inspection:	*5*
Annual Quantity:	*5*
Measurement Unit:	*GAL*
Treatment Method:	*RECYCLE*
Storage Methold:	*METAL DRUMS,55 GALLONS*
Carcinogen Indicator:	

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Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 63 **DIST/DIR:** 0.07 NW **MAP ID:** 41

NAME: DAVIES ELECTRIC CO
ADDRESS: 945 W HAWTHORN ST
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: ROBERT DAVIES

REV: 08/06/01
ID1: HE17H05318
ID2:
STATUS:
PHONE: ( )239-4133

Hauler: *NO HAULER*
Waste Description: *0 DISPOSED OF IN LAST YEA*

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code: *HYDROCARBON SOLVENTS (213)*
Inspection Date: *1/3/91*
Waste Quantity Present at Inspection: *55*
Annual Quantity: *55*
Measurement Unit: *GAL*
Treatment Method: *UNKNOWN*
Storage Methold: *METAL DRUMS,55 GALLONS*
Carcinogen Indicator:
Hauler: *UNKNOWN HAZ WST HAULER*
Waste Description: *MIXED OIL/LACQUER THINNER*

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code: *HYDROCARBON SOLVENTS (213)*
Inspection Date: *1/10/91*
Waste Quantity Present at Inspection: *55*
Annual Quantity: *55*
Measurement Unit: *GAL*
Treatment Method: *UNKNOWN*
Storage Methold: *METAL DRUMS,55 GALLONS*
Carcinogen Indicator:
Hauler: *PACIFIC TREATMENT CORP*
Waste Description: *MIXED OIL/LACQUER THINNER*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 101 **DIST/DIR:** 0.07 NW **MAP ID:** 41

NAME:	DAVIES ELECTRIC CO	**REV:**	08/21/00
ADDRESS:	945 W HAWTHORN ST	**ID1:**	HE17H05318
	SAN DIEGO CA 92101	**ID2:**	
	San Diego	**STATUS:**	
CONTACT:	ROBERT DAVIES	**PHONE:**	( )239-4133

TANK ID s

Permit Number:	*HE17H05318*
Tank Number:	*T001*
Tank ID Number:	*01*

TANK CHARACTERISTICS INFORMATION

Capacity:	*550*
Manufacturer Code:	
Year Installed:	*1966*
Contents:	*REGULAR UNLEADED*
Tank Content Chemical Name:	
Tank Content CAS Number:	
Tank System Type:	*SINGLE WALL W/O SECNDRY CNTMNT*
Primary Tank Material:	*NO PRIMARY TANK MATERIAL INFO*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*NO EXTERIOR CORR PROT INFO*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	*1*
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*TIGHT*
Tank Test Date:	*03/10/89*

PIPING INFORMATION

Piping Corrosion Protection:	*NO PIPE PROTECTION INFO*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*SUCTION*
Pipe Construction:	*SINGLE WALL*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*

PIPING INFORMATION

Pipe Test Date:	*21/10/88*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 86 **DIST/DIR:** 0.07 NW **MAP ID:** 61

NAME: SEA MATE MARINE
ADDRESS: 941 W HAWTHORN ST
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: DR & MRS DOEDE

REV: 08/06/01
ID1: HE17H00423
ID2:
STATUS:
PHONE: (619)238-1998

INDUSTRY / FACILITY INFORMATION NAMES

Business Description & SIC Code:	*3561*
Gas Station:	
Fire Department District:	*San Diego FD*

PERMIT INFORMATION

Permit Number:	*HE17H00423*
Inactive / Active Facility Indicator:	*Inactive*
Annual Expiration Date:	*Mar 31*
Status:	*OBSOLETE*
Map Code / Business Plan on File:	
Business Plan Acceptance Date:	*03/30/1989*

GENERAL INSPECTION & VIOLATION INFORMATION

Inspection Date:	*01/26/1989 0:00:00*
Reinspection Date:	*Jan 1990*
Inspector Name:	*SPANGENBER*
Notice of Violation Issued:	
Delinquent Flag:	
Last Update:	*6/29/98*
Last Delinquent Letter:	

PROPERTY OWNER INFORMATION

Property Owner Name:	
Property Owner Address:	,

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code:	*INORGANIC SOLID WASTE (OTHER) (181)*
Inspection Date:	*1/26/89*
Waste Quantity Present at Inspection:	*40*
Annual Quantity:	*40*
Measurement Unit:	*LBS*
Treatment Method:	*UNKNOWN*
Storage Methold:	*METAL DRUMS 0-5 GALLONS*
Carcinogen Indicator:	
Hauler:	*NO HAULER*
Waste Description:	*SPENT BEEDBLAST NOT IN PE*

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code:	*INORGANIC SOLID WASTE (OTHER) (181)*
Inspection Date:	*1/26/89*
Waste Quantity Present at Inspection:	*5*
Annual Quantity:	*5*
Measurement Unit:	*LBS*
Treatment Method:	*UNKNOWN*
Storage Methold:	*PROCESSING EQUIPMENT*
Carcinogen Indicator:	

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Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 86 **DIST/DIR:** 0.07 NW **MAP ID:** 61

NAME:	SEA MATE MARINE	**REV:**	08/06/01
ADDRESS:	941 W HAWTHORN ST	**ID1:**	HE17H00423
	SAN DIEGO CA 92101	**ID2:**	
	SAN DIEGO	**STATUS:**	
CONTACT:	DR & MRS DOEDE	**PHONE:**	(619)238-1998

Hauler: *NO HAULER*
Waste Description: *SAND BLAST*

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code: *PAINT SLUDGE (461)*
Inspection Date: *1/26/89*
Waste Quantity Present at Inspection: *20*
Annual Quantity: *500*
Measurement Unit: *ML*
Treatment Method: *EVAPORATION*
Storage Methold: *PROCESSING EQUIPMENT*
Carcinogen Indicator:
Hauler: *NO HAULER*
Waste Description:

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *1/26/89*
Violation Item Number: *V001*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *HAZARDOUS MATERIALS HANDLER HAS NOT ESTABLISHED/IMPLEMENTED A BUSINESS PLAN HSC 25503.5*

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *1/26/89*
Violation Item Number: *V002*
Waste Code: *181*
Type of Violation: *INORGANIC SOLID WASTE (OTHER)*
Number of Occurances: *01*
Violation Definition: *HAZARDOUS WASTE STORAGE CONTAINER IS NOT CLEARLY MARKED OR PROPERLY LABELED. CCR 66508 (A)(3)*

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *1/26/89*
Violation Item Number: *V003*
Waste Code: *181*
Type of Violation: *INORGANIC SOLID WASTE (OTHER)*
Number of Occurances: *01*
Violation Definition: *HAZARDOUS WASTE CONTAINERS ARE NOT KEPT CLOSED WHILE IN STORAGE CCR 66265.173*

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *1/26/89*
Violation Item Number: *V004*
Waste Code: *181*
Type of Violation: *INORGANIC SOLID WASTE (OTHER)*
Number of Occurances: *02*

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Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 86 **DIST/DIR:** 0.07 NW **MAP ID:** 61

NAME: SEA MATE MARINE
ADDRESS: 941 W HAWTHORN ST
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: DR & MRS DOEDE

REV: 08/06/01
ID1: HE17H00423
ID2:
STATUS:
PHONE: (619)238-1998

Violation Definition: *GENERATOR OF A WASTE HAS NOT DETERMINED IF THAT WASTE IS A HAZARDOUS WASTE AS DEFINED IN THE CHS SEC. 25117, 25120.5, 25124. CCR 66471*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *1/26/89*
Violation Item Number: *V005*
Waste Code: *181*
Type of Violation: *INORGANIC SOLID WASTE (OTHER)*
Number of Occurances: *01*
Violation Definition: *DISPOSAL OF HAZARDOUS WASTE OR CAUSING THE DISPOSAL OF HAZARDOUS WASTE INTO THE TRASH OR DUMPSTER CHS 25189.5(B)*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *11/6/87*
Violation Item Number: *V001*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *HANDLER OF HAZARDOUS WASTE/MATERIAL HAS NOT OBTAINED A VALID SAN DIEGO COUNTY HEALTH PERMIT SDCC 68.905*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *11/6/87*
Violation Item Number: *V002*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *PERSONNEL TRAINING PROGRAM IS NOT PROVIDED TO ENSURE THAT PERSONNEL ARE ABLE TO RESPOND EFFECTIVELY TO EMERGENCIES CCR 66265.16*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *11/6/87*
Violation Item Number: *V003*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *A CONTINGENCY PLAN HAS NOT BEEN PROVIDED WHICH MINIMIZES HAZARDS TO HUMAN HEALTH OR THE ENVIRONMENT DUE TO WASTE RELEASE CCR 67140 (A)*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *11/6/87*
Violation Item Number: *V004*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *GENERATOR OF A WASTE HAS NOT DETERMINED IF THAT WASTE IS A HAZARDOUS WASTE AS DEFINED IN THE CHS SEC. 25117, 25120.5, 25124. CCR 66471*

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Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 86 **DIST/DIR:** 0.07 NW **MAP ID:** 61

NAME:	SEA MATE MARINE	**REV:**	08/06/01
ADDRESS:	941 W HAWTHORN ST	**ID1:**	HE17H00423
	SAN DIEGO CA 92101	**ID2:**	
	SAN DIEGO	**STATUS:**	
CONTACT:	DR & MRS DOEDE	**PHONE:**	(619)238-1998

DISCLOSURE OF HAZARDOUS MATERIALS STORED AT ESTABLISHMENT

Chemical Name:	*ACETYLENE/OXYGEN*
CAS#:	
Annual Quantity:	*0.00*
Quantity Stored at One Time:	*265.00*
Measurement Unit:	*CFT*
Carcinogen Indicator:	
Storage Method:	*CYLINDERS*
Material Data Safety Sheet:	
First Hazard Category:	*FIRE HAZARD*
Second Hazard Category:	*IMMED HEALTH HAZRD*

DISCLOSURE OF HAZARDOUS MATERIALS STORED AT ESTABLISHMENT

Chemical Name:	*LIQUID CARBON DIOXIDE*
CAS#:	
Annual Quantity:	*0.00*
Quantity Stored at One Time:	*6.00*
Measurement Unit:	*TON*
Carcinogen Indicator:	
Storage Method:	*ABVGR TNK,STEEL 10-1000 G*
Material Data Safety Sheet:	
First Hazard Category:	*CRYOGEN*
Second Hazard Category:	

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 96 **DIST/DIR:** 0.07 S- **MAP ID:** 72

NAME:	CATELLUS DEVELOPMENT CORP	**REV:**	08/21/00
ADDRESS:	1305 PACIFIC HY	**ID1:**	HE17H32311
	SAN DIEGO CA 92101	**ID2:**	
	San Diego	**STATUS:**	
CONTACT:	CATELLUS DEVELOPMENT CORP	**PHONE:**	(619)231-3602

TANK ID s

Permit Number:	*HE17H32311*
Tank Number:	*T001*
Tank ID Number:	*001*

TANK CHARACTERISTICS INFORMATION

Capacity:	*1000*
Manufacturer Code:	
Year Installed:	*1935*
Contents:	*LEADED*
Tank Content Chemical Name:	
Tank Content CAS Number:	
Tank System Type:	*SINGLE WALL W/O SECNDRY CNTMNT*
Primary Tank Material:	*CARBON STEEL*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*NO EXTERIOR CORR PROT INFO*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	*999999*
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*INVALID CODE*
Tank Test Date:	*02/93/11*

PIPING INFORMATION

Piping Corrosion Protection:	*NO PIPE PROTECTION INFO*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*PIPE TYPE NOT AVAILABLE*
Pipe Construction:	*NO PIPE CONSTRUCTION INFO*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*

PIPING INFORMATION

Pipe Test Date:	*01/01/01*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

TANK ID s

Permit Number:	*HE17H32311*

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 96 **DIST/DIR:** 0.07 S- **MAP ID:** 72

NAME:	CATELLUS DEVELOPMENT CORP	**REV:**	08/21/00
ADDRESS:	1305 PACIFIC HY	**ID1:**	HE17H32311
	SAN DIEGO CA 92101	**ID2:**	
	San Diego	**STATUS:**	
CONTACT:	CATELLUS DEVELOPMENT CORP	**PHONE:**	(619)231-3602

Tank Number:	*T002*
Tank ID Number:	*002*
TANK CHARACTERISTICS INFORMATION	
Capacity:	*1000*
Manufacturer Code:	
Year Installed:	*1935*
Contents:	*LEADED*
Tank Content Chemical Name:	
Tank Content CAS Number:	
Tank System Type:	*SINGLE WALL W/O SECNDRY CNTMNT*
Primary Tank Material:	*CARBON STEEL*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*NO EXTERIOR CORR PROT INFO*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*
TANK TESTING & MONITORING INFORMATION	
Below Grade Equipment:	*999999*
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*INVALID CODE*
Tank Test Date:	*02/93/11*
PIPING INFORMATION	
Piping Corrosion Protection:	*NO PIPE PROTECTION INFO*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*PIPE TYPE NOT AVAILABLE*
Pipe Construction:	*NO PIPE CONSTRUCTION INFO*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*
PIPING INFORMATION	
Pipe Test Date:	*01/01/01*
REGULATORY INFORMATION	
Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED IN PLACE*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 67 **DIST/DIR:** 0.07 S- **MAP ID:** 45

NAME: HOLIDAY IN ON THE BAY
ADDRESS: 1355 N HARBOR DR
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: FELCOR

REV: 08/06/01
ID1: HE17H39498
ID2:
STATUS:
PHONE: (619)232-3861

INDUSTRY / FACILITY INFORMATION NAMES

Business Description & SIC Code:	*Misc General Building*
Gas Station:	
Fire Department District:	*San Diego FD*

PERMIT INFORMATION

Permit Number:	*HE17H39498*
Inactive / Active Facility Indicator:	
Annual Expiration Date:	*Oct 31*
Status:	
Map Code / Business Plan on File:	
Business Plan Acceptance Date:	

GENERAL INSPECTION & VIOLATION INFORMATION

Inspection Date:	*06/13/2001 0:00:00*
Reinspection Date:	*Aug 2002*
Inspector Name:	*KELLEY*
Notice of Violation Issued:	
Delinquent Flag:	
Last Update:	*8/5/01*
Last Delinquent Letter:	

PROPERTY OWNER INFORMATION

Property Owner Name:	
Property Owner Address:	

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code:	*WASTE OIL & MIXED OIL (221)*
Inspection Date:	*6/13/01*
Waste Quantity Present at Inspection:	*10*
Annual Quantity:	*10*
Measurement Unit:	*GAL*
Treatment Method:	*RECYCLE*
Storage Methold:	*METAL DRUMS 6-110 GALLONS*
Carcinogen Indicator:	
Hauler:	*UNREGISTERED HAZ WST HAUL*
Waste Description:	

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code:	*USED OIL FILTERS (888)*
Inspection Date:	*6/13/01*
Waste Quantity Present at Inspection:	*10*
Annual Quantity:	*10*
Measurement Unit:	*LBS*
Treatment Method:	*FILTERS/METAL RECLAI*
Storage Methold:	*METAL DRUMS 0-5 GALLONS*
Carcinogen Indicator:	

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 67 **DIST/DIR:** 0.07 S- **MAP ID:** 45

NAME:	HOLIDAY IN ON THE BAY	**REV:**	08/06/01
ADDRESS:	1355 N HARBOR DR	**ID1:**	HE17H39498
	SAN DIEGO CA 92101	**ID2:**	
	SAN DIEGO	**STATUS:**	
CONTACT:	FELCOR	**PHONE:**	(619)232-3861

Hauler: *UNREGISTERED HAZ WST HAUL*
Waste Description: *OIL & DIESEL FILTERS*

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code: *INFECTIOUS WASTE, SHARPS (902)*
Inspection Date: *6/13/01*
Waste Quantity Present at Inspection: *1*
Annual Quantity: *5*
Measurement Unit: *LBS*
Treatment Method: *AUTOCLAVE*
Storage Methold: *FIBER/PLSTIC BOXES,CRTNS,CASES*
Carcinogen Indicator:
Hauler: *NO HAULER*
Waste Description: *SENT BY MAIL TO ECOLAB*

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *6/13/01*
Violation Item Number: *V001*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *HANDLER OF HAZARDOUS WASTE/MATERIAL HAS NOT OBTAINED A VALID SAN DIEGO COUNTY HEALTH PERMIT SDCC 68.905*

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *6/13/01*
Violation Item Number: *V002*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *HAZARDOUS MATERIALS HAVE NOT BEEN ADEQUATELY LABELED WITHIN 10 DAYS AND ARE NOW DECLARED HAZARDOUS WASTE HSC 25124(E)*

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *6/13/01*
Violation Item Number: *V003*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *HAZARDOUS MATERIALS HANDLER HAS NOT OBTAINED A VALID SAN DIEGO COUNTY HEALTH PERMIT. SDCC 68.1105*

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *6/13/01*
Violation Item Number: *V004*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*

- Continued on next page -

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 67 **DIST/DIR:** 0.07 S- **MAP ID:** 45

NAME: HOLIDAY IN ON THE BAY
ADDRESS: 1355 N HARBOR DR
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: FELCOR

REV: 08/06/01
ID1: HE17H39498
ID2:
STATUS:
PHONE: (619)232-3861

Violation Definition: *HAZARDOUS MATERIALS HANDLER HAS NOT SUBMITTED A COMPLETED BUSINESS PLAN TO THE HMMD. HSC 25505(A),(B)*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *6/13/01*
Violation Item Number: *V005*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *DID NOT PLACE A LABEL WITH THE GENERATOR S NAME, ADDRESS, & PHONE NUM. ON THE OUTSIDE OF THE RED BAG AND/OR SHARPS CONT. 68.1201 & 68.1205*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *6/13/01*
Violation Item Number: *V006*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *MEDICAL WASTE MGMT. PLAN HAS NOT BEEN SUBMITTED TO COUNTY HMMD (ANNUAL REQUIREMENT) 68.1206 AND 117935*

DISCLOSURE OF HAZARDOUS MATERIALS STORED AT ESTABLISHMENT
Chemical Name: *DIESEL FUEL*
CAS#: *68476-34-6*
Annual Quantity: *600.00*
Quantity Stored at One Time: *400.00*
Measurement Unit: *GAL*
Carcinogen Indicator:
Storage Method: *ABVGR TNK,STEEL 10-1000 G*
Material Data Safety Sheet:
First Hazard Category: *FIRE HAZARD*
Second Hazard Category: *IMMED HEALTH HAZRD*

DISCLOSURE OF HAZARDOUS MATERIALS STORED AT ESTABLISHMENT
Chemical Name: *BREAK III EXTRA 17491 DETERGENT*
CAS#: *MIXTURE*
Annual Quantity: *12.00*
Quantity Stored at One Time: *60.00*
Measurement Unit: *GAL*
Carcinogen Indicator:
Storage Method: *PLASTIC DRUMS 6-110 GALLONS*
Material Data Safety Sheet:
First Hazard Category: *IMMED HEALTH HAZRD*
Second Hazard Category: *DELAYD HLTH HAZARD*

DISCLOSURE OF HAZARDOUS MATERIALS STORED AT ESTABLISHMENT
Chemical Name: *PROPANE*
CAS#: *74-98-6*

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 67 **DIST/DIR:** 0.07 S- **MAP ID:** 45

NAME:	HOLIDAY IN ON THE BAY	**REV:**	08/06/01
ADDRESS:	1355 N HARBOR DR	**ID1:**	HE17H39498
	SAN DIEGO CA 92101	**ID2:**	
	SAN DIEGO	**STATUS:**	
CONTACT:	FELCOR	**PHONE:**	(619)232-3861

Annual Quantity:	*876.00*
Quantity Stored at One Time:	*438.00*
Measurement Unit:	*CFT*
Carcinogen Indicator:	
Storage Method:	*CYLINDERS*
Material Data Safety Sheet:	
First Hazard Category:	*FIRE HAZARD*
Second Hazard Category:	*IMMED HEALTH HAZRD*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 87 **DIST/DIR:** 0.08 NE **MAP ID:** 62

NAME: SIEGAN DESIGN
ADDRESS: 2034 KETTNER BL
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: CRAIG SIEGAN

REV: 08/06/01
ID1: HE17H25174
ID2:
STATUS:
PHONE: (619)232-9664

DETAILS NOT AVAILABLE

RCRA GENERATOR SITE

SEARCH ID: 15 **DIST/DIR:** 0.08 NW **MAP ID:** 15

NAME: EXXON CO USA SAN DIEGO BULK PLT
ADDRESS: 946 HAWTHORN ST
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: ENVIRONMENTAL MANAGER

REV: 6/8/02
ID1: CAT080010986
ID2:
STATUS: SGN
PHONE: 2143854728

SITE INFORMATION

CONTACT INFORMATION: ENVIRONMENTAL MANAGER
ENVIRO MANAGER
946 HAWTHORN ST
SAN DIEGO CA 92101

PHONE: 2143854728

UNIVERSE NAME:

SGN: GENERATES 100 - 1000 KG/MONTH OF HAZARDOUS WASTE

SIC INFORMATION:

ENFORCEMENT INFORMATION:

VIOLATION INFORMATION:

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

FINDS SITE

SEARCH ID: 33 **DIST/DIR:** 0.08 NW **MAP ID:** 15

NAME: EXXON CO USA SAN DIEGO BULK PLT
ADDRESS: 946 HAWTHORN ST
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV:
ID1: CAT080010986
ID2:
STATUS:
PHONE:

RCRIS : CAT080010986
PCS :
AFS/AIRS :
SSTS :
CERCLIS :
NCDB :
ENF DOCKET :
CONTR LIST :
CRIM DOCKET :
FFIS :
CICIS :
STATE :
PADS :
TRIS :
D&B :
UNKNOWN :

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

FINDS SITE

SEARCH ID: 34 **DIST/DIR:** 0.08 NW **MAP ID:** 15

NAME: FOGERTY OIL CO INC
ADDRESS: 946 W HAWTHORNE
SAN DIEGO CA 92101
San Diego
CONTACT:

REV:
ID1: CAD029112935
ID2:
STATUS:
PHONE:

RCRIS :
PCS :
AFS/AIRS : 0607300143
SSTS :
CERCLIS :
NCDB :
ENF DOCKET :
CONTR LIST :
CRIM DOCKET :
FFIS :
CICIS :
STATE :
PADS :
TRIS :
D&B :
UNKNOWN :

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 140 **DIST/DIR:** 0.08 NW **MAP ID:** 15

NAME: FOGERTY PETROLEUM
ADDRESS: 946 HAWTHORNE ST W
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV: 06/31/01
ID1: 9UT2327
ID2:
STATUS: PRELIM. SITE ASSES. UNDERWAY
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *09*
LOCAL CASE NUMBER: *H03575-002*
RESPONSIBLE PARTY: *FOGERTY PETROLEUM*
ADDRESS OF RESPONSIBLE PARTY: *678 SISLVERGATE AV 92106*
SITE OPERATOR: *FOGERTY PETROLEUM*
WATER SYSTEM: *LAKE MORENA COUNTY PARK*

CASE NUMBER: *9UT2327*
CASE TYPE: *SOIL ONLY*
SUBSTANCE LEAKED: *GASOLINE*
SUBSTANCE QUANTITY:
LEAK CAUSE: *UNKNOWN*
LEAK SOURCE: *UNKNOWN*
HOW LEAK WAS DISCOVERED: *TANK CLOSURE*
DATE DISCOVERED (blank if not reported): *7/15/1992*
HOW LEAK WAS STOPPED: *CLOSE TANK*
STOP DATE (blank if not reported): *7/15/1992*
STATUS: *PRELIM. SITE ASSES. UNDERWAY*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency): *REMOVE FREE PRODUCT- REMOVE FLOATING PRODUCT FROM WATER TABLE*
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): *2/11/1993*
REVIEW DATE (blank if not reported): *7/8/1993*
DATE OF LEAK CONFIRMATION (blank if not reported): *7/15/1992*
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported): *6/24/1992*
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): *7/16/1992*
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported):
REPORT DATE (blank if not reported): *7/15/1992*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *1*
MTBE TESTED: *SITE NOT TESTED FOR MTBE. INCLUDES UNKNOWN AND NOT ANALYZED*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 141 **DIST/DIR:** 0.08 NW **MAP ID:** 15

NAME:	FOGERTY PETROLEUM TRANSPORT	**REV:**	10/22/01
ADDRESS:	946 W HAWTHORN ST	**ID1:**	HE17H03575
	SAN DIEGO CA 92101	**ID2:**	
	SAN DIEGO	**STATUS:**	
CONTACT:	SUPREME OIL CO	**PHONE:**	(619)234-5119

Release Occurance Number:	*001*
Historical Name:	*FOGERTY PETROLEUM*
Date Release Began:	*1/7/91*
Lead Agency:	*DEH*
Case Type:	*TANK, Release (W)*
Case Status:	*OPEN*
Case Status Date:	*1/7/91*

Release Occurance Number:	*002*
Historical Name:	*FOGERTY PETROLEUM*
Date Release Began:	*7/15/92*
Lead Agency:	*DEH*
Case Type:	*TANK, Release*
Case Status:	*OPEN*
Case Status Date:	*7/16/92*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 102 **DIST/DIR:** 0.08 NW **MAP ID:** 15

NAME: FOGERTY PETROLEUM TRANSPORT
ADDRESS: 946 W HAWTHORN ST
SAN DIEGO CA 92101
San Diego
CONTACT: SUPREME OIL CO

REV: 08/21/00
ID1: HE17H03575
ID2:
STATUS:
PHONE: (619)234-5119

TANK ID s

Permit Number:	*HE17H03575*
Tank Number:	*T001*
Tank ID Number:	*NUMBER ONE*

TANK CHARACTERISTICS INFORMATION

Capacity:	*1000*
Manufacturer Code:	
Year Installed:	
Contents:	*REGULAR UNLEADED*
Tank Content Chemical Name:	
Tank Content CAS Number:	*12031*
Tank System Type:	*UNKNOWN*
Primary Tank Material:	*CARBON STEEL*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*INVALID CODE*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	*N*
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	*1/4*
Is System 1998 Standards Certified (Y/N):	*NO*
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*TIGHT*
Tank Test Date:	*06/14/90*

PIPING INFORMATION

Piping Corrosion Protection:	*UNKNOWN*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*PIPE TYPE NOT AVAILABLE*
Pipe Construction:	*NO PIPE CONSTRUCTION INFO*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*

PIPING INFORMATION

Pipe Test Date:	*03/14/88*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 66 **DIST/DIR:** 0.08 NW **MAP ID:** 15

NAME: FOGERTY PETROLEUM TRANSPORT
ADDRESS: 946 W HAWTHORN ST
SAN DIEGO CA 92101
San Diego
CONTACT: SUPREME OIL CO

REV: 11/3/00
ID1: HE17H03575
ID2:
STATUS:
PHONE: (619)234-5119

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *6/5/95*
Violation Item Number: *V001*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *HAZARDOUS WASTE CONTAINERS ARE NOT KEPT CLOSED WHILE IN STORAGE CCR 66265.173*

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *6/5/95*
Violation Item Number: *V002*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *PERSONNEL TRAINING IS NOT ADEQUATE TO ENSURE COMPLIANCE WITH HAZARDOUS WASTES/MATERIALS REGULATIONS CCR 66265.16*

ENVIRONMENTAL ASSESSMENT LISTINGS & RELEASE INFORMATION

Release Occurance Number: *001*
Historical Name: *FOGERTY PETROLEUM*
Date Release Began: *1/7/91*
Lead Agency: *DEH*
Case Type: *NON-TANK, Env.*
Case Status: *OPEN*
Case Status Date: *1/7/91*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 100 **DIST/DIR:** 0.08 SE **MAP ID:** 73

NAME:	COUNTY OF SD	**REV:**	08/21/00
ADDRESS:	735 W CEDAR ST	**ID1:**	HE17H12881
	SAN DIEGO CA 92101	**ID2:**	CAD981982507
	San Diego	**STATUS:**	
CONTACT:	COUNTY OF SD	**PHONE:**	(619)497-4800

TANK ID s

Permit Number:	*HE17H12881*
Tank Number:	*T001*
Tank ID Number:	*AT0002-UT1*

TANK CHARACTERISTICS INFORMATION

Capacity:	*10000*
Manufacturer Code:	
Year Installed:	
Contents:	*LEADED*
Tank Content Chemical Name:	
Tank Content CAS Number:	
Tank System Type:	*SINGLE WALL W/O SECNDRY CNTMNT*
Primary Tank Material:	*CARBON STEEL*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*NO EXTERIOR CORR PROT INFO*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*N/A*
Tank Test Date:	*12/01/87*

PIPING INFORMATION

Piping Corrosion Protection:	*NO PIPE PROTECTION INFO*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*PIPE TYPE NOT AVAILABLE*
Pipe Construction:	*NO PIPE CONSTRUCTION INFO*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*

PIPING INFORMATION

Pipe Test Date:	*12/01/87*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

TANK ID s

Permit Number:	*HE17H12881*

- Continued on next page -

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 100 **DIST/DIR:** 0.08 SE **MAP ID:** 73

NAME: COUNTY OF SD
ADDRESS: 735 W CEDAR ST
SAN DIEGO CA 92101
San Diego
CONTACT: COUNTY OF SD

REV: 08/21/00
ID1: HE17H12881
ID2: CAD981982507
STATUS:
PHONE: (619)497-4800

Tank Number: *T002*
Tank ID Number: *AT0002-UT2*

TANK CHARACTERISTICS INFORMATION
Capacity: *10000*
Manufacturer Code:
Year Installed:
Contents: *REGULAR UNLEADED*
Tank Content Chemical Name:
Tank Content CAS Number:

Tank System Type: *SINGLE WALL W/O SECNDRY CNTMNT*
Primary Tank Material: *CARBON STEEL*
Tank Interior Lining or Coating: *NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection: *NO EXTERIOR CORR PROT INFO*
Overfill Device: *NO OVERFILL INFORMATION*
Spill Buckets:
Is Groundwater Greater Than 20 Feet (Y/N): *NO*

TANK TESTING & MONITORING INFORMATION
Below Grade Equipment:
Is System 1998 Standards Certified (Y/N):
Tank Monitor Device: *NO TANK MONIT DEV INFO*
Automatic Tank Gauges: *NO ATGS INFO AVAILABLE*
Tank Test Status: *N/A*
Tank Test Date: *12/01/87*

PIPING INFORMATION
Piping Corrosion Protection: *NO PIPE PROTECTION INFO*
Pressure Pipe Loss Leak Detector Type: *NO PPLLD BRAND INFO*
Pipe System Type: *PIPE TYPE NOT AVAILABLE*
Pipe Construction: *NO PIPE CONSTRUCTION INFO*
Pipe Primary Material: *NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device: *NO PIPE MONIT DEV INFO*
PIPING INFORMATION
Pipe Test Date: *12/01/87*

REGULATORY INFORMATION
Tank Exempt Indicator: *NO*
Hazard Category 1:
Regulatory Status Code Description: *CLOSED BY REMOVAL*

TANK ID s
Permit Number: *HE17H12881*
Tank Number: *T003*
Tank ID Number: *AT0002-UT3*

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 100 **DIST/DIR:** 0.08 SE **MAP ID:** 73

NAME:	COUNTY OF SD	**REV:**	08/21/00
ADDRESS:	735 W CEDAR ST	**ID1:**	HE17H12881
	SAN DIEGO CA 92101	**ID2:**	CAD981982507
	San Diego	**STATUS:**	
CONTACT:	COUNTY OF SD	**PHONE:**	(619)497-4800

TANK CHARACTERISTICS INFORMATION

Capacity:	*10000*
Manufacturer Code:	
Year Installed:	
Contents:	*LEADED*
Tank Content Chemical Name:	
Tank Content CAS Number:	
Tank System Type:	*SINGLE WALL W/O SECNDRY CNTMNT*
Primary Tank Material:	*CARBON STEEL*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*NO EXTERIOR CORR PROT INFO*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*N/A*
Tank Test Date:	*12/01/87*

PIPING INFORMATION

Piping Corrosion Protection:	*NO PIPE PROTECTION INFO*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*PIPE TYPE NOT AVAILABLE*
Pipe Construction:	*NO PIPE CONSTRUCTION INFO*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*

PIPING INFORMATION

Pipe Test Date:	*12/01/87*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

TANK ID s

Permit Number:	*HE17H12881*
Tank Number:	*T004*
Tank ID Number:	*04*

TANK CHARACTERISTICS INFORMATION

Capacity:	*6000*
Manufacturer Code:	

- Continued on next page -

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 100 **DIST/DIR:** 0.08 SE **MAP ID:** 73

NAME: COUNTY OF SD
ADDRESS: 735 W CEDAR ST
SAN DIEGO CA 92101
San Diego
CONTACT: COUNTY OF SD

REV: 08/21/00
ID1: HE17H12881
ID2: CAD981982507
STATUS:
PHONE: (619)497-4800

Year Installed:	
Contents:	*REGULAR UNLEADED*
Tank Content Chemical Name:	
Tank Content CAS Number:	
Tank System Type:	*SINGLE WALL W/O SECNDRY CNTMNT*
Primary Tank Material:	*CARBON STEEL*
Tank Interior Lining or Coating:	*NONE*
Tank Exterior Corrosion Protection:	*NO EXTERIOR CORR PROT INFO*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	*9*
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*TIGHT*
Tank Test Date:	*03/25/91*

PIPING INFORMATION

Piping Corrosion Protection:	*NO PIPE PROTECTION INFO*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*PRESSURIZED*
Pipe Construction:	*NO PIPE CONSTRUCTION INFO*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*

PIPING INFORMATION

Pipe Test Date:	*01/01/01*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

TANK ID s

Permit Number:	*HE17H12881*
Tank Number:	*T005*
Tank ID Number:	*AT3552*

TANK CHARACTERISTICS INFORMATION

Capacity:	*11600*

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Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 100 **DIST/DIR:** 0.08 SE **MAP ID:** 73

NAME:	COUNTY OF SD	**REV:**	08/21/00
ADDRESS:	735 W CEDAR ST	**ID1:**	HE17H12881
	SAN DIEGO CA 92101	**ID2:**	CAD981982507
	San Diego	**STATUS:**	
CONTACT:	COUNTY OF SD	**PHONE:**	(619)497-4800

Tank Content CAS Number:

Tank System Type:	*SINGLE WALL W/O SECNDRY CNTMNT*
Primary Tank Material:	*CONCRETE*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*NO EXTERIOR CORR PROT INFO*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	*999999*
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*INVALID CODE*
Tank Test Date:	*03/25/91*

PIPING INFORMATION

Piping Corrosion Protection:	*NO PIPE PROTECTION INFO*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*PIPE TYPE NOT AVAILABLE*
Pipe Construction:	*NO PIPE CONSTRUCTION INFO*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*

PIPING INFORMATION

Pipe Test Date:	*01/01/01*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 103 **DIST/DIR:** 0.09 NE **MAP ID:** 49

NAME:	K & S TIRE & WHEEL	**REV:**	04/16/01
ADDRESS:	831 W FIR ST	**ID1:**	HE17H19782
	SAN DIEGO CA 92101	**ID2:**	CAL000197087
	SAN DIEGO	**STATUS:**	
CONTACT:	ANDREW G. PETERS	**PHONE:**	(619)232-2957

DETAILS NOT AVAILABLE

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 69 **DIST/DIR:** 0.09 NE **MAP ID:** 49

NAME:	K & S TIRE & WHEEL	**REV:**	08/06/01
ADDRESS:	831 W FIR ST	**ID1:**	HE17H19782
	SAN DIEGO CA 92101	**ID2:**	CAL000197087
	SAN DIEGO	**STATUS:**	
CONTACT:	ANDREW G. PETERS	**PHONE:**	(619)232-2957

INDUSTRY / FACILITY INFORMATION NAMES

Business Description & SIC Code:	*Genl Auto/Cycle/Truck Rep*
Gas Station:	
Fire Department District:	*San Diego FD*

PERMIT INFORMATION

Permit Number:	*HE17H19782*
Inactive / Active Facility Indicator:	*Inactive*
Annual Expiration Date:	*Apr 30*
Status:	
Map Code / Business Plan on File:	
Business Plan Acceptance Date:	

GENERAL INSPECTION & VIOLATION INFORMATION

Inspection Date:	*01/24/2000 0:00:00*
Reinspection Date:	*Mar 2001*
Inspector Name:	*FUENTECILL*
Notice of Violation Issued:	
Delinquent Flag:	
Last Update:	*5/27/01*
Last Delinquent Letter:	

PROPERTY OWNER INFORMATION

Property Owner Name:	
Property Owner Address:	

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code:	*WASTE OIL & MIXED OIL (221)*
Inspection Date:	*1/24/00*
Waste Quantity Present at Inspection:	*110*
Annual Quantity:	*220*
Measurement Unit:	*GAL*
Treatment Method:	*RECYCLE*
Storage Methold:	*METAL DRUMS,55 GALLONS*
Carcinogen Indicator:	
Hauler:	*UNKNOWN HAZ WST HAULER*
Waste Description:	

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code:	*HYDROCARBON SOLVENTS (213)*
Inspection Date:	*1/24/00*
Waste Quantity Present at Inspection:	*8*
Annual Quantity:	*30*
Measurement Unit:	*GAL*
Treatment Method:	*RECYCLE*
Storage Methold:	*PROCESSING EQUIPMENT*
Carcinogen Indicator:	

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Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 69 **DIST/DIR:** 0.09 NE **MAP ID:** 49

NAME: K & S TIRE & WHEEL
ADDRESS: 831 W FIR ST
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: ANDREW G. PETERS

REV: 08/06/01
ID1: HE17H19782
ID2: CAL000197087
STATUS:
PHONE: (619)232-2957

Hauler: *SAFETY KLEEN*
Waste Description:

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code: *USED OIL FILTERS (888)*
Inspection Date: *1/24/00*
Waste Quantity Present at Inspection: *110*
Annual Quantity: *110*
Measurement Unit: *GAL*
Treatment Method: *FILTERS/METAL RECLAI*
Storage Methold: *METAL DRUMS,55 GALLONS*
Carcinogen Indicator:
Hauler: *UNKNOWN HAZ WST HAULER*
Waste Description:

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 156 **DIST/DIR:** 0.09 NE **MAP ID:** 49

NAME: K & S TIRE & WHEEL
ADDRESS: 831 W FIR ST
SAN DIEGO CA 92101
San Diego
CONTACT: ANDREW G. PETERS

REV: 08/21/00
ID1: HE17H19782
ID2: CAL000197087
STATUS:
PHONE: (619)232-2957

Release Occurance Number:	*001*
Historical Name:	*K&S TIRES*
Date Release Began:	*11/21/99*
Lead Agency:	*DEH*
Case Type:	*TANK, Release (W)*
Case Status:	*OPEN*
Case Status Date:	*1/21/00*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 157 **DIST/DIR:** 0.09 NE **MAP ID:** 84

NAME: K & S TIRES
ADDRESS: 831 FIR ST
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV: 06/31/01
ID1: 9UT4028
ID2:
STATUS: PRELIM. SITE ASSES. WKPLN SUBM
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *09*
LOCAL CASE NUMBER: *H19782-001*
RESPONSIBLE PARTY: *F. STEIGERWALD TRUST*
ADDRESS OF RESPONSIBLE PARTY: *600 W BROADWAY, STE 2100, SAN DIEGO, CA 92101*
SITE OPERATOR:
WATER SYSTEM:

CASE NUMBER: *9UT4028*
CASE TYPE: *OTHER*
SUBSTANCE LEAKED: *GASOLINE*
SUBSTANCE QUANTITY:
LEAK CAUSE: *UNKNOWN*
LEAK SOURCE: *TANK*
HOW LEAK WAS DISCOVERED: *OTHER MEANS*
DATE DISCOVERED (blank if not reported): *12/21/1999*
HOW LEAK WAS STOPPED: *CLOSE TANK*
STOP DATE (blank if not reported):
STATUS: *PRELIM. SITE ASSES. WKPLN SUBMITTED*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency): *EXCAVATE AND DISPOSE- REMOVE CONTAMINATED SOIL AND DISPOSE IN APPROVED SITE*
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): *5/12/2000*
REVIEW DATE (blank if not reported): *8/10/2000*
DATE OF LEAK CONFIRMATION (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported): *2/8/2000*
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported):
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported):
REPORT DATE (blank if not reported): *1/14/2000*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *1*
MTBE TESTED: *SITE NOT TESTED FOR MTBE. INCLUDES UNKNOWN AND NOT ANALYZED*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 92 **DIST/DIR:** 0.09 NE **MAP ID:** 69

NAME:	WEST COAST RENT-A-CAR	**REV:**	08/06/01
ADDRESS:	834 W GRAPE ST	**ID1:**	HE17H19882
	SAN DIEGO CA 92101	**ID2:**	
	SAN DIEGO	**STATUS:**	
CONTACT:	WEST COAST RENT-A-CAR	**PHONE:**	(619)544-0606

INDUSTRY / FACILITY INFORMATION NAMES

Business Description & SIC Code:	*Genl Auto/Cycle/Truck Rep 5735*
Gas Station:	
Fire Department District:	*San Diego FD*

PERMIT INFORMATION

Permit Number:	*HE17H19882*
Inactive / Active Facility Indicator:	
Annual Expiration Date:	*Jul 31*
Status:	
Map Code / Business Plan on File:	
Business Plan Acceptance Date:	*06/30/1997*

GENERAL INSPECTION & VIOLATION INFORMATION

Inspection Date:	*07/16/1998 0:00:00*
Reinspection Date:	*Sep 1999*
Inspector Name:	*MANN*
Notice of Violation Issued:	
Delinquent Flag:	
Last Update:	*5/27/01*
Last Delinquent Letter:	

PROPERTY OWNER INFORMATION

Property Owner Name:	
Property Owner Address:	,

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code:	*WASTE OIL & MIXED OIL (221)*
Inspection Date:	*7/16/98*
Waste Quantity Present at Inspection:	*220*
Annual Quantity:	*440*
Measurement Unit:	*GAL*
Treatment Method:	*RECYCLE*
Storage Methold:	*METAL DRUMS,55 GALLONS*
Carcinogen Indicator:	
Hauler:	*ASBURY ENVIR. SERVICES*
Waste Description:	

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code:	*USED OIL FILTERS (888)*
Inspection Date:	*7/16/98*
Waste Quantity Present at Inspection:	*200*
Annual Quantity:	*200*
Measurement Unit:	*LBS*
Treatment Method:	*FILTERS/METAL RECLAI*
Storage Methold:	*METAL DRUMS,55 GALLONS*
Carcinogen Indicator:	

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Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 92 **DIST/DIR:** 0.09 NE **MAP ID:** 69

NAME:	WEST COAST RENT-A-CAR	**REV:**	08/06/01
ADDRESS:	834 W GRAPE ST	**ID1:**	HE17H19882
	SAN DIEGO CA 92101	**ID2:**	
	SAN DIEGO	**STATUS:**	
CONTACT:	WEST COAST RENT-A-CAR	**PHONE:**	(619)544-0606

Hauler: *ASBURY ENVIR. SERVICES*
Waste Description:

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code: *USED BATTERIES (444)*
Inspection Date: *7/16/98*
Waste Quantity Present at Inspection: *20*
Annual Quantity: *100*
Measurement Unit: *LBS*
Treatment Method: *BATTERIES RECYCLED*
Storage Methold: *NONE*
Carcinogen Indicator:
Hauler: *U.S. BATTERY MFG. CO.*
Waste Description:

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *5/13/96*
Violation Item Number: *V001*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *02*
Violation Definition: *HAZARDOUS WASTE MANIFESTS/RECEIPTS ARE NOT MAINTAINED ON SITE TO DOCUMENT PROPER DISPOSAL OF HAZARDOUS WASTE CCR 66262.40, 66272.1*

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *5/13/96*
Violation Item Number: *V002*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occuranees: *01*
Violation Definition: *HAZARDOUS WASTE CONTAINERS ARE MISSING LABELS, ACCUMULATION DATE AND/OR ARE IMPROPERLY LABELED CCR 66262.34*

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *5/13/96*
Violation Item Number: *V003*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *HAZARDOUS WASTE CONTAINERS ARE NOT KEPT CLOSED WHILE IN STORAGE CCR 66265.173*

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *5/13/96*
Violation Item Number: *V004*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*

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TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 92 **DIST/DIR:** 0.09 NE **MAP ID:** 69

NAME: WEST COAST RENT-A-CAR
ADDRESS: 834 W GRAPE ST
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: WEST COAST RENT-A-CAR

REV: 08/06/01
ID1: HE17H19882
ID2:
STATUS:
PHONE: (619)544-0606

Violation Definition: *FACILITY IS NOT DESIGNED/CONSTRUCTED/OPERATED IN A MANNER WHICH WILL MINIMIZE THE RELEASE OF HAZARDOUS WASTE TO THE ENVIRONMENT CCR 66265.51*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *5/13/96*
Violation Item Number: *V005*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *USED OIL FILTERS NOT PROPERLY DRAINED, STORED, OR LABELED PRIOR TO TRANSPORT FOR THE PURPOSE OF METAL RECLAMATION. CCR 66266.130*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *5/13/96*
Violation Item Number: *V006*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *DAMAGED BATTERIES NOT PROPERLY STORED, LABELED, TRANSPORTED AND/OR NOT MANAGED TO MINIMIZE RELEASE OF ACID. CCR 66266.81(B)*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *5/13/96*
Violation Item Number: *V007*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *BUSINESS PLAN WAS NOT AMENDED WITHIN 30 DAYS FOR A 100% QUANTITY IN- CREASE,NEW DISCLOSABLE MATERIALS OR A CHANGE IN BUSINESS INFO.HSC 25505*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *5/7/97*
Violation Item Number: *V001*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *03*
Violation Definition: *HAZARDOUS WASTE MANIFESTS/RECEIPTS ARE NOT MAINTAINED ON SITE TO DOCUMENT PROPER DISPOSAL OF HAZARDOUS WASTE CCR 66262.40, 66272.1*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *5/7/97*
Violation Item Number: *V002*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *02*
Violation Definition: *HAZARDOUS WASTE CONTAINERS ARE MISSING LABELS, ACCUMULATION DATE AND/OR ARE IMPROPERLY LABELED CCR 66262.34*

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Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 92 **DIST/DIR:** 0.09 NE **MAP ID:** 69

NAME: WEST COAST RENT-A-CAR
ADDRESS: 834 W GRAPE ST
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: WEST COAST RENT-A-CAR

REV: 08/06/01
ID1: HE17H19882
ID2:
STATUS:
PHONE: (619)544-0606

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *5/7/97*
Violation Item Number: *V003*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *HAZARDOUS MATERIALS HAVE NOT BEEN ADEQUATELY LABELED WITHIN 10 DAYS AND ARE NOW DECLARED HAZARDOUS WASTE HSC 25124(E)*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *5/7/97*
Violation Item Number: *V004*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *02*
Violation Definition: *HAZARDOUS WASTE CONTAINERS ARE NOT KEPT CLOSED WHILE IN STORAGE CCR 66265.173*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *5/7/97*
Violation Item Number: *V005*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *PERSONNEL TRAINING RECORDS ARE INADEQUATE TO DOCUMENT COMPLIANCE WITH REQUIREMENTS FOR CURRENT AND FORMER EMPLOYEES CCR 66265.16*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *5/7/97*
Violation Item Number: *V006*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *02*
Violation Definition: *BUSINESS PLAN WAS NOT AMENDED WITHIN 30 DAYS FOR A 100% QUANTITY IN- CREASE,NEW DISCLOSABLE MATERIALS OR A CHANGE IN BUSINESS INFO.HSC 25505*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *7/16/98*
Violation Item Number: *V001*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *02*
Violation Definition: *PERSONNEL TRAINING RECORDS ARE INADEQUATE TO DOCUMENT COMPLIANCE WITH REQUIREMENTS FOR CURRENT AND FORMER EMPLOYEES CCR 66265.16*

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Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 92 **DIST/DIR:** 0.09 NE **MAP ID:** 69

NAME: WEST COAST RENT-A-CAR
ADDRESS: 834 W GRAPE ST
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: WEST COAST RENT-A-CAR

REV: 08/06/01
ID1: HE17H19882
ID2:
STATUS:
PHONE: (619)544-0606

Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *SPILL CONTROL EQUIPMENT IS NOT AVAILABLE AND/OR NOT MAINTAINED CCR 66265.32*

DISCLOSURE OF HAZARDOUS MATERIALS STORED AT ESTABLISHMENT

Chemical Name: *OIL (30W AND ATF)*
CAS#: *8002-05-9*
Annual Quantity: *450.00*
Quantity Stored at One Time: *150.00*
Measurement Unit: *GAL*
Carcinogen Indicator:
Storage Method: *ABVGR TNK,STEEL 10-1000 G*
Material Data Safety Sheet:
First Hazard Category: *FIRE HAZARD*
Second Hazard Category: *IMMED HEALTH HAZRD*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 195 **DIST/DIR:** 0.09 NE **MAP ID:** 69

NAME: WEST COAST RENT-A-CAR
ADDRESS: 834 GRAPE ST W
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV: 06/31/01
ID1: 9UT3577
ID2:
STATUS: PRELIM. SITE ASSES. UNDERWAY
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *09*
LOCAL CASE NUMBER: *H19882-001*
RESPONSIBLE PARTY: *WEST COAST RENT-A-CAR*
ADDRESS OF RESPONSIBLE PARTY: *834 W. GRAPE ST 92101*
SITE OPERATOR:
WATER SYSTEM: *LAKE MORENA COUNTY PARK*

CASE NUMBER: *9UT3577*
CASE TYPE: *SOIL ONLY*
SUBSTANCE LEAKED: *GASOLINE*
SUBSTANCE QUANTITY:
LEAK CAUSE: *UNKNOWN*
LEAK SOURCE: *UNKNOWN*
HOW LEAK WAS DISCOVERED: *SUBSURFACE MONITORING*
DATE DISCOVERED (blank if not reported): *10/30/1997*
HOW LEAK WAS STOPPED:
STOP DATE (blank if not reported):
STATUS: *PRELIM. SITE ASSES. UNDERWAY*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency):
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): *2/26/1998*
REVIEW DATE (blank if not reported): *2/26/1998*
DATE OF LEAK CONFIRMATION (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): *1/2/1998*
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported):
REPORT DATE (blank if not reported): *12/3/1997*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *1*
MTBE TESTED: *SITE NOT TESTED FOR MTBE. INCLUDES UNKNOWN AND NOT ANALYZED*
MTBE CLASS: *

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 194 **DIST/DIR:** 0.09 NE **MAP ID:** 69

NAME:	WEST COAST RENT-A-CAR	**REV:**	08/21/00
ADDRESS:	834 W GRAPE ST	**ID1:**	HE17H19882
	SAN DIEGO CA 92101	**ID2:**	
	San Diego	**STATUS:**	
CONTACT:	WEST COAST RENT-A-CAR	**PHONE:**	(619)544-0606

Release Occurance Number:	*001*
Historical Name:	*WEST COAST RENT-A-CAR*
Date Release Began:	*10/30/97*
Lead Agency:	*DEH*
Case Type:	*TANK, Release*
Case Status:	*OPEN*
Case Status Date:	*12/22/97*

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 93 **DIST/DIR:** 0.10 NE **MAP ID:** 16

NAME: AVIS
ADDRESS: 1670 KETTNER BL
SAN DIEGO CA 92101
San Diego
CONTACT: AVIS

REV: 08/21/00
ID1: HE17H10499
ID2: CAD981420359
STATUS:
PHONE: (619)231-7171

TANK ID s

Permit Number:	*HE17H10499*
Tank Number:	*T001*
Tank ID Number:	*1*

TANK CHARACTERISTICS INFORMATION

Capacity:	*10300*
Manufacturer Code:	
Year Installed:	
Contents:	*DIESEL*
Tank Content Chemical Name:	
Tank Content CAS Number:	*12034*
Tank System Type:	*UNKNOWN*
Primary Tank Material:	*UNKNOWN*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*UNKNOWN*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*NO STATUS*
Tank Test Date:	*08/11/86*

PIPING INFORMATION

Piping Corrosion Protection:	*UNKNOWN*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*PIPE TYPE NOT AVAILABLE*
Pipe Construction:	*NO PIPE CONSTRUCTION INFO*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*

PIPING INFORMATION

Pipe Test Date:	*08/03/88*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

TANK ID s

Permit Number:	*HE17H10499*

- Continued on next page -

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 93 **DIST/DIR:** 0.10 NE **MAP ID:** 16

NAME:	AVIS	**REV:**	08/21/00
ADDRESS:	1670 KETTNER BL	**ID1:**	HE17H10499
	SAN DIEGO CA 92101	**ID2:**	CAD981420359
	San Diego	**STATUS:**	
CONTACT:	AVIS	**PHONE:**	(619)231-7171

Tank Number:	*T002*
Tank ID Number:	*2*

TANK CHARACTERISTICS INFORMATION

Capacity:	*10300*
Manufacturer Code:	
Year Installed:	
Contents:	*DIESEL*
Tank Content Chemical Name:	
Tank Content CAS Number:	*12034*
Tank System Type:	*UNKNOWN*
Primary Tank Material:	*UNKNOWN*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*UNKNOWN*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*NO STATUS*
Tank Test Date:	*08/11/86*

PIPING INFORMATION

Piping Corrosion Protection:	*UNKNOWN*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*PIPE TYPE NOT AVAILABLE*
Pipe Construction:	*NO PIPE CONSTRUCTION INFO*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*

PIPING INFORMATION

Pipe Test Date:	*08/03/88*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

TANK ID s

Permit Number:	*HE17H10499*
Tank Number:	*T003*
Tank ID Number:	*4*

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TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 93 **DIST/DIR:** 0.10 NE **MAP ID:** 16

NAME: AVIS
ADDRESS: 1670 KETTNER BL
SAN DIEGO CA 92101
San Diego
CONTACT: AVIS

REV: 08/21/00
ID1: HE17H10499
ID2: CAD981420359
STATUS:
PHONE: (619)231-7171

TANK CHARACTERISTICS INFORMATION

Capacity:	*500*
Manufacturer Code:	
Year Installed:	
Contents:	*LUBE OIL*
Tank Content Chemical Name:	
Tank Content CAS Number:	*71*
Tank System Type:	*UNKNOWN*
Primary Tank Material:	*UNKNOWN*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*UNKNOWN*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*NO STATUS*
Tank Test Date:	*08/11/86*

PIPING INFORMATION

Piping Corrosion Protection:	*UNKNOWN*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*PIPE TYPE NOT AVAILABLE*
Pipe Construction:	*NO PIPE CONSTRUCTION INFO*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*

PIPING INFORMATION

Pipe Test Date:	*08/03/88*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

TANK ID s

Permit Number:	*HE17H10499*
Tank Number:	*T004*
Tank ID Number:	*3*

TANK CHARACTERISTICS INFORMATION

Capacity:	*10300*
Manufacturer Code:	

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TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 93 **DIST/DIR:** 0.10 NE **MAP ID:** 16

NAME: AVIS
ADDRESS: 1670 KETTNER BL
SAN DIEGO CA 92101
San Diego
CONTACT: AVIS

REV: 08/21/00
ID1: HE17H10499
ID2: CAD981420359
STATUS:
PHONE: (619)231-7171

Year Installed:
Contents:
Tank Content Chemical Name: *REGULAR UNLEADED*
Tank Content CAS Number: *12031*

Tank System Type: *UNKNOWN*
Primary Tank Material: *UNKNOWN*
Tank Interior Lining or Coating: *NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection: *UNKNOWN*
Overfill Device: *NO OVERFILL INFORMATION*
Spill Buckets:
Is Groundwater Greater Than 20 Feet (Y/N): *NO*

TANK TESTING & MONITORING INFORMATION
Below Grade Equipment:
Is System 1998 Standards Certified (Y/N):
Tank Monitor Device: *NO TANK MONIT DEV INFO*
Automatic Tank Gauges: *NO ATGS INFO AVAILABLE*
Tank Test Status: *NO STATUS*
Tank Test Date: *08/11/86*

PIPING INFORMATION
Piping Corrosion Protection: *UNKNOWN*
Pressure Pipe Loss Leak Detector Type: *NO PPLLD BRAND INFO*
Pipe System Type: *PIPE TYPE NOT AVAILABLE*
Pipe Construction: *NO PIPE CONSTRUCTION INFO*
Pipe Primary Material: *NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device: *NO PIPE MONIT DEV INFO*
PIPING INFORMATION
Pipe Test Date: *08/03/88*

REGULATORY INFORMATION
Tank Exempt Indicator: *NO*
Hazard Category 1:
Regulatory Status Code Description: *CLOSED BY REMOVAL*

TANK ID s
Permit Number: *HE17H10499*
Tank Number: *T005*
Tank ID Number: *5*

TANK CHARACTERISTICS INFORMATION
Capacity: *500*

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 93 **DIST/DIR:** 0.10 NE **MAP ID:** 16

NAME:	AVIS	**REV:**	08/21/00
ADDRESS:	1670 KETTNER BL	**ID1:**	HE17H10499
	SAN DIEGO CA 92101	**ID2:**	CAD981420359
	San Diego	**STATUS:**	
CONTACT:	AVIS	**PHONE:**	(619)231-7171

Tank Content CAS Number:	*12035*
Tank System Type:	*UNKNOWN*
Primary Tank Material:	*UNKNOWN*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*UNKNOWN*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*NO STATUS*
Tank Test Date:	*08/11/86*

PIPING INFORMATION

Piping Corrosion Protection:	*UNKNOWN*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*PIPE TYPE NOT AVAILABLE*
Pipe Construction:	*NO PIPE CONSTRUCTION INFO*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*

PIPING INFORMATION

Pipe Test Date:	*08/03/88*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

TANK ID s

Permit Number:	*HE17H10499*
Tank Number:	*T006*
Tank ID Number:	*6*

TANK CHARACTERISTICS INFORMATION

Capacity:	*500*
Manufacturer Code:	
Year Installed:	
Contents:	*MOTOR OIL*
Tank Content Chemical Name:	
Tank Content CAS Number:	
Tank System Type:	*SINGLE WALL W/O SECNDRY CNTMNT*

- Continued on next page -

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 93 **DIST/DIR:** 0.10 NE **MAP ID:** 16

NAME:	AVIS	**REV:**	08/21/00
ADDRESS:	1670 KETTNER BL	**ID1:**	HE17H10499
	SAN DIEGO CA 92101	**ID2:**	CAD981420359
	San Diego	**STATUS:**	
CONTACT:	AVIS	**PHONE:**	(619)231-7171

Primary Tank Material:	*CARBON STEEL*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*NO EXTERIOR CORR PROT INFO*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	*9*
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*NO STATUS*
Tank Test Date:	*08/11/86*

PIPING INFORMATION

Piping Corrosion Protection:	*NO PIPE PROTECTION INFO*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*SUCTION*
Pipe Construction:	*NO PIPE CONSTRUCTION INFO*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*

PIPING INFORMATION

Pipe Test Date:	*08/03/88*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

TANK ID s

Permit Number:	*HE17H10499*
Tank Number:	*T007*
Tank ID Number:	*7*

TANK CHARACTERISTICS INFORMATION

Capacity:	*500*
Manufacturer Code:	
Year Installed:	
Contents:	*WASTE OIL*
Tank Content Chemical Name:	
Tank Content CAS Number:	

Tank System Type:	*SINGLE WALL W/O SECNDRY CNTMNT*
Primary Tank Material:	*CARBON STEEL*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*NO EXTERIOR CORR PROT INFO*

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 93 **DIST/DIR:** 0.10 NE **MAP ID:** 16

NAME:	AVIS	**REV:**	08/21/00
ADDRESS:	1670 KETTNER BL	**ID1:**	HE17H10499
	SAN DIEGO CA 92101	**ID2:**	CAD981420359
	San Diego	**STATUS:**	
CONTACT:	AVIS	**PHONE:**	(619)231-7171

Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	*9*
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*NO STATUS*
Tank Test Date:	*08/11/86*

PIPING INFORMATION

Piping Corrosion Protection:	*NO PIPE PROTECTION INFO*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*SUCTION*
Pipe Construction:	*NO PIPE CONSTRUCTION INFO*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*

PIPING INFORMATION

Pipe Test Date:	*08/03/88*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

TANK ID s

Permit Number:	*HE17H10499*
Tank Number:	*T008*
Tank ID Number:	*8*

TANK CHARACTERISTICS INFORMATION

Capacity:	*500*
Manufacturer Code:	
Year Installed:	
Contents:	*MOTOR OIL*
Tank Content Chemical Name:	
Tank Content CAS Number:	
Tank System Type:	*SINGLE WALL W/O SECNDRY CNTMNT*
Primary Tank Material:	*CARBON STEEL*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*NO EXTERIOR CORR PROT INFO*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 93 **DIST/DIR:** 0.10 NE **MAP ID:** 16

NAME:	AVIS	**REV:**	08/21/00
ADDRESS:	1670 KETTNER BL	**ID1:**	HE17H10499
	SAN DIEGO CA 92101	**ID2:**	CAD981420359
	San Diego	**STATUS:**	
CONTACT:	AVIS	**PHONE:**	(619)231-7171

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	*9*
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*NO STATUS*
Tank Test Date:	*08/11/86*

PIPING INFORMATION

Piping Corrosion Protection:	*NO PIPE PROTECTION INFO*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*SUCTION*
Pipe Construction:	*NO PIPE CONSTRUCTION INFO* **Pipe Primary Material:** *NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*

PIPING INFORMATION

Pipe Test Date:	*08/03/88*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

TANK ID s

Permit Number:	*HE17H10499*
Tank Number:	*T009*
Tank ID Number:	*AT1959*

TANK CHARACTERISTICS INFORMATION

Capacity:	*500*
Manufacturer Code:	
Year Installed:	
Contents:	*MOTOR OIL*
Tank Content Chemical Name:	
Tank Content CAS Number:	
Tank System Type:	*TANK TYPE NOT AVAILABLE*
Primary Tank Material:	*NO PRIMARY TANK MATERIAL INFO*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*NO EXTERIOR CORR PROT INFO*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 114 **DIST/DIR:** 0.10 NE **MAP ID:** 16

NAME:	AVIS	**REV:**	08/21/00
ADDRESS:	1670 KETTNER BL	**ID1:**	HE17H10499
	SAN DIEGO CA 92101	**ID2:**	CAD981420359
	San Diego	**STATUS:**	
CONTACT:	AVIS	**PHONE:**	(619)231-7171

Release Occurance Number:	*001*
Historical Name:	*GRAND RENT-A-CAR FACILITY*
Date Release Began:	*9/26/88*
Lead Agency:	*DEH*
Case Type:	*TANK, Release (W)*
Case Status:	*CLOSED*
Case Status Date:	*10/8/96*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 55 **DIST/DIR:** 0.10 NE **MAP ID:** 16

NAME: AVIS
ADDRESS: 1670 KETTNER BL
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: AVIS

REV: 08/06/01
ID1: HE17H10499
ID2: CAD981420359
STATUS:
PHONE: (619)231-7171

INDUSTRY / FACILITY INFORMATION NAMES

Business Description & SIC Code: *7514*
Gas Station:
Fire Department District: *San Diego FD*

PERMIT INFORMATION

Permit Number: *HE17H10499*
Inactive / Active Facility Indicator:
Annual Expiration Date:
Status: *Resolved SAM Case, Not Previous Status: tank permit issued*
Map Code / Business Plan on File:
Business Plan Acceptance Date: *11/22/1988*

GENERAL INSPECTION & VIOLATION INFORMATION

Inspection Date: *09/08/1993 0:00:00*
Reinspection Date: *Mar 1995*
Inspector Name: *PHILLIPS*
Notice of Violation Issued:
Delinquent Flag:
Last Update: *7/10/98*
Last Delinquent Letter:

PROPERTY OWNER INFORMATION

Property Owner Name: *AVIS*
Property Owner Address: *360 N SEPULVEDA EL SEGUNDO, CA 90245*

ENVIRONMENTAL ASSESSMENT LISTINGS & RELEASE INFORMATION

Release Occurance Number: *002*
Historical Name: *AVIS RENT A CAR*
Date Release Began: *10/4/99*
Lead Agency: *DEH*
Case Type: *ENV. Assessment*
Case Status: *CLOSED*
Case Status Date: *1/31/00*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 94 **DIST/DIR:** 0.10 NE **MAP ID:** 36

NAME:	AZTEC RENT - A - CAR	**REV:**	08/21/00
ADDRESS:	1601 KETTNER BL	**ID1:**	HE17H19447
	SAN DIEGO CA 92101	**ID2:**	
	San Diego	**STATUS:**	
CONTACT:	AWWAD INVESTMENT CORP.	**PHONE:**	(619)232-6117

TANK ID s

Permit Number:	*HE17H19447*
Tank Number:	*T001*
Tank ID Number:	*1*

TANK CHARACTERISTICS INFORMATION

Capacity:	*10000*
Manufacturer Code:	
Year Installed:	
Contents:	*REGULAR UNLEADED*
Tank Content Chemical Name:	
Tank Content CAS Number:	
Tank System Type:	*SINGLE WALL W/O SECNDRY CNTMNT*
Primary Tank Material:	*CARBON STEEL*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*NO EXTERIOR CORR PROT INFO*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	*999999*
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*TIGHT*
Tank Test Date:	*19/05/93*

PIPING INFORMATION

Piping Corrosion Protection:	*NO PIPE PROTECTION INFO*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*SUCTION*
Pipe Construction:	*NO PIPE CONSTRUCTION INFO*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*

PIPING INFORMATION

Pipe Test Date:	*01/01/01*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

TANK ID s

Permit Number:	*HE17H19447*

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 94 **DIST/DIR:** 0.10 NE **MAP ID:** 36

NAME:	AZTEC RENT - A - CAR	**REV:**	08/21/00
ADDRESS:	1601 KETTNER BL	**ID1:**	HE17H19447
	SAN DIEGO CA 92101	**ID2:**	
	San Diego	**STATUS:**	
CONTACT:	AWWAD INVESTMENT CORP.	**PHONE:**	(619)232-6117

Tank Number:	*T002*
Tank ID Number:	*00002*

TANK CHARACTERISTICS INFORMATION

Capacity:	*550*
Manufacturer Code:	
Year Installed:	
Contents:	*WASTE OIL*
Tank Content Chemical Name:	
Tank Content CAS Number:	
Tank System Type:	*TANK TYPE NOT AVAILABLE*
Primary Tank Material:	*NO PRIMARY TANK MATERIAL INFO*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*NO EXTERIOR CORR PROT INFO*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	*15*
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*TIGHT*
Tank Test Date:	*09/12/91*

PIPING INFORMATION

Piping Corrosion Protection:	*NO PIPE PROTECTION INFO*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*PIPE TYPE NOT AVAILABLE*
Pipe Construction:	*NO PIPE CONSTRUCTION INFO*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*

PIPING INFORMATION

Pipe Test Date:	*01/01/01*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 115 **DIST/DIR:** 0.10 NE **MAP ID:** 36

NAME:	AZTEC RENT - A - CAR	**REV:**	08/21/00
ADDRESS:	1601 KETTNER BL	**ID1:**	HE17H19447
	SAN DIEGO CA 92101	**ID2:**	
	San Diego	**STATUS:**	
CONTACT:	AWWAD INVESTMENT CORP.	**PHONE:**	(619)232-6117

Release Occurance Number:	*001*
Historical Name:	*THRIFTY CAR RENTAL*
Date Release Began:	*5/31/95*
Lead Agency:	*DEH*
Case Type:	*TANK, Release*
Case Status:	*CLOSED*
Case Status Date:	*3/10/98*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 56 **DIST/DIR:** 0.10 NE **MAP ID:** 36

NAME:	AZTEC RENT - A - CAR	**REV:**	08/06/01
ADDRESS:	1601 KETTNER BL	**ID1:**	HE17H19447
	SAN DIEGO CA 92101	**ID2:**	
	SAN DIEGO	**STATUS:**	
CONTACT:	AWWAD INVESTMENT CORP.	**PHONE:**	(619)232-6117

INDUSTRY / FACILITY INFORMATION NAMES

Business Description & SIC Code:	*1 Waste Item or 1 Disc*
Gas Station:	
Fire Department District:	*San Diego FD*

PERMIT INFORMATION

Permit Number:	*HE17H19447*
Inactive / Active Facility Indicator:	*Inactive*
Annual Expiration Date:	*Nov 30*
Status:	*Active SAM Case, Not Previous Status tank permit issued*
Map Code / Business Plan on File:	
Business Plan Acceptance Date:	*03/02/1998*

GENERAL INSPECTION & VIOLATION INFORMATION

Inspection Date:	*02/11/1998 0:00:00*
Reinspection Date:	*Feb 2000*
Inspector Name:	*MANN*
Notice of Violation Issued:	
Delinquent Flag:	
Last Update:	*4/19/99*
Last Delinquent Letter:	*02/09/1999 0:00:00*

PROPERTY OWNER INFORMATION

Property Owner Name:	*PATRICIA HARRIS & MARGOT KINNE*
Property Owner Address:	*2103 HARBOR DR ANAPOLIS, MD 21401*

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code:	*WASTE OIL & MIXED OIL (221)*
Inspection Date:	*2/11/98*
Waste Quantity Present at Inspection:	*290*
Annual Quantity:	*290*
Measurement Unit:	*GAL*
Treatment Method:	*RECYCLE*
Storage Methold:	*ABVGR TNK,STEEL 10-1000 G*
Carcinogen Indicator:	
Hauler:	*ASBURY OIL CO*
Waste Description:	*USED OIL*

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code:	*USED OIL FILTERS (888)*
Inspection Date:	*2/11/98*
Waste Quantity Present at Inspection:	*200*
Annual Quantity:	*200*
Measurement Unit:	*LBS*
Treatment Method:	*FILTERS/METAL RECLAI*
Storage Methold:	*METAL DRUMS,55 GALLONS*
Carcinogen Indicator:	

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 56 **DIST/DIR:** 0.10 NE **MAP ID:** 36

NAME:	AZTEC RENT - A - CAR	**REV:**	08/06/01
ADDRESS:	1601 KETTNER BL	**ID1:**	HE17H19447
	SAN DIEGO CA 92101	**ID2:**	
	SAN DIEGO	**STATUS:**	
CONTACT:	AWWAD INVESTMENT CORP.	**PHONE:**	(619)232-6117

Hauler: *NO HAULER*
Waste Description: *USED OIL FILTERS*

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 138 **DIST/DIR:** 0.10 NE **MAP ID:** 16

NAME: FIRST GRAYLINE CORPORATION
ADDRESS: 1670 KETTNER BLVD
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV: 06/31/01
ID1: 9UT1137
ID2:
STATUS: CASE CLOSED
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE
Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *09*
LOCAL CASE NUMBER: *H10499-001*
RESPONSIBLE PARTY: *FIRST GRAYLINE CORPORATION*
ADDRESS OF RESPONSIBLE PARTY: *555 S. FLOWER #4140, LOS ANGELES, CA 92138*
SITE OPERATOR: *FIRST GRAYLINE CORPORATION*
WATER SYSTEM: *LAKE MORENA COUNTY PARK*

CASE NUMBER: *9UT1137*
CASE TYPE: *OTHER*
SUBSTANCE LEAKED: *DIESEL*
SUBSTANCE QUANTITY:
LEAK CAUSE:
LEAK SOURCE:
HOW LEAK WAS DISCOVERED:
DATE DISCOVERED (blank if not reported): *9/26/1988*
HOW LEAK WAS STOPPED:
STOP DATE (blank if not reported): *9/26/1988*
STATUS: *CASE CLOSED*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency): *EXCAVATE AND TREAT- REMOVE CONTAMINATED SOIL AND TREAT (INCLUDES SPREADING OR LAND FARMING). ENHANCED BIODEGRADATION*
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported): *11/10/1988*

ENTER DATE (blank if not reported): *2/10/1989*
REVIEW DATE (blank if not reported): *8/25/1993*
DATE OF LEAK CONFIRMATION (blank if not reported): *9/26/1988*
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): *2/10/1989*
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported): *9/28/1992*
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): *8/25/1993*
REPORT DATE (blank if not reported): *2/10/1989*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE
MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *0*

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 138 **DIST/DIR:** 0.10 NE **MAP ID:** 16

NAME: FIRST GRAYLINE CORPORATION
ADDRESS: 1670 KETTNER BLVD
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV: 06/31/01
ID1: 9UT1137
ID2:
STATUS: CASE CLOSED
PHONE:

MTBE TESTED: *NOT REQUIRED TO BE TESTED*
MTBE CLASS: *

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

FINDS SITE

SEARCH ID: 35 **DIST/DIR:** 0.10 NE **MAP ID:** 16

NAME: GRAY LINE TOURS INC
ADDRESS: 1670 KETTNER BLVD
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV:
ID1: CAD981420359
ID2:
STATUS:
PHONE:

RCRIS : CAD981420359
PCS :
AFS/AIRS :
SSTS :
CERCLIS :
NCDB :
ENF DOCKET :
CONTR LIST :
CRIM DOCKET :
FFIS :
CICIS :
STATE :
PADS :
TRIS :
D&B :
UNKNOWN :

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

RCRA GENERATOR SITE

SEARCH ID: 16 **DIST/DIR:** 0.10 NE **MAP ID:** 16

NAME:	GRAY LINE TOURS INC	**REV:**	6/8/02
ADDRESS:	1670 KETTNER BLVD	**ID1:**	CAD981420359
	SAN DIEGO CA 92101	**ID2:**	
	SAN DIEGO	**STATUS:**	SGN
CONTACT:	ENVIRONMENTAL MANAGER	**PHONE:**	6192312970

SITE INFORMATION

CONTACT INFORMATION: ENVIRONMENTAL MANAGER
ENVIRO MANAGER
1670 KETTNER BLVD
SAN DIEGO CA 92101

PHONE: 6192312970

UNIVERSE NAME:

SGN: GENERATES 100 - 1000 KG/MONTH OF HAZARDOUS WASTE

SIC INFORMATION:

ENFORCEMENT INFORMATION:

VIOLATION INFORMATION:

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

FINDS SITE

SEARCH ID: 38 **DIST/DIR:** 0.10 NE **MAP ID:** 26

NAME: METROPOLITAN TRANSIT DEVELOPMENT BOARD
ADDRESS: CALIFORNIA ST BETWEEN GRAPE ST & HAWTHORNE ST
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV:
ID1: CA0001014158
ID2:
STATUS:
PHONE:

RCRIS : CA0001014158
PCS :
AFS/AIRS :
SSTS :
CERCLIS :
NCDB :
ENF DOCKET :
CONTR LIST :
CRIM DOCKET :
FFIS :
CICIS :
STATE :
PADS :
TRIS :
D&B :
UNKNOWN :

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 187 **DIST/DIR:** 0.10 NE **MAP ID:** 36

NAME: THRIFTY CAR RENTAL
ADDRESS: 1601 KETTNER BLVD
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV: 06/31/01
ID1: 9UT3094
ID2:
STATUS: CASE CLOSED
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *09*
LOCAL CASE NUMBER: *H19447-001*
RESPONSIBLE PARTY: *THRIFTY CAR RENTAL*
ADDRESS OF RESPONSIBLE PARTY: *2103 HARBOR DR 21401*
SITE OPERATOR:
WATER SYSTEM: *LAKE MORENA COUNTY PARK*

CASE NUMBER: *9UT3094*
CASE TYPE: *OTHER*
SUBSTANCE LEAKED: *GASOLINE*
SUBSTANCE QUANTITY:
LEAK CAUSE: *UNKNOWN*
LEAK SOURCE: *UNKNOWN*
HOW LEAK WAS DISCOVERED: *TANK CLOSURE*
DATE DISCOVERED (blank if not reported): *5/31/1995*
HOW LEAK WAS STOPPED: *CLOSE TANK*
STOP DATE (blank if not reported): *5/31/1995*
STATUS: *CASE CLOSED*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency): *EXCAVATE AND DISPOSE- REMOVE CONTAMINATED SOIL AND DISPOSE IN APPROVED SITE*
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported): *7/19/1995*

ENTER DATE (blank if not reported): *11/15/1995*
REVIEW DATE (blank if not reported): *6/25/1998*
DATE OF LEAK CONFIRMATION (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported): *7/19/1995*
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): *7/31/1995*
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): *3/10/1998*
REPORT DATE (blank if not reported): *5/31/1995*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *1*
MTBE TESTED: *SITE NOT TESTED FOR MTBE. INCLUDES UNKNOWN AND NOT ANALYZED*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 72 **DIST/DIR:** 0.10 S- **MAP ID:** 17

NAME:	MARITIME MUSEUM ASSOC OF S.D.	**REV:**	08/06/01
ADDRESS:	1306 N HARBOR DR	**ID1:**	HE17H13995
	SAN DIEGO CA 92101	**ID2:**	CAD078753431
	SAN DIEGO	**STATUS:**	
CONTACT:	MARITIME MUSEUM ASSO	**PHONE:**	( )234-9153

INDUSTRY / FACILITY INFORMATION NAMES

Business Description & SIC Code:	*Boat Dealers and Marinas 8412*
Gas Station:	
Fire Department District:	*San Diego FD*

PERMIT INFORMATION

Permit Number:	*HE17H13995*
Inactive / Active Facility Indicator:	
Annual Expiration Date:	*Feb 28*
Status:	*OBSOLETE*
Map Code / Business Plan on File:	
Business Plan Acceptance Date:	*05/21/1997*

GENERAL INSPECTION & VIOLATION INFORMATION

Inspection Date:	*03/02/2001 0:00:00*
Reinspection Date:	*May 2002*
Inspector Name:	*WIRSCHEM*
Notice of Violation Issued:	
Delinquent Flag:	
Last Update:	*5/20/01*
Last Delinquent Letter:	

PROPERTY OWNER INFORMATION

Property Owner Name:	
Property Owner Address:	

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code:	*PAINT SLUDGE (461)*
Inspection Date:	*3/2/01*
Waste Quantity Present at Inspection:	*20*
Annual Quantity:	*20*
Measurement Unit:	*GAL*
Treatment Method:	*RECYCLE*
Storage Methold:	*METAL DRUMS 0-5 GALLONS*
Carcinogen Indicator:	
Hauler:	*ASBURY ENVIR. SERVICES*
Waste Description:	*PACIFIC TREATMENT*

VIOLATIONS AT TIME OF INSPECTION

Inspection Date:	*3/2/01*
Violation Item Number:	*V001*
Waste Code:	
Type of Violation:	*GENERAL VIOLATION*
Number of Occurances:	*01*
Violation Definition:	*HAZARDOUS WASTE CONTAINERS ARE MISSING LABELS, ACCUMULATION DATE AND/OR ARE IMPROPERLY LABELED CCR 66262.34*

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 72 **DIST/DIR:** 0.10 S- **MAP ID:** 17

NAME:	MARITIME MUSEUM ASSOC OF S.D.	**REV:**	08/06/01
ADDRESS:	1306 N HARBOR DR	**ID1:**	HE17H13995
	SAN DIEGO CA 92101	**ID2:**	CAD078753431
	SAN DIEGO	**STATUS:**	
CONTACT:	MARITIME MUSEUM ASSO	**PHONE:**	( )234-9153

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *3/2/01*
Violation Item Number: *V002*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *BUSINESS PLAN DOES NOT HAVE A SITE MAP WHICH PROVIDES ADEQUATE INFORMATION FOR EMERGENCY RESPONSE AGENCIES HSC 25509(A)(5)*

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *5/19/97*
Violation Item Number: *V001*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *CONTAINERS HOLDING IGNITABLE OR REACTIVE WASTES ARE NOT GROUNDED OR ADEQUATELY PROTECTED FROM ACCIDENTAL IGNITION CCR 66265.31*

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *5/19/97*
Violation Item Number: *V002*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *PERSONNEL TRAINING RECORDS ARE INADEQUATE TO DOCUMENT COMPLIANCE WITH REQUIREMENTS FOR CURRENT AND FORMER EMPLOYEES CCR 66265.16*

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *7/28/98*
Violation Item Number: *V001*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *02*
Violation Definition: *PERSONNEL TRAINING RECORDS ARE INADEQUATE TO DOCUMENT COMPLIANCE WITH REQUIREMENTS FOR CURRENT AND FORMER EMPLOYEES CCR 66265.16*

DISCLOSURE OF HAZARDOUS MATERIALS STORED AT ESTABLISHMENT

Chemical Name: *PROPANE (10-5 GALLON TANKS) FOR HEATING AT RECEPTIONS*
CAS#: *68476-85-7*
Annual Quantity: *6400.00*
Quantity Stored at One Time: *1600.00*
Measurement Unit: *CFT*
Carcinogen Indicator:
Storage Method: *METAL DRUMS 0-5 GALLONS*
Material Data Safety Sheet:
First Hazard Category: *FIRE HAZARD*
Second Hazard Category: *SUDDN RLSE OF PRES*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

RCRA GENERATOR SITE

SEARCH ID: 17 **DIST/DIR:** 0.10 S- **MAP ID:** 17

NAME: MARITIME MUSEUM ASSOC OF SAN DIEGO
ADDRESS: 1306 N HARBOR DR
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: ENVIRONMENTAL MANAGER

REV: 6/8/02
ID1: CAD078753431
ID2:
STATUS: SGN
PHONE: 6192349153

SITE INFORMATION

CONTACT INFORMATION: ENVIRONMENTAL MANAGER
ENVIRO MANAGER
1306 N HARBOR DR
SAN DIEGO CA 92101

PHONE: 6192349153

UNIVERSE NAME:

SGN: GENERATES 100 - 1000 KG/MONTH OF HAZARDOUS WASTE

SIC INFORMATION:

8412 - SERVICES - MUSEUMS AND ART GALLERIES

ENFORCEMENT INFORMATION:

VIOLATION INFORMATION:

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

FINDS SITE

SEARCH ID: 36 **DIST/DIR:** 0.10 S- **MAP ID:** 17

NAME: MARITIME MUSEUM ASSOC OF SAN DIEGO
ADDRESS: 1306 N HARBOR DR
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV:
ID1: CAD078753431
ID2:
STATUS:
PHONE:

RCRIS : CAD078753431
PCS :
AFS/AIRS :
SSTS :
CERCLIS :
NCDB :
ENF DOCKET :
CONTR LIST :
CRIM DOCKET :
FFIS :
CICIS :
STATE :
PADS :
TRIS :
D&B : 078753431
UNKNOWN :

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

FINDS SITE

SEARCH ID: 26 **DIST/DIR:** 0.10 SE **MAP ID:** 9

NAME: AAMCO TRANSMISSIONS
ADDRESS: 1465 KETTNER BLVD
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV:
ID1: CAD981370406
ID2:
STATUS:
PHONE:

RCRIS : CAD981370406
PCS :
AFS/AIRS :
SSTS :
CERCLIS :
NCDB :
ENF DOCKET :
CONTR LIST :
CRIM DOCKET :
FFIS :
CICIS :
STATE :
PADS :
TRIS :
D&B :
UNKNOWN :

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

RCRA GENERATOR SITE

SEARCH ID: 10 **DIST/DIR:** 0.10 SE **MAP ID:** 9

NAME: AAMCO TRANSMISSIONS
ADDRESS: 1465 KETTNER BLVD
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: ENVIRONMENTAL MANAGER

REV: 6/8/02
ID1: CAD981370406
ID2:
STATUS: SGN
PHONE: 6192325134

SITE INFORMATION

CONTACT INFORMATION: ENVIRONMENTAL MANAGER
ENVIRO MANAGER
1465 KETTNER BLVD
SAN DIEGO CA 92101

PHONE: 6192325134

UNIVERSE NAME:

SGN: GENERATES 100 - 1000 KG/MONTH OF HAZARDOUS WASTE

SIC INFORMATION:

ENFORCEMENT INFORMATION:

VIOLATION INFORMATION:

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 132 **DIST/DIR:** 0.10 SE **MAP ID:** 65

NAME: COUNTY OF SAN DIEGO KETTNER SI
ADDRESS: 1516 KETTNER BLVD
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV: 06/31/01
ID1: 9UT2813
ID2:
STATUS: CASE CLOSED
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *09*
LOCAL CASE NUMBER: *H06030-002*
RESPONSIBLE PARTY: *COUNTY OF SAN DIEGO*
ADDRESS OF RESPONSIBLE PARTY: *1600 PACIFIC HWY, SAN DIEGO, CA 92101*
SITE OPERATOR: *COUNTY OF SAN DIEGO*
WATER SYSTEM: *LAKE MORENA COUNTY PARK*

CASE NUMBER: *9UT2813*
CASE TYPE: *OTHER*
SUBSTANCE LEAKED: *GASOLINE*
SUBSTANCE QUANTITY:
LEAK CAUSE: *UNKNOWN*
LEAK SOURCE: *TANK*
HOW LEAK WAS DISCOVERED:
DATE DISCOVERED (blank if not reported): *12/21/1984*
HOW LEAK WAS STOPPED:
STOP DATE (blank if not reported): *12/21/1984*
STATUS: *CASE CLOSED*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency): *EXCAVATE AND DISPOSE- REMOVE CONTAMINATED SOIL AND DISPOSE IN APPROVED SITE. EXCAVATE AND TREAT. REMOVE FREE PRODUCT.*
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported): *11/16/1993*

ENTER DATE (blank if not reported): *8/16/1994*
REVIEW DATE (blank if not reported): *6/13/2000*
DATE OF LEAK CONFIRMATION (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): *5/5/1994*
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): *9/22/1999*
REPORT DATE (blank if not reported): *11/8/1993*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration): *9/22/1999*
MTBE GROUNDWATER CONCENTRATION: *LESS THAN 5*
MTBE SOIL CONCENTRATION:
MTBE CNTS: *1*
MTBE FUEL: *1*
MTBE TESTED: *YES*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

FINDS SITE

SEARCH ID: 32 **DIST/DIR:** 0.10 SE **MAP ID:** 14

NAME: COURTESY AUTO RENTALS
ADDRESS: 1566 KETTNER BLVD
SAN DIEGO CA 92101
San Diego
CONTACT:

REV:
ID1: CAD981982507
ID2:
STATUS:
PHONE:

RCRIS : CAD981982507
PCS :
AFS/AIRS :
SSTS :
CERCLIS :
NCDB :
ENF DOCKET :
CONTR LIST :
CRIM DOCKET :
FFIS :
CICIS :
STATE :
PADS :
TRIS :
D&B : 180599623
UNKNOWN :

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

RCRA GENERATOR SITE

SEARCH ID: 14 **DIST/DIR:** 0.10 SE **MAP ID:** 14

NAME:	COURTESY AUTO RENTALS	**REV:**	6/8/02
ADDRESS:	1566 KETTNER BLVD SAN DIEGO CA 92101 SAN DIEGO	**ID1:** **ID2:** **STATUS:**	CAD981982507 SGN
CONTACT:	ENVIRONMENTAL MANAGER	**PHONE:**	2336685

SITE INFORMATION

CONTACT INFORMATION: ENVIRONMENTAL MANAGER
ENVIRO MANAGER
1566 KETTNER BLVD
SAN DIEGO CA 92101

PHONE: 2336685

UNIVERSE NAME:

SGN: GENERATES 100 - 1000 KG/MONTH OF HAZARDOUS WASTE

SIC INFORMATION:

ENFORCEMENT INFORMATION:

VIOLATION INFORMATION:

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 68 **DIST/DIR:** 0.10 SE **MAP ID:** 46

NAME:	HONDA OF SAN DIEGO	**REV:**	08/06/01
ADDRESS:	1401 KETTNER BL	**ID1:**	HE17H04393
	SAN DIEGO CA 92101	**ID2:**	CAX000107912
	SAN DIEGO	**STATUS:**	
CONTACT:	HONDA OF SAN DIEGO	**PHONE:**	(619)233-5181

INDUSTRY / FACILITY INFORMATION NAMES

Business Description & SIC Code:	
Gas Station:	
Fire Department District:	*San Diego FD*

PERMIT INFORMATION

Permit Number:	*HE17H04393*
Inactive / Active Facility Indicator:	*Inactive*
Annual Expiration Date:	*Aug 31*
Status:	*OBSOLETE*
Map Code / Business Plan on File:	
Business Plan Acceptance Date:	

GENERAL INSPECTION & VIOLATION INFORMATION

Inspection Date:	*09/06/1988 0:00:00*
Reinspection Date:	*Sep 1989*
Inspector Name:	*WILLIAMS*
Notice of Violation Issued:	
Delinquent Flag:	
Last Update:	*7/2/98*
Last Delinquent Letter:	

PROPERTY OWNER INFORMATION

Property Owner Name:	
Property Owner Address:	,

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code:	*WASTE OIL & MIXED OIL (221)*
Inspection Date:	*9/6/88*
Waste Quantity Present at Inspection:	*10*
Annual Quantity:	*165*
Measurement Unit:	*GAL*
Treatment Method:	*RECYCLE*
Storage Methold:	*METAL DRUMS,55 GALLONS*
Carcinogen Indicator:	
Hauler:	*AZTEC OIL*
Waste Description:	

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code:	*HYDROCARBON SOLVENTS (213)*
Inspection Date:	*9/6/88*
Waste Quantity Present at Inspection:	*0*
Annual Quantity:	*240*
Measurement Unit:	*GAL*
Treatment Method:	*INVALID CODE*
Storage Methold:	*NO STORAGE CODE*
Carcinogen Indicator:	

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 68 **DIST/DIR:** 0.10 SE **MAP ID:** 46

NAME:	HONDA OF SAN DIEGO	**REV:**	08/06/01
ADDRESS:	1401 KETTNER BL	**ID1:**	HE17H04393
	SAN DIEGO CA 92101	**ID2:**	CAX000107912
	SAN DIEGO	**STATUS:**	
CONTACT:	HONDA OF SAN DIEGO	**PHONE:**	(619)233-5181

Hauler:	*SAFETY-KLEEN*
Waste Description:	*2 SK UNITS*

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code:	*HALOGENATED SOLVENTS (211)*
Inspection Date:	*9/6/88*
Waste Quantity Present at Inspection:	*0*
Annual Quantity:	*2*
Measurement Unit:	*GAL*
Treatment Method:	*UNKNOWN*
Storage Methold:	*PROCESSING EQUIPMENT*
Carcinogen Indicator:	
Hauler:	*NO HAULER*
Waste Description:	*CARB CLEANER*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 76 **DIST/DIR:** 0.10 SE **MAP ID:** 53

NAME:	MISSION GARAGE	**REV:**	08/06/01
ADDRESS:	1440 KETTNER BL	**ID1:**	HE17H19632
	SAN DIEGO CA 92101	**ID2:**	
	SAN DIEGO	**STATUS:**	
CONTACT:	MISSION GARAGE	**PHONE:**	(619)239-1324

INDUSTRY / FACILITY INFORMATION NAMES

Business Description & SIC Code:	
Gas Station:	
Fire Department District:	*San Diego FD*

PERMIT INFORMATION

Permit Number:	*HE17H19632*
Inactive / Active Facility Indicator:	*Inactive*
Annual Expiration Date:	*Jul 31*
Status:	
Map Code / Business Plan on File:	
Business Plan Acceptance Date:	

GENERAL INSPECTION & VIOLATION INFORMATION

Inspection Date:	*09/21/1988 0:00:00*
Reinspection Date:	*Nov 1988*
Inspector Name:	*WILLIAMS*
Notice of Violation Issued:	*1*
Delinquent Flag:	
Last Update:	*7/10/98*
Last Delinquent Letter:	

PROPERTY OWNER INFORMATION

Property Owner Name:	
Property Owner Address:	,

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code:	*WASTE OIL & MIXED OIL (221)*
Inspection Date:	*9/21/88*
Waste Quantity Present at Inspection:	*20*
Annual Quantity:	*90*
Measurement Unit:	*GAL*
Treatment Method:	*RECYCLE*
Storage Methold:	*METAL DRUMS,55 GALLONS*
Carcinogen Indicator:	
Hauler:	*AZTEC OIL*
Waste Description:	

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code:	*PAINT SLUDGE (461)*
Inspection Date:	*9/21/88*
Waste Quantity Present at Inspection:	*0*
Annual Quantity:	*10*
Measurement Unit:	*GAL*
Treatment Method:	*UNKNOWN*
Storage Methold:	*METAL DRUMS 0-5 GALLONS*
Carcinogen Indicator:	

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 76 **DIST/DIR:** 0.10 SE **MAP ID:** 53

NAME: MISSION GARAGE
ADDRESS: 1440 KETTNER BL
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: MISSION GARAGE

REV: 08/06/01
ID1: HE17H19632
ID2:
STATUS:
PHONE: (619)239-1324

Hauler: *UNKNOWN HAZ WST HAULER*
Waste Description: *PAINT SLUDGE*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 79 **DIST/DIR:** 0.10 SE **MAP ID:** 9

NAME:	NIELSEN CONSTRUCTION	**REV:**	11/3/00
ADDRESS:	1465 KETTNER BL	**ID1:**	HE17H13559
	SAN DIEGO CA 92101	**ID2:**	CAD981370406
	San Diego	**STATUS:**	
CONTACT:	NIELSEN CONSTRUCTION CO	**PHONE:**	(619)291-6330

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *10/19/93*
Violation Item Number: *V001*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *HAZARDOUS MATERIALS HANDLER HAS NOT ESTABLISHED/IMPLEMENTED A BUSINESS PLAN HSC 25503.5*

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *10/19/93*
Violation Item Number: *V002*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *TANK OWNER HAS NOT OBTAINED A VALID SAN DIEGO COUNTY UNDERGROUND STORAGE TANK PERMIT. HSC 25284, SDCC 68.1105*

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *10/19/93*
Violation Item Number: *V003*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *FACILITY HAS FAILED TO NOTIFY THE HMMD OF CHANGES IN TANK USAGE, OWNER, OPERATOR, OR MONITORING ALTERNATIVE. HSC 25284*

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *10/19/93*
Violation Item Number: *V004*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *OPERATOR OF THE UNDERGROUND STORAGE TANK HAS NOT ENTERED INTO A WRITTEN CONTRACT WITH TANK OWNER AND NOTIFIED THE HMMD HSC 25293(B)*

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *10/19/93*
Violation Item Number: *V005*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *DOCUMENTATION SHOWING EVIDENCE OF FINANCIAL RESPONSIBILITY IS NOT AVAILABLE. HSC 25292.2*

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *10/19/93*
Violation Item Number: *V006*

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 79 **DIST/DIR:** 0.10 SE **MAP ID:** 9

NAME:	NIELSEN CONSTRUCTION	**REV:**	11/3/00
ADDRESS:	1465 KETTNER BL	**ID1:**	HE17H13559
	SAN DIEGO CA 92101	**ID2:**	CAD981370406
	San Diego	**STATUS:**	
CONTACT:	NIELSEN CONSTRUCTION CO	**PHONE:**	(619)291-6330

Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *QUANTITATIVE RELEASE DETECTION METHOD (TANK/LINE TESTING, ATG, LINE LEAK DETECTORS, ETC.) DOES NOT MEET PERFORMANCE STANDARDS. CCR 2643*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *10/19/93*
Violation Item Number: *V007*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *TANK OWNER HAS FAILED TO CONDUCT AN ANNUAL INTEGRITY TEST AS REQUIRED. HSC 25292, CCR 2643,2645*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *10/19/93*
Violation Item Number: *V008*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *MANUAL TANK GAUGING METHOD HAS NOT BEEN PROPERLY IMPLEMENTED. CCR 2645*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *10/19/93*
Violation Item Number: *V009*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *GAUGING STICK IS UNREADABLE, WARPED, AND/OR HAS INCORRECT MEASUREMENT INCREMENTS. CCR 2646(H)*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *10/19/93*
Violation Item Number: *V010*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *WRITTEN ROUTINE MONITORING PROCEDURE FOR THE UNDERGROUND STORAGE TANK SYSTEM HAS NOT BEEN PREPARED AND IMPLEMENTED. CCR2632(E)(1),2634(B)(2)*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *10/19/93*
Violation Item Number: *V011*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*

- Continued on next page -

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 79 **DIST/DIR:** 0.10 SE **MAP ID:** 9

NAME: NIELSEN CONSTRUCTION
ADDRESS: 1465 KETTNER BL
SAN DIEGO CA 92101
San Diego
CONTACT: NIELSEN CONSTRUCTION CO

REV: 11/3/00
ID1: HE17H13559
ID2: CAD981370406
STATUS:
PHONE: (619)291-6330

Violation Definition: *WRITTEN RESPONSE PLAN FOR RELEASES INTO SECONDARY CONTAINMENT IS NOT AVAILABLE. CCR 2632(E)(2), 2634(C)*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *10/19/93*
Violation Item Number: *V012*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *SPILL CONTAINER/OVERFILL PREVENTION SYSTEM IS NOT PROPERLY INSTALLED OR MAINTAINED AS REQUIRED. CCR 2635(C)*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *10/19/93*
Violation Item Number: *V013*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *OWNER/OPERATOR HAS FAILED TO MEET REQUIREMENTS FOR TEMPORARY CLOSURE OF THE UNDERGROUND STORAGE TANK HSC 25298, CCR 2671*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *10/19/93*
Violation Item Number: *V014*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *FACILITY HAS ABANDONED AN UNDERGROUND STORAGE TANK AND HAS NOT COMPLIED WITH PROPER CLOSURE REQUIREMENTS. HSC 25298*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *11/14/91*
Violation Item Number: *V001*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *DISPOSAL OR CAUSING THE DISPOSAL OF HAZARDOUS WASTE TO AN UNAUTHORIZED POINT(GROUND, STORM DRAIN, SEWER SYSTEM, TRASH OR AIR) HSC 25189.5*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *11/14/91*
Violation Item Number: *V002*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *SPILL CONTROL EQUIPMENT IS NOT AVAILABLE AND/OR NOT MAINTAINED CCR 66265.32*

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 79 **DIST/DIR:** 0.10 SE **MAP ID:** 9

NAME:	NIELSEN CONSTRUCTION	**REV:**	11/3/00
ADDRESS:	1465 KETTNER BL	**ID1:**	HE17H13559
	SAN DIEGO CA 92101	**ID2:**	CAD981370406
	San Diego	**STATUS:**	
CONTACT:	NIELSEN CONSTRUCTION CO	**PHONE:**	(619)291-6330

VIOLATIONS AT TIME OF INSPECTION

Inspection Date:	*11/14/91*
Violation Item Number:	*V003*
Waste Code:	
Type of Violation:	*GENERAL VIOLATION*
Number of Occurances:	*01*
Violation Definition:	*FACILITY IS NOT DESIGNED/CONSTRUCTED/OPERATED IN A MANNER WHICH WILL MINIMIZE THE RELEASE OF HAZARDOUS WASTE TO THE ENVIRONMENT CCR 66265.51*

ENVIRONMENTAL ASSESSMENT LISTINGS & RELEASE INFORMATION

Release Occurance Number:	*001*
Historical Name:	*AAMCO TRANSMISION*
Date Release Began:	*1/9/95*
Lead Agency:	*DEH*
Case Type:	*NON-TANK, Env.*
Case Status:	*CLOSED*
Case Status Date:	*9/12/96*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 106 **DIST/DIR:** 0.10 SE **MAP ID:** 9

NAME:	NIELSEN CONSTRUCTION	**REV:**	08/21/00
ADDRESS:	1465 KETTNER BL	**ID1:**	HE17H13559
	SAN DIEGO CA 92101	**ID2:**	CAD981370406
	San Diego	**STATUS:**	
CONTACT:	NIELSEN CONSTRUCTION CO	**PHONE:**	(619)291-6330

TANK ID s

Permit Number:	*HE17H13559*
Tank Number:	*T001*
Tank ID Number:	*1*

TANK CHARACTERISTICS INFORMATION

Capacity:	*1100*
Manufacturer Code:	
Year Installed:	
Contents:	*WASTE OIL*
Tank Content Chemical Name:	
Tank Content CAS Number:	
Tank System Type:	*SINGLE WALL W/O SECNDRY CNTMNT*
Primary Tank Material:	*CARBON STEEL*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*NO EXTERIOR CORR PROT INFO*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	*9*
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*INVALID CODE*
Tank Test Date:	*09/20/93*

PIPING INFORMATION

Piping Corrosion Protection:	*NO PIPE PROTECTION INFO*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*PIPE TYPE NOT AVAILABLE*
Pipe Construction:	*NO PIPE CONSTRUCTION INFO*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*

PIPING INFORMATION

Pipe Test Date:	*01/01/01*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

TANK ID s

Permit Number:	*HE17H13559*

- Continued on next page -

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 106 **DIST/DIR:** 0.10 SE **MAP ID:** 9

NAME:	NIELSEN CONSTRUCTION	**REV:**	08/21/00
ADDRESS:	1465 KETTNER BL	**ID1:**	HE17H13559
	SAN DIEGO CA 92101	**ID2:**	CAD981370406
	San Diego	**STATUS:**	
CONTACT:	NIELSEN CONSTRUCTION CO	**PHONE:**	(619)291-6330

Tank Number: *T002*
Tank ID Number: *002*

TANK CHARACTERISTICS INFORMATION
Capacity: *1000*
Manufacturer Code:
Year Installed:
Contents: *LEADED*
Tank Content Chemical Name:
Tank Content CAS Number:

Tank System Type: *SINGLE WALL W/O SECNDRY CNTMNT*
Primary Tank Material: *CARBON STEEL*
Tank Interior Lining or Coating: *NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection: *NO EXTERIOR CORR PROT INFO*
Overfill Device: *NO OVERFILL INFORMATION*
Spill Buckets:
Is Groundwater Greater Than 20 Feet (Y/N): *NO*

TANK TESTING & MONITORING INFORMATION
Below Grade Equipment: *999999*
Is System 1998 Standards Certified (Y/N):
Tank Monitor Device: *NO TANK MONIT DEV INFO*
Automatic Tank Gauges: *NO ATGS INFO AVAILABLE*
Tank Test Status: *INVALID CODE*
Tank Test Date: *09/20/93*

PIPING INFORMATION
Piping Corrosion Protection: *NO PIPE PROTECTION INFO*
Pressure Pipe Loss Leak Detector Type: *NO PPLLD BRAND INFO*
Pipe System Type: *PIPE TYPE NOT AVAILABLE*
Pipe Construction: *NO PIPE CONSTRUCTION INFO*
Pipe Primary Material: *NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device: *NO PIPE MONIT DEV INFO*
PIPING INFORMATION
Pipe Test Date: *01/01/01*

REGULATORY INFORMATION
Tank Exempt Indicator: *NO*
Hazard Category 1:
Regulatory Status Code Description: *CLOSED BY REMOVAL*

TANK ID s
Permit Number: *HE17H13559*
Tank Number: *T003*
Tank ID Number: *003*

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Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 106 **DIST/DIR:** 0.10 SE **MAP ID:** 9

NAME:	NIELSEN CONSTRUCTION	**REV:**	08/21/00
ADDRESS:	1465 KETTNER BL	**ID1:**	HE17H13559
	SAN DIEGO CA 92101	**ID2:**	CAD981370406
	San Diego	**STATUS:**	
CONTACT:	NIELSEN CONSTRUCTION CO	**PHONE:**	(619)291-6330

TANK CHARACTERISTICS INFORMATION

Capacity:	*1000*
Manufacturer Code:	
Year Installed:	
Contents:	*LEADED*
Tank Content Chemical Name:	
Tank Content CAS Number:	
Tank System Type:	*SINGLE WALL W/O SECNDRY CNTMNT*
Primary Tank Material:	*CARBON STEEL*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*NO EXTERIOR CORR PROT INFO*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	*999999*
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*INVALID CODE*
Tank Test Date:	*09/20/93*

PIPING INFORMATION

Piping Corrosion Protection:	*NO PIPE PROTECTION INFO*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*PIPE TYPE NOT AVAILABLE*
Pipe Construction:	*NO PIPE CONSTRUCTION INFO*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*

PIPING INFORMATION

Pipe Test Date:	*01/01/01*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

TANK ID s

Permit Number:	*HE17H13559*
Tank Number:	*T004*
Tank ID Number:	*004*

TANK CHARACTERISTICS INFORMATION

Capacity:	*1000*
Manufacturer Code:	

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 106 **DIST/DIR:** 0.10 SE **MAP ID:** 9

NAME:	NIELSEN CONSTRUCTION	**REV:**	08/21/00
ADDRESS:	1465 KETTNER BL	**ID1:**	HE17H13559
	SAN DIEGO CA 92101	**ID2:**	CAD981370406
	San Diego	**STATUS:**	
CONTACT:	NIELSEN CONSTRUCTION CO	**PHONE:**	(619)291-6330

Year Installed:	
Contents:	*DIESEL*
Tank Content Chemical Name:	
Tank Content CAS Number:	
Tank System Type:	*SINGLE WALL W/O SECNDRY CNTMNT*
Primary Tank Material:	*CARBON STEEL*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*NO EXTERIOR CORR PROT INFO*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	*999999*
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*INVALID CODE*
Tank Test Date:	*09/20/93*

PIPING INFORMATION

Piping Corrosion Protection:	*NO PIPE PROTECTION INFO*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*PIPE TYPE NOT AVAILABLE*
Pipe Construction:	*NO PIPE CONSTRUCTION INFO*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*

PIPING INFORMATION

Pipe Test Date:	*01/01/01*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 163 **DIST/DIR:** 0.10 SE **MAP ID:** 9

NAME:	NIELSEN CONSTRUCTION	**REV:**	10/22/01
ADDRESS:	1465 KETTNER BL	**ID1:**	HE17H13559
	SAN DIEGO CA 92101	**ID2:**	CAD981370406
	SAN DIEGO	**STATUS:**	
CONTACT:	NIELSEN CONSTRUCTION CO	**PHONE:**	(619)291-6330

Release Occurance Number:	*001*
Historical Name:	*AAMCO TRANSMISION*
Date Release Began:	*1/9/95*
Lead Agency:	*DEH*
Case Type:	*TANK, Release*
Case Status:	*CLOSED*
Case Status Date:	*9/12/96*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 108 **DIST/DIR:** 0.10 SE **MAP ID:** 75

NAME:	PARKING LOT	**REV:**	08/21/00
ADDRESS:	1500 KETTNER BL	**ID1:**	HE17H36755
	SAN DIEGO CA 92101	**ID2:**	
	San Diego	**STATUS:**	
CONTACT:	PARKING LOT	**PHONE:**	( ) -

TANK ID s

Permit Number:	*HE17H36755*
Tank Number:	*T001*
Tank ID Number:	*AT3725*

TANK CHARACTERISTICS INFORMATION

Capacity:	*200*
Manufacturer Code:	
Year Installed:	
Contents:	*WASTE OIL*
Tank Content Chemical Name:	
Tank Content CAS Number:	
Tank System Type:	*SINGLE WALL W/O SECNDRY CNTMNT*
Primary Tank Material:	*CARBON STEEL*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*NO EXTERIOR CORR PROT INFO*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	*99.999*
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*INVALID CODE*
Tank Test Date:	*09/30/94*

PIPING INFORMATION

Piping Corrosion Protection:	*NO PIPE PROTECTION INFO*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*PIPE TYPE NOT AVAILABLE*
Pipe Construction:	*NO PIPE CONSTRUCTION INFO*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*

PIPING INFORMATION

Pipe Test Date:	*01/01/01*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 85 **DIST/DIR:** 0.10 SE **MAP ID:** 59

NAME:	SAN DIEGO NATIONAL BANK	**REV:**	08/06/01
ADDRESS:	1420 KETTNER BL	**ID1:**	HE17H02286
	SAN DIEGO CA 92101	**ID2:**	
	SAN DIEGO	**STATUS:**	
CONTACT:	SAN DIEGO NATIONAL BANK	**PHONE:**	(619)231-4989

INDUSTRY / FACILITY INFORMATION NAMES

Business Description & SIC Code: *1 Waste Item or 1 Disc*
Gas Station:
Fire Department District: *San Diego FD*

PERMIT INFORMATION

Permit Number: *HE17H02286*
Inactive / Active Facility Indicator:
Annual Expiration Date: *Oct 31*
Status:
Map Code / Business Plan on File:
Business Plan Acceptance Date:

GENERAL INSPECTION & VIOLATION INFORMATION

Inspection Date: *06/19/2001 0:00:00*
Reinspection Date: *Jun 2003*
Inspector Name: *KELLEY*
Notice of Violation Issued:
Delinquent Flag:
Last Update: *8/5/01*
Last Delinquent Letter:

PROPERTY OWNER INFORMATION

Property Owner Name:
Property Owner Address: ,

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *6/19/01*
Violation Item Number: *V001*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *HAZARDOUS MATERIALS HANDLER HAS NOT OBTAINED A VALID SAN DIEGO COUNTY HEALTH PERMIT.* *SDCC 68.1105*

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *6/19/01*
Violation Item Number: *V002*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *HAZARDOUS MATERIALS HANDLER HAS NOT SUBMITTED A COMPLETED BUSINESS PLAN TO THE HMMD.* *HSC 25505(A),(B)*

DISCLOSURE OF HAZARDOUS MATERIALS STORED AT ESTABLISHMENT

Chemical Name: *POLYMALEIC ACID*
CAS#: *110-16-7*

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 85 **DIST/DIR:** 0.10 SE **MAP ID:** 59

NAME:	SAN DIEGO NATIONAL BANK	**REV:**	08/06/01
ADDRESS:	1420 KETTNER BL	**ID1:**	HE17H02286
	SAN DIEGO CA 92101	**ID2:**	
	SAN DIEGO	**STATUS:**	
CONTACT:	SAN DIEGO NATIONAL BANK	**PHONE:**	(619)231-4989

Annual Quantity:	*220.00*
Quantity Stored at One Time:	*110.00*
Measurement Unit:	*GAL*
Carcinogen Indicator:	
Storage Method:	*PLASTIC DRUMS,55 GALLONS*
Material Data Safety Sheet:	
First Hazard Category:	*IMMED HEALTH HAZRD*
Second Hazard Category:	*DELAYD HLTH HAZARD*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 182 **DIST/DIR:** 0.10 SE **MAP ID:** 65

NAME: STEVE S AUTO BODY
ADDRESS: 1516 KETTNER BL
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV: 10/22/01
ID1: HE17H06030
ID2:
STATUS:
PHONE: ( ) -

Release Occurance Number: *001*
Historical Name: *STEVE S AUTO BODY (COUNTY OSP)*
Date Release Began: *12/24/84*
Lead Agency: *DEH*
Case Type: *TANK, Release (W)*
Case Status: *OPEN*
Case Status Date: *5/5/94*

Release Occurance Number: *002*
Historical Name: *STEVE S AUTO BODY (COUNTY OSP)*
Date Release Began: *12/21/84*
Lead Agency: *DEH*
Case Type: *TANK, Release (W)*
Case Status: *CLOSED*
Case Status Date: *9/22/99*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 89 **DIST/DIR:** 0.10 SE **MAP ID:** 65

NAME: STEVE S AUTO BODY
ADDRESS: 1516 KETTNER BL
SAN DIEGO CA 92101
San Diego
CONTACT:

REV: 11/3/00
ID1: HE17H06030
ID2:
STATUS:
PHONE: ( ) -

ENVIRONMENTAL ASSESSMENT LISTINGS & RELEASE INFORMATION

Release Occurance Number:	*001*
Historical Name:	*STEVE S AUTO BODY (COUNTY OSP)*
Date Release Began:	*12/24/84*
Lead Agency:	*DEH*
Case Type:	*ENV. Assessment*
Case Status:	*OPEN*
Case Status Date:	*5/5/94*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

RCRA GENERATOR SITE

SEARCH ID: 11 **DIST/DIR:** 0.11 NE **MAP ID:** 10

NAME: BALDER AND BALDER INC
ADDRESS: 1730 KETTNER BL
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: ENVIRONMENTAL MANAGER

REV: 6/8/02
ID1: CAD982469751
ID2:
STATUS: SGN
PHONE: 6192347133

SITE INFORMATION

CONTACT INFORMATION: ENVIRONMENTAL MANAGER
ENVIRO MANAGER
1730 KETTNER BL
SAN DIEGO CA 92101

PHONE: 6192347133

UNIVERSE NAME:

SGN: GENERATES 100 - 1000 KG/MONTH OF HAZARDOUS WASTE

SIC INFORMATION:

ENFORCEMENT INFORMATION:

VIOLATION INFORMATION:

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

FINDS SITE

SEARCH ID: 28 **DIST/DIR:** 0.11 NE **MAP ID:** 10

NAME: BALDER AND BALDER INC
ADDRESS: 1730 KETTNER BL
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV:
ID1: CAD982469751
ID2:
STATUS:
PHONE:

RCRIS : CAD982469751
PCS :
AFS/AIRS :
SSTS :
CERCLIS :
NCDB :
ENF DOCKET :
CONTR LIST :
CRIM DOCKET :
FFIS :
CICIS :
STATE :
PADS :
TRIS :
D&B :
UNKNOWN :

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 70 **DIST/DIR:** 0.11 NE **MAP ID:** 50

NAME: LE MANS AUTO REPAIR
ADDRESS: 2036 KETTNER BL
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: NORBERTO HUEZO

REV: 08/06/01
ID1: HE17H19498
ID2:
STATUS:
PHONE: (619)234-6200

INDUSTRY / FACILITY INFORMATION NAMES

Business Description & SIC Code:	*7538*
Gas Station:	
Fire Department District:	*San Diego FD*

PERMIT INFORMATION

Permit Number:	*HE17H19498*
Inactive / Active Facility Indicator:	*Inactive*
Annual Expiration Date:	*Aug 31*
Status:	*OBSOLETE*
Map Code / Business Plan on File:	
Business Plan Acceptance Date:	

GENERAL INSPECTION & VIOLATION INFORMATION

Inspection Date:	*04/23/1990 0:00:00*
Reinspection Date:	*Apr 1991*
Inspector Name:	*LEVY*
Notice of Violation Issued:	
Delinquent Flag:	
Last Update:	*7/10/98*
Last Delinquent Letter:	

PROPERTY OWNER INFORMATION

Property Owner Name:	
Property Owner Address:	,

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code:	*WASTE OIL & MIXED OIL (221)*
Inspection Date:	*4/23/90*
Waste Quantity Present at Inspection:	*110*
Annual Quantity:	*200*
Measurement Unit:	*GAL*
Treatment Method:	*RECYCLE*
Storage Methold:	*METAL DRUMS,55 GALLONS*
Carcinogen Indicator:	
Hauler:	*NELCO OIL REFINING CORP*
Waste Description:	

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code:	*HYDROCARBON SOLVENTS (213)*
Inspection Date:	*4/23/90*
Waste Quantity Present at Inspection:	*20*
Annual Quantity:	*80*
Measurement Unit:	*GAL*
Treatment Method:	*RECYCLE*
Storage Methold:	*PROCESSING EQUIPMENT*
Carcinogen Indicator:	

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Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 70 **DIST/DIR:** 0.11 NE **MAP ID:** 50

NAME: LE MANS AUTO REPAIR
ADDRESS: 2036 KETTNER BL
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: NORBERTO HUEZO

REV: 08/06/01
ID1: HE17H19498
ID2:
STATUS:
PHONE: (619)234-6200

Hauler: *SAFETY-KLEEN*
Waste Description: *SAFETY KLEEN UNIT*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 71 **DIST/DIR:** 0.11 NE **MAP ID:** 50

NAME:	LUPES RADIATOR	**REV:**	08/06/01
ADDRESS:	2036 KETTNER BL	**ID1:**	HE17H11006
	SAN DIEGO CA 92101	**ID2:**	
	SAN DIEGO	**STATUS:**	
CONTACT:	LUPE NODAL	**PHONE:**	(619)237-0066

INDUSTRY / FACILITY INFORMATION NAMES

Business Description & SIC Code:	*7539*
Gas Station:	
Fire Department District:	*San Diego FD*

PERMIT INFORMATION

Permit Number:	*HE17H11006*
Inactive / Active Facility Indicator:	*Inactive*
Annual Expiration Date:	*Jul 31*
Status:	*OBSOLETE*
Map Code / Business Plan on File:	
Business Plan Acceptance Date:	

GENERAL INSPECTION & VIOLATION INFORMATION

Inspection Date:	*05/11/1987 0:00:00*
Reinspection Date:	*May 1988*
Inspector Name:	*SHAMSKY*
Notice of Violation Issued:	*1*
Delinquent Flag:	
Last Update:	*7/2/98*
Last Delinquent Letter:	

PROPERTY OWNER INFORMATION

Property Owner Name:	
Property Owner Address:	,

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code:	*UNSPEC ORGANIC LIQUID MIXTURE (343)*
Inspection Date:	*5/11/87*
Waste Quantity Present at Inspection:	*0*
Annual Quantity:	*720*
Measurement Unit:	*GAL*
Treatment Method:	*ON GROUND*
Storage Methold:	*NONE*
Carcinogen Indicator:	
Hauler:	*NO HAULER*
Waste Description:	*ANTIFREEZE*

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code:	*UNSPECIFIED AQUEOUS SOL N (135)*
Inspection Date:	*5/11/87*
Waste Quantity Present at Inspection:	*0*
Annual Quantity:	*200*
Measurement Unit:	*GAL*
Treatment Method:	*UNKNOWN*
Storage Methold:	*PROCESSING EQUIPMENT*
Carcinogen Indicator:	

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Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 71 **DIST/DIR:** 0.11 NE **MAP ID:** 50

NAME: LUPES RADIATOR
ADDRESS: 2036 KETTNER BL
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: LUPE NODAL

REV: 08/06/01
ID1: HE17H11006
ID2:
STATUS:
PHONE: (619)237-0066

Hauler: *NO HAULER*
Waste Description: *WORK TANKS*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 74 **DIST/DIR:** 0.11 NE **MAP ID:** 18

NAME: METRO VOLKSWAGEN
ADDRESS: 1954 KETTNER BL
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: METRO IMPORTS

REV: 08/06/01
ID1: HE17H12938
ID2: CAD981393358
STATUS:
PHONE: (619)234-3661

INDUSTRY / FACILITY INFORMATION NAMES

Business Description & SIC Code:	*Large Auto Dealerships 5511*
Gas Station:	
Fire Department District:	*San Diego FD*

PERMIT INFORMATION

Permit Number:	*HE17H12938*
Inactive / Active Facility Indicator:	
Annual Expiration Date:	*May 31*
Status:	*Permitted Establishment With Underground Tanks*
Map Code / Business Plan on File:	
Business Plan Acceptance Date:	*01/04/1995*

GENERAL INSPECTION & VIOLATION INFORMATION

Inspection Date:	*04/20/2001 0:00:00*
Reinspection Date:	*Jun 2002*
Inspector Name:	*WIRSCHEM*
Notice of Violation Issued:	
Delinquent Flag:	
Last Update:	*7/15/01*
Last Delinquent Letter:	

PROPERTY OWNER INFORMATION

Property Owner Name:	
Property Owner Address:	

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code:	*WASTE OIL & MIXED OIL (221)*
Inspection Date:	*4/20/01*
Waste Quantity Present at Inspection:	*480*
Annual Quantity:	*4800*
Measurement Unit:	*GAL*
Treatment Method:	*RECYCLE*
Storage Methold:	*ABVGR TNK,STEEL 10-1000 G*
Carcinogen Indicator:	
Hauler:	*ASBURY ENVIR. SERVICES*
Waste Description:	*USED OIL ABOVE GROUND TNK*

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code:	*HALOGENATED SOLVENTS (211)*
Inspection Date:	*4/20/01*
Waste Quantity Present at Inspection:	*5*
Annual Quantity:	*30*
Measurement Unit:	*GAL*
Treatment Method:	*RECYCLE*
Storage Methold:	*PROCESSING EQUIPMENT*
Carcinogen Indicator:	

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Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 74 **DIST/DIR:** 0.11 NE **MAP ID:** 18

NAME:	METRO VOLKSWAGEN	**REV:**	08/06/01
ADDRESS:	1954 KETTNER BL	**ID1:**	HE17H12938
	SAN DIEGO CA 92101	**ID2:**	CAD981393358
	SAN DIEGO	**STATUS:**	
CONTACT:	METRO IMPORTS	**PHONE:**	(619)234-3661

Hauler: *SAFETY-KLEEN*
Waste Description: *CARB CLEANER*

WASTE STREAMS GENERATED BY BUSINESS
Waste Name & Code: *HYDROCARBON SOLVENTS (213)*
Inspection Date: *4/20/01*
Waste Quantity Present at Inspection: *75*
Annual Quantity: *450*
Measurement Unit: *GAL*
Treatment Method: *RECYCLE*
Storage Methold: *PROCESSING EQUIPMENT*
Carcinogen Indicator:
Hauler: *SAFETY-KLEEN*
Waste Description: *SOLVENT SAFETY KLEEN*

WASTE STREAMS GENERATED BY BUSINESS
Waste Name & Code: *PAINT SLUDGE (461)*
Inspection Date: *4/20/01*
Waste Quantity Present at Inspection: *55*
Annual Quantity: *165*
Measurement Unit: *GAL*
Treatment Method: *RECYCLE*
Storage Methold: *METAL DRUMS,55 GALLONS*
Carcinogen Indicator:
Hauler: *PACIFIC COAST LACQUER CO*
Waste Description:

WASTE STREAMS GENERATED BY BUSINESS
Waste Name & Code: *DEGREASING SLUDGE (451)*
Inspection Date: *4/20/01*
Waste Quantity Present at Inspection: *380*
Annual Quantity: *200*
Measurement Unit: *GAL*
Treatment Method: *UNKNOWN*
Storage Methold: *PROCESSING EQUIPMENT*
Carcinogen Indicator:
Hauler: *ASBURY ENVIR. SERVICES*
Waste Description: *SUMP/OIL/WATER SEPARATOR*

WASTE STREAMS GENERATED BY BUSINESS
Waste Name & Code: *ORGANIC SOLIDS (OTHER) (352)*
Inspection Date: *4/20/01*
Waste Quantity Present at Inspection: *20*
Annual Quantity: *20*
Measurement Unit: *LBS*
Treatment Method: *UNKNOWN*
Storage Methold: *PROCESSING EQUIPMENT*
Carcinogen Indicator:

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Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 74 **DIST/DIR:** 0.11 NE **MAP ID:** 18

NAME: METRO VOLKSWAGEN
ADDRESS: 1954 KETTNER BL
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: METRO IMPORTS

REV: 08/06/01
ID1: HE17H12938
ID2: CAD981393358
STATUS:
PHONE: (619)234-3661

Hauler: *ASBURY ENVIR. SERVICES*
Waste Description: *PNT SPRY BTH FLTRS/DEBRIS*

WASTE STREAMS GENERATED BY BUSINESS
Waste Name & Code: *UNSPECIFIED AQUEOUS SOL N (135)*
Inspection Date: *4/20/01*
Waste Quantity Present at Inspection: *165*
Annual Quantity: *450*
Measurement Unit: *GAL*
Treatment Method: *RECYCLE*
Storage Methold: *METAL DRUMS,55 GALLONS*
Carcinogen Indicator:
Hauler: *ASBURY ENVIR. SERVICES*
Waste Description: *ANTI-FREEZE (ALSO DP5)*

WASTE STREAMS GENERATED BY BUSINESS
Waste Name & Code: *USED OIL FILTERS (888)*
Inspection Date: *4/20/01*
Waste Quantity Present at Inspection: *1000*
Annual Quantity: *1000*
Measurement Unit: *LBS*
Treatment Method: *FILTERS/METAL RECLAI*
Storage Methold: *METAL DRUMS,55 GALLONS*
Carcinogen Indicator:
Hauler: *ASBURY ENVIR. SERVICES*
Waste Description:

WASTE STREAMS GENERATED BY BUSINESS
Waste Name & Code: *USED BATTERIES (444)*
Inspection Date: *4/20/01*
Waste Quantity Present at Inspection: *300*
Annual Quantity: *1200*
Measurement Unit: *LBS*
Treatment Method: *BATTERIES RECYCLED*
Storage Methold: *FIBER/PLSTIC BOXES,CRTNS,CASES*
Carcinogen Indicator:
Hauler: *UNREGISTERED HAZ WST HAUL*
Waste Description:

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *2/12/98*
Violation Item Number: *V001*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *02*
Violation Definition: *DISPOSAL OR CAUSING THE DISPOSAL OF HAZARDOUS WASTE TO AN UNAUTHORIZED POINT(GROUND, STORM DRAIN, SEWER SYSTEM, TRASH OR AIR) HSC 25189.5*

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Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 74 **DIST/DIR:** 0.11 NE **MAP ID:** 18

NAME: METRO VOLKSWAGEN
ADDRESS: 1954 KETTNER BL
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: METRO IMPORTS

REV: 08/06/01
ID1: HE17H12938
ID2: CAD981393358
STATUS:
PHONE: (619)234-3661

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *2/12/98*
Violation Item Number: *V002*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *03*
Violation Definition: *HAZARDOUS WASTE CONTAINERS ARE MISSING LABELS, ACCUMULATION DATE AND/OR ARE IMPROPERLY LABELED CCR 66262.34*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *2/12/98*
Violation Item Number: *V003*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *HAZARDOUS WASTE CONTAINERS ARE NOT KEPT CLOSED WHILE IN STORAGE CCR 66265.173*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *2/12/98*
Violation Item Number: *V004*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *PERSONNEL TRAINING RECORDS ARE INADEQUATE TO DOCUMENT COMPLIANCE WITH REQUIREMENTS FOR CURRENT AND FORMER EMPLOYEES CCR 66265.16*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *2/5/97*
Violation Item Number: *V001*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *HAZARDOUS WASTE MANIFESTS/RECEIPTS ARE NOT MAINTAINED ON SITE TO DOCUMENT PROPER DISPOSAL OF HAZARDOUS WASTE CCR 66262.40, 66272.1*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *2/5/97*
Violation Item Number: *V002*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *DISPOSAL OR CAUSING THE DISPOSAL OF HAZARDOUS WASTE TO AN UNAUTHORIZED POINT(GROUND, STORM DRAIN, SEWER SYSTEM, TRASH OR AIR) HSC 25189.5*

- Continued on next page -

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 74 **DIST/DIR:** 0.11 NE **MAP ID:** 18

NAME: METRO VOLKSWAGEN
ADDRESS: 1954 KETTNER BL
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: METRO IMPORTS

REV: 08/06/01
ID1: HE17H12938
ID2: CAD981393358
STATUS:
PHONE: (619)234-3661

Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *02*
Violation Definition: *HAZARDOUS WASTE CONTAINERS ARE MISSING LABELS, ACCUMULATION DATE AND/OR ARE IMPROPERLY LABELED CCR 66262.34*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *2/5/97*
Violation Item Number: *V004*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *PERSONNEL TRAINING IS NOT ADEQUATE TO ENSURE COMPLIANCE WITH HAZARDOUS WASTES/MATERIALS REGULATIONS CCR 66265.16*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *2/5/97*
Violation Item Number: *V005*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *02*
Violation Definition: *DAMAGED BATTERIES NOT PROPERLY STORED, LABELED, TRANSPORTED AND/OR NOT MANAGED TO MINIMIZE RELEASE OF ACID. CCR 66266.81(B)*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *2/5/97*
Violation Item Number: *V006*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *BUSINESS PLAN WAS NOT AMENDED WITHIN 30 DAYS FOR A 100% QUANTITY IN- CREASE,NEW DISCLOSABLE MATERIALS OR A CHANGE IN BUSINESS INFO.HSC 25505*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *4/20/01*
Violation Item Number: *V001*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *GENERATOR OF HAZARDOUS WASTE HAS NOT COMPLETED THE HAZARDOUS WASTE MANIFEST WITH ALL INFORMATION REQUIRED CCR 66262.23(A)*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *4/20/01*
Violation Item Number: *V002*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 74 **DIST/DIR:** 0.11 NE **MAP ID:** 18

NAME:	METRO VOLKSWAGEN	**REV:**	08/06/01
ADDRESS:	1954 KETTNER BL	**ID1:**	HE17H12938
	SAN DIEGO CA 92101	**ID2:**	CAD981393358
	SAN DIEGO	**STATUS:**	
CONTACT:	METRO IMPORTS	**PHONE:**	(619)234-3661

Violation Definition: *HAZARDOUS WASTE IS STORED IN EXCESS OF ALLOWABLE TIME PERIOD WITHOUT A STATE PERMIT OR WRITTEN VARIANCE CCR 66262.34*

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *4/20/01*
Violation Item Number: *V003*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *03*
Violation Definition: *DISPOSAL OR CAUSING THE DISPOSAL OF HAZARDOUS WASTE TO AN UNAUTHORIZED POINT(GROUND, STORM DRAIN, SEWER SYSTEM, TRASH OR AIR) HSC 25189.5*

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *4/20/01*
Violation Item Number: *V004*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *02*
Violation Definition: *HAZARDOUS WASTE CONTAINERS ARE NOT KEPT CLOSED WHILE IN STORAGE CCR 66265.173*

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *4/20/01*
Violation Item Number: *V005*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *GENERATOR OF A WASTE HAS NOT DETERMINED IF THAT WASTE IS A HAZARDOUS WASTE AS DEFINED BY LAW CCR 66262.11*

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *4/20/01*
Violation Item Number: *V006*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *02*
Violation Definition: *PERSONNEL TRAINING IS NOT ADEQUATE TO ENSURE COMPLIANCE WITH HAZARDOUS WASTES/MATERIALS REGULATIONS CCR 66265.16*

DISCLOSURE OF HAZARDOUS MATERIALS STORED AT ESTABLISHMENT

Chemical Name: *ARGON*
CAS#: *7440-37-1*
Annual Quantity: *500.00*
Quantity Stored at One Time: *250.00*
Measurement Unit: *CFT*
Carcinogen Indicator:
Storage Method: *CYLINDERS*
Material Data Safety Sheet:

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 74 **DIST/DIR:** 0.11 NE **MAP ID:** 18

NAME: METRO VOLKSWAGEN
ADDRESS: 1954 KETTNER BL
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: METRO IMPORTS

REV: 08/06/01
ID1: HE17H12938
ID2: CAD981393358
STATUS:
PHONE: (619)234-3661

First Hazard Category: *SUDDN RLSE OF PRES*
Second Hazard Category: *IMMED HEALTH HAZRD*

DISCLOSURE OF HAZARDOUS MATERIALS STORED AT ESTABLISHMENT

Chemical Name: *SUPERSTRONG DEGREASER*
CAS#: *MIXTURE*
Annual Quantity: *110.00*
Quantity Stored at One Time: *55.00*
Measurement Unit: *GAL*
Carcinogen Indicator:
Storage Method: *PLASTIC DRUMS,55 GALLONS*
Material Data Safety Sheet:
First Hazard Category: *FIRE HAZARD* **Second Hazard Category:** *IMMED HEALTH HAZRD*

DISCLOSURE OF HAZARDOUS MATERIALS STORED AT ESTABLISHMENT

Chemical Name: *OIL: MOTOR, 20-40W*
CAS#: *8002-05-9*
Annual Quantity: *3100.00*
Quantity Stored at One Time: *700.00*
Measurement Unit: *GAL*
Carcinogen Indicator:
Storage Method: *ABVGR TNK,STEEL 10-1000 G*
Material Data Safety Sheet:
First Hazard Category: *FIRE HAZARD*
Second Hazard Category:

DISCLOSURE OF HAZARDOUS MATERIALS STORED AT ESTABLISHMENT

Chemical Name: *LACQUER THINNER*
CAS#: *MIXTURE*
Annual Quantity: *110.00*
Quantity Stored at One Time: *55.00*
Measurement Unit: *GAL*
Carcinogen Indicator:
Storage Method: *METAL DRUMS,55 GALLONS*
Material Data Safety Sheet:
First Hazard Category: *FIRE HAZARD*
Second Hazard Category:

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 105 **DIST/DIR:** 0.11 NE **MAP ID:** 18

NAME:	METRO VOLKSWAGEN	**REV:**	08/21/00
ADDRESS:	1954 KETTNER BL	**ID1:**	HE17H12938
	SAN DIEGO CA 92101	**ID2:**	CAD981393358
	San Diego	**STATUS:**	
CONTACT:	METRO IMPORTS	**PHONE:**	(619)234-3661

TANK ID s

Permit Number:	*HE17H12938*
Tank Number:	*T001*
Tank ID Number:	*1*

TANK CHARACTERISTICS INFORMATION

Capacity:	*550*
Manufacturer Code:	*0001*
Year Installed:	
Contents:	*WASTE OIL*
Tank Content Chemical Name:	
Tank Content CAS Number:	
Tank System Type:	*SINGLE WALL W/O SECNDRY CNTMNT*
Primary Tank Material:	*CARBON STEEL*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*NO EXTERIOR CORR PROT INFO*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*INVALID CODE*
Tank Test Date:	*04/27/90*

PIPING INFORMATION

Piping Corrosion Protection:	*NO PIPE PROTECTION INFO*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*PIPE TYPE NOT AVAILABLE*
Pipe Construction:	*NO PIPE CONSTRUCTION INFO*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*

PIPING INFORMATION

Pipe Test Date:	*01/01/01*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

TANK ID s

Permit Number:	*HE17H12938*

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Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 105 **DIST/DIR:** 0.11 NE **MAP ID:** 18

NAME: METRO VOLKSWAGEN
ADDRESS: 1954 KETTNER BL
SAN DIEGO CA 92101
San Diego
CONTACT: METRO IMPORTS

REV: 08/21/00
ID1: HE17H12938
ID2: CAD981393358
STATUS:
PHONE: (619)234-3661

Tank Number:	*T002*
Tank ID Number:	*2*
TANK CHARACTERISTICS INFORMATION	
Capacity:	*550*
Manufacturer Code:	*0001*
Year Installed:	
Contents:	*WASTE OIL*
Tank Content Chemical Name:	
Tank Content CAS Number:	
Tank System Type:	*UNKNOWN*
Primary Tank Material:	*NO PRIMARY TANK MATERIAL INFO*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*NO EXTERIOR CORR PROT INFO*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*
TANK TESTING & MONITORING INFORMATION	
Below Grade Equipment:	
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*INVALID CODE*
Tank Test Date:	*04/27/90*
PIPING INFORMATION	
Piping Corrosion Protection:	*NO PIPE PROTECTION INFO*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*PIPE TYPE NOT AVAILABLE*
Pipe Construction:	*NO PIPE CONSTRUCTION INFO*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*
PIPING INFORMATION	
Pipe Test Date:	*01/01/01*
REGULATORY INFORMATION	
Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

FINDS SITE

SEARCH ID: 37 **DIST/DIR:** 0.11 NE **MAP ID:** 18

NAME: METRO VOLKSWAGEN PEUGEOT
ADDRESS: 1954 KETTNER BLVD
SAN DIEGO CA 92101
San Diego
CONTACT:

REV:
ID1: CAD981393358
ID2:
STATUS:
PHONE:

```
RCRIS     : CAD981393358
PCS       :
AFS/AIRS    :
SSTS         :
CERCLIS      :
NCDB    :
ENF DOCKET     :
CONTR LIST     :
CRIM DOCKET :
FFIS       :
CICIS    :
STATE         :
PADS      :
TRIS    :
D&B        : 029134947
UNKNOWN       :
```

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

RCRA GENERATOR SITE

SEARCH ID: 18 **DIST/DIR:** 0.11 NE **MAP ID:** 18

NAME:	METRO VOLKSWAGEN PEUGEOT	**REV:**	6/8/02
ADDRESS:	1954 KETTNER BLVD	**ID1:**	CAD981393358
	SAN DIEGO CA 92101	**ID2:**	
	SAN DIEGO	**STATUS:**	SGN
CONTACT:	ENVIRONMENTAL MANAGER	**PHONE:**	6192343661

SITE INFORMATION

CONTACT INFORMATION: ENVIRONMENTAL MANAGER
ENVIRO MANAGER
1954 KETTNER BLVD
SAN DIEGO CA 92101

PHONE: 6192343661

UNIVERSE NAME:

SGN: GENERATES 100 - 1000 KG/MONTH OF HAZARDOUS WASTE

SIC INFORMATION:

5511 - RETAIL TRADE - NEW AND USED CAR DEALERS

ENFORCEMENT INFORMATION:

VIOLATION INFORMATION:

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 78 **DIST/DIR:** 0.11 NE **MAP ID:** 55

NAME: NANCE BILL SUEDE LIFE
ADDRESS: 701 W GRAPE ST
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV: 08/06/01
ID1: HE17H04458
ID2:
STATUS:
PHONE: ( ) -

DETAILS NOT AVAILABLE

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 168 **DIST/DIR:** 0.11 NE **MAP ID:** 87

NAME: PORTO SIENA
ADDRESS: 1601 INDIA ST
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV: 06/31/01
ID1: 9UT4038
ID2:
STATUS: CASE CLOSED
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *09*
LOCAL CASE NUMBER: *H39010-001*
RESPONSIBLE PARTY: *LEEDS GROUP, INC*
ADDRESS OF RESPONSIBLE PARTY: *11975 EL CAMINO REAL STE 103, SAN DIEGO 92130*
SITE OPERATOR: *LEEDS GROUP, INC*
WATER SYSTEM:

CASE NUMBER: *9UT4038*
CASE TYPE: *OTHER*
SUBSTANCE LEAKED: *GASOLINE*
SUBSTANCE QUANTITY:
LEAK CAUSE: *UNKNOWN*
LEAK SOURCE: *TANK*
HOW LEAK WAS DISCOVERED: *OTHER MEANS*
DATE DISCOVERED (blank if not reported): *2/29/2000*
HOW LEAK WAS STOPPED: *OTHER MEANS*
STOP DATE (blank if not reported):
STATUS: *CASE CLOSED*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency): *EXCAVATE AND DISPOSE- REMOVE CONTAMINATED SOIL AND DISPOSE IN APPROVED SITE*
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): *5/22/2000*
REVIEW DATE (blank if not reported): *6/19/2000*
DATE OF LEAK CONFIRMATION (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported): *4/16/2000*
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported):
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): *5/31/2000*
REPORT DATE (blank if not reported): *2/29/2000*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration): *5/18/2000*
MTBE GROUNDWATER CONCENTRATION: *LESS THAN 120*
MTBE SOIL CONCENTRATION: *LESS THAN 0.25*
MTBE CNTS: *2*
MTBE FUEL: *1*
MTBE TESTED: *YES*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 88 **DIST/DIR:** 0.11 NE **MAP ID:** 63

NAME:	SIEGAN DESIGN	**REV:**	08/06/01
ADDRESS:	1702 KETTNER BL	**ID1:**	HE17H35703
	SAN DIEGO CA 92101	**ID2:**	CAL000208399
	SAN DIEGO	**STATUS:**	
CONTACT:	CRAIG SIEGAN	**PHONE:**	(619)232-9664

INDUSTRY / FACILITY INFORMATION NAMES

Business Description & SIC Code:	*1 Waste Item or 1 Disc*
Gas Station:	
Fire Department District:	*San Diego FD*

PERMIT INFORMATION

Permit Number:	*HE17H35703*
Inactive / Active Facility Indicator:	
Annual Expiration Date:	*Apr 30*
Status:	
Map Code / Business Plan on File:	
Business Plan Acceptance Date:	*05/05/1997*

GENERAL INSPECTION & VIOLATION INFORMATION

Inspection Date:	*02/19/1999 0:00:00*
Reinspection Date:	*Feb 2001*
Inspector Name:	*MANN*
Notice of Violation Issued:	
Delinquent Flag:	*D*
Last Update:	*5/20/01*
Last Delinquent Letter:	

PROPERTY OWNER INFORMATION

Property Owner Name:	
Property Owner Address:	

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code:	*HYDROCARBON SOLVENTS (213)*
Inspection Date:	*2/19/99*
Waste Quantity Present at Inspection:	*55*
Annual Quantity:	*20*
Measurement Unit:	*GAL*
Treatment Method:	*RECYCLE*
Storage Methold:	*METAL DRUMS,55 GALLONS*
Carcinogen Indicator:	
Hauler:	*KEM*
Waste Description:	*WASTE TONER*

VIOLATIONS AT TIME OF INSPECTION

Inspection Date:	*2/19/99*
Violation Item Number:	*V001*
Waste Code:	
Type of Violation:	*GENERAL VIOLATION*
Number of Occurances:	*01*
Violation Definition:	*HANDLER OF HAZARDOUS WASTE/MATERIAL HAS NOT OBTAINED A VALID SAN DIEGO COUNTY HEALTH PERMIT*
	SDCC 68.905

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 88 **DIST/DIR:** 0.11 NE **MAP ID:** 63

NAME:	SIEGAN DESIGN	**REV:**	08/06/01
ADDRESS:	1702 KETTNER BL	**ID1:**	HE17H35703
	SAN DIEGO CA 92101	**ID2:**	CAL000208399
	SAN DIEGO	**STATUS:**	
CONTACT:	CRAIG SIEGAN	**PHONE:**	(619)232-9664

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *2/19/99*
Violation Item Number: *V002*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *OWNER/OPERATOR HAS NOT PREPARED A CONTINGENCY PLAN, OR MAINTAINED A COPY ON SITE, OR SUBMITTED A COPY TO THE HMMD. CCR 66265.51,.53*

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *2/21/97*
Violation Item Number: *V001*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *HAZARDOUS WASTE MANIFESTS/RECEIPTS ARE NOT MAINTAINED ON SITE TO DOCUMENT PROPER DISPOSAL OF HAZARDOUS WASTE CCR 66262.40, 66272.1*

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *2/21/97*
Violation Item Number: *V002*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *02*
Violation Definition: *PERSONNEL TRAINING RECORDS ARE INADEQUATE TO DOCUMENT COMPLIANCE WITH REQUIREMENTS FOR CURRENT AND FORMER EMPLOYEES CCR 66265.16*

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *2/21/97*
Violation Item Number: *V003*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *02*
Violation Definition: *OWNER/OPERATOR HAS NOT PREPARED A CONTINGENCY PLAN, OR MAINTAINED A COPY ON SITE, OR SUBMITTED A COPY TO THE HMMD. CCR 66265.51,.53*

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *8/23/95*
Violation Item Number: *V001*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *HANDLER OF HAZARDOUS WASTE/MATERIAL HAS NOT OBTAINED A VALID SAN DIEGO COUNTY HEALTH PERMIT SDCC 68.905*

VIOLATIONS AT TIME OF INSPECTION

Inspection Date: *8/23/95*
Violation Item Number: *V002*

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Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 88 **DIST/DIR:** 0.11 NE **MAP ID:** 63

NAME:	SIEGAN DESIGN	**REV:**	08/06/01
ADDRESS:	1702 KETTNER BL	**ID1:**	HE17H35703
	SAN DIEGO CA 92101	**ID2:**	CAL000208399
	SAN DIEGO	**STATUS:**	
CONTACT:	CRAIG SIEGAN	**PHONE:**	(619)232-9664

Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *HAZARDOUS WASTE CONTAINERS ARE MISSING LABELS, ACCUMULATION DATE AND/OR ARE IMPROPERLY LABELED CCR 66262.34*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *8/23/95*
Violation Item Number: *V003*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *PERSONNEL TRAINING RECORDS ARE INADEQUATE TO DOCUMENT COMPLIANCE WITH REQUIREMENTS FOR CURRENT AND FORMER EMPLOYEES CCR 66265.16*

VIOLATIONS AT TIME OF INSPECTION
Inspection Date: *8/23/95*
Violation Item Number: *V004*
Waste Code:
Type of Violation: *GENERAL VIOLATION*
Number of Occurances: *01*
Violation Definition: *OWNER/OPERATOR HAS NOT PREPARED A CONTINGENCY PLAN, OR MAINTAINED A COPY ON SITE, OR SUBMITTED A COPY TO THE HMMD. CCR 66265.51,.53*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 111 **DIST/DIR:** 0.11 NE **MAP ID:** 77

NAME:	TRUST U/W/O IDA E EDEN AT0315	**REV:**	08/21/00
ADDRESS:	2056 KETTNER BL	**ID1:**	HE17H21043
	SAN DIEGO CA 92101	**ID2:**	
	San Diego	**STATUS:**	
CONTACT:	TRUST U/W/O IDA E EDEN	**PHONE:**	( ) -

TANK ID s

Permit Number:	*HE17H21043*
Tank Number:	*T001*
Tank ID Number:	*AT0315-I*

TANK CHARACTERISTICS INFORMATION

Capacity:	*550*
Manufacturer Code:	
Year Installed:	
Contents:	*SEE FILE FOR CONTENTS*
Tank Content Chemical Name:	
Tank Content CAS Number:	
Tank System Type:	*SINGLE WALL W/O SECNDRY CNTMNT*
Primary Tank Material:	*CARBON STEEL*
Tank Interior Lining or Coating:	*NO SECONDARY TANK MTRL INFO*
Tank Exterior Corrosion Protection:	*NO EXTERIOR CORR PROT INFO*
Overfill Device:	*NO OVERFILL INFORMATION*
Spill Buckets:	
Is Groundwater Greater Than 20 Feet (Y/N):	*NO*

TANK TESTING & MONITORING INFORMATION

Below Grade Equipment:	
Is System 1998 Standards Certified (Y/N):	
Tank Monitor Device:	*NO TANK MONIT DEV INFO*
Automatic Tank Gauges:	*NO ATGS INFO AVAILABLE*
Tank Test Status:	*N/A*
Tank Test Date:	*12/01/87*

PIPING INFORMATION

Piping Corrosion Protection:	*NO PIPE PROTECTION INFO*
Pressure Pipe Loss Leak Detector Type:	*NO PPLLD BRAND INFO*
Pipe System Type:	*PIPE TYPE NOT AVAILABLE*
Pipe Construction:	*NO PIPE CONSTRUCTION INFO*
Pipe Primary Material:	*NO PRIMARY PIPE MATERIAL INFO*
Pipe Monitor Device:	*NO PIPE MONIT DEV INFO*

PIPING INFORMATION

Pipe Test Date:	*12/01/87*

REGULATORY INFORMATION

Tank Exempt Indicator:	*NO*
Hazard Category 1:	
Regulatory Status Code Description:	*CLOSED BY REMOVAL*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

RCRA NLR SITE

SEARCH ID: 21 **DIST/DIR:** 0.11 SE **MAP ID:** 22

NAME:	CHAPMAN S DIESEL SALES & SERVICE, INC	**REV:**	6/8/02
ADDRESS:	1520 INDIA ST	**ID1:**	CAD029106234
	SAN DIEGO CA 92101	**ID2:**	
	SAN DIEGO	**STATUS:**	NLR
CONTACT:	JENSINE NOLAN	**PHONE:**	6192347247

SITE INFORMATION

CONTACT INFORMATION: JENSINE NOLAN
OFFC MGR
3561 DALBERGIA ST
SAN DIEGO CA 92113

PHONE: 6192347247

UNIVERSE NAME:

NO LONGER REGULATED

SIC INFORMATION:

ENFORCEMENT INFORMATION:

VIOLATION INFORMATION:

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 81 **DIST/DIR:** 0.12 NE **MAP ID:** 56

NAME: PAIGE HARDY & ASSOCIATES
ADDRESS: 1731 KETTNER BL
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: LORIE HARDY

REV: 08/06/01
ID1: HE17H35705
ID2: CAL923383633
STATUS:
PHONE: ( ) -

INDUSTRY / FACILITY INFORMATION NAMES

Business Description & SIC Code:	*1 Waste Item or 1 Disc*
Gas Station:	
Fire Department District:	*San Diego FD*

PERMIT INFORMATION

Permit Number:	*HE17H35705*
Inactive / Active Facility Indicator:	*Inactive*
Annual Expiration Date:	*Nov 30*
Status:	
Map Code / Business Plan on File:	
Business Plan Acceptance Date:	

GENERAL INSPECTION & VIOLATION INFORMATION

Inspection Date:	*08/23/1995 0:00:00*
Reinspection Date:	*Feb 1997*
Inspector Name:	*MANN*
Notice of Violation Issued:	
Delinquent Flag:	
Last Update:	*8/7/98*
Last Delinquent Letter:	*01/07/1997 0:00:00*

PROPERTY OWNER INFORMATION

Property Owner Name:	
Property Owner Address:	

WASTE STREAMS GENERATED BY BUSINESS

Waste Name & Code:	*PHOTOCHEM/PHOTOPROC WASTE (541)*
Inspection Date:	*8/23/95*
Waste Quantity Present at Inspection:	*10*
Annual Quantity:	*10*
Measurement Unit:	*LBS*
Treatment Method:	*RECLAIMED*
Storage Methold:	*PLASTIC DRUMS 0-5 GALLONS*
Carcinogen Indicator:	
Hauler:	*POWERS AND HUNT CO.*
Waste Description:	*SILVER FIXER WASTE*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 188 **DIST/DIR:** 0.13 NE **MAP ID:** 68

NAME:	THRIFTY CAR RENTAL	**REV:**	08/21/00
ADDRESS:	2100 KETTNER BL	**ID1:**	HE17H12116
	SAN DIEGO CA 92101	**ID2:**	
	San Diego	**STATUS:**	
CONTACT:		**PHONE:**	(619)239-2281

Release Occurance Number:	*001*
Historical Name:	*THRIFTY CAR RENTAL*
Date Release Began:	*10/29/93*
Lead Agency:	*DEH*
Case Type:	*TANK, Release*
Case Status:	*OPEN*
Case Status Date:	*10/29/93*

Release Occurance Number:	*002*
Historical Name:	*THRIFTY RENT A CAR (FORMERLY)*
Date Release Began:	*12/4/96*
Lead Agency:	*DEH*
Case Type:	*TANK, Release*
Case Status:	*OPEN*
Case Status Date:	*12/4/96*

Release Occurance Number:	*003*
Historical Name:	*LUSCUMB, THRIFTY CAR RNTLS*
Date Release Began:	*2/21/97*
Lead Agency:	*DEH*
Case Type:	*TANK, Release*
Case Status:	*OPEN*
Case Status Date:	*3/17/97*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 189 **DIST/DIR:** 0.13 NE **MAP ID:** 68

NAME: THRIFTY RENT A CAR (FORMERLY)
ADDRESS: 2100 KETTNER BLVD
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV: 06/31/01
ID1: 9UT3370
ID2:
STATUS: PRELIM. SITE ASSES. UNDERWAY
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *09*
LOCAL CASE NUMBER: *H12116-002*
RESPONSIBLE PARTY: *CAROL WILLIAMS TRUST:LUSCOMB*
ADDRESS OF RESPONSIBLE PARTY: *4792 LUCILLE DR 92115*
SITE OPERATOR:
WATER SYSTEM: *LAKE MORENA COUNTY PARK*

CASE NUMBER: *9UT3370*
CASE TYPE: *SOIL ONLY*
SUBSTANCE LEAKED: *UNLEADED GASOLINE*
SUBSTANCE QUANTITY:
LEAK CAUSE:
LEAK SOURCE:
HOW LEAK WAS DISCOVERED:
DATE DISCOVERED (blank if not reported): *12/4/1996*
HOW LEAK WAS STOPPED:
STOP DATE (blank if not reported): *12/4/1996*
STATUS: *PRELIM. SITE ASSES. UNDERWAY*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency):
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported): *1/4/1997*

ENTER DATE (blank if not reported): *3/13/1997*
REVIEW DATE (blank if not reported): *3/13/1997*
DATE OF LEAK CONFIRMATION (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): *12/4/1996*
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported):
REPORT DATE (blank if not reported): *12/4/1996*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *1*
MTBE TESTED: *SITE NOT TESTED FOR MTBE. INCLUDES UNKNOWN AND NOT ANALYZED*
MTBE CLASS: *

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 162 **DIST/DIR:** 0.13 S- **MAP ID:** 28

NAME:	NAVFAC BLDG 127	**REV:**	06/31/01
ADDRESS:	1220 PACIFIC HWY	**ID1:**	9UT2087
	SAN DIEGO CA 92101	**ID2:**	
	SAN DIEGO	**STATUS:**	LEAK BEING CONFIRMED
CONTACT:		**PHONE:**	

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *09*
LOCAL CASE NUMBER: *H80424-001*
RESPONSIBLE PARTY: *NAVAL FACILITIES ENGR COMMAND*
ADDRESS OF RESPONSIBLE PARTY: *1220 PACIFIC HIGHWAY, SAN DIEGO, CA 92101*
SITE OPERATOR: *US NAVY*
WATER SYSTEM: *LAKE MORENA COUNTY PARK*

CASE NUMBER: *9UT2087*
CASE TYPE: *SOIL ONLY*
SUBSTANCE LEAKED: *DIESEL*
SUBSTANCE QUANTITY:
LEAK CAUSE: *UNKNOWN*
LEAK SOURCE: *UNKNOWN*
HOW LEAK WAS DISCOVERED: *OTHER MEANS*
DATE DISCOVERED (blank if not reported): *2/4/1991*
HOW LEAK WAS STOPPED: *OTHER MEANS*
STOP DATE (blank if not reported): *2/4/1991*
STATUS: *LEAK BEING CONFIRMED*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency):
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): *1/7/1992*
REVIEW DATE (blank if not reported): *8/11/1998*
DATE OF LEAK CONFIRMATION (blank if not reported): *10/29/1991*
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): *8/13/1991*
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported):
REPORT DATE (blank if not reported): *2/4/1991*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *0*
MTBE TESTED: *NOT REQUIRED TO BE TESTED*
MTBE CLASS: *

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 190 **DIST/DIR:** 0.13 S- **MAP ID:** 28

NAME: U S NAVY
ADDRESS: 1220 PACIFIC HY
SAN DIEGO CA 92101
San Diego
CONTACT: U S NAVY

REV: 08/21/00
ID1: HE17H80424
ID2:
STATUS:
PHONE: ( ) -

Release Occurance Number: *001*
Historical Name: *NAVAL FACILITIES ENG.COMMAND*
Date Release Began: *2/4/91*
Lead Agency: *RWQCB*
Case Type: *TANK, Release*
Case Status: *OPEN*
Case Status Date: *8/13/91*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 197 **DIST/DIR:** 0.14 NE **MAP ID:** 95

NAME: WIZER INC
ADDRESS: 2112 KETTNER BLVD
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV: 06/31/01
ID1: 9UT2665
ID2:
STATUS: PRELIM. SITE ASSES. UNDERWAY
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

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LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *09*
LOCAL CASE NUMBER: *H12116-001*
RESPONSIBLE PARTY: *CAROL WILLIAMS TRUST*
ADDRESS OF RESPONSIBLE PARTY: *3651 KENWOOD DR SPRING VALLEY CA 91977*
SITE OPERATOR: *WIZER INC.*
WATER SYSTEM: *LAKE MORENA COUNTY PARK*

CASE NUMBER: *9UT2665*
CASE TYPE: *SOIL ONLY*
SUBSTANCE LEAKED: *GASOLINE*
SUBSTANCE QUANTITY:
LEAK CAUSE: *UNKNOWN*
LEAK SOURCE: *UNKNOWN*
HOW LEAK WAS DISCOVERED: *TANK CLOSURE*
DATE DISCOVERED (blank if not reported): *10/29/1993*
HOW LEAK WAS STOPPED: *CLOSE TANK*
STOP DATE (blank if not reported): *10/29/1993*
STATUS: *PRELIM. SITE ASSES. UNDERWAY*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency): *EXCAVATE AND DISPOSE- REMOVE CONTAMINATED SOIL AND DISPOSE IN APPROVED SITE*
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): *3/14/1994*
REVIEW DATE (blank if not reported): *3/14/1994*
DATE OF LEAK CONFIRMATION (blank if not reported): *10/29/1993*
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): *10/29/1993*
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported):
REPORT DATE (blank if not reported): *12/23/1993*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *1*
MTBE TESTED: *SITE NOT TESTED FOR MTBE. INCLUDES UNKNOWN AND NOT ANALYZED*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 116 **DIST/DIR:** 0.15 NE **MAP ID:** 71

NAME:	BENTON COMPANY	**REV:**	08/21/00
ADDRESS:	2136 KETTNER BL	**ID1:**	HE17H15338
	SAN DIEGO CA 92101	**ID2:**	
	San Diego	**STATUS:**	
CONTACT:	WILLIAM BENTON	**PHONE:**	( ) -

Release Occurance Number:	*001*
Historical Name:	*WILLIAM BENTON PAINT CO.*
Date Release Began:	*7/12/93*
Lead Agency:	*DEH*
Case Type:	*TANK, Release (W)*
Case Status:	*OPEN*
Case Status Date:	*7/12/93*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 117 **DIST/DIR:** 0.15 NE **MAP ID:** 71

NAME: BENTON COMPANY
ADDRESS: 2136 KETTNER BLVD
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV: 06/31/01
ID1: 9UT2522
ID2:
STATUS: PRELIM. SITE ASSES. UNDERWAY
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

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LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *09*
LOCAL CASE NUMBER: *H15338-001*
RESPONSIBLE PARTY: *BENTON COMPANY*
ADDRESS OF RESPONSIBLE PARTY: *701 MESSENGER ROAD 97527*
SITE OPERATOR: *WILLIAM S BENTON*
WATER SYSTEM: *LAKE MORENA COUNTY PARK*

CASE NUMBER: *9UT2522*
CASE TYPE: *OTHER*
SUBSTANCE LEAKED: *GASOLINE*
SUBSTANCE QUANTITY:
LEAK CAUSE: *UNKNOWN*
LEAK SOURCE: *UNKNOWN*
HOW LEAK WAS DISCOVERED: *TANK CLOSURE*
DATE DISCOVERED (blank if not reported): *7/9/1993*
HOW LEAK WAS STOPPED: *CLOSE TANK*
STOP DATE (blank if not reported): *7/9/1993*
STATUS: *PRELIM. SITE ASSES. UNDERWAY*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency): *EXCAVATE AND DISPOSE- REMOVE CONTAMINATED SOIL AND DISPOSE IN APPROVED SITE. REMOVE FREE PRODUCT.*
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): *9/21/1993*
REVIEW DATE (blank if not reported): *1/19/1994*
DATE OF LEAK CONFIRMATION (blank if not reported): *7/12/1993*
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported): *7/9/1993*
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): *9/15/1993*
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported):
REPORT DATE (blank if not reported): *7/9/1993*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *1*
MTBE TESTED: *SITE NOT TESTED FOR MTBE. INCLUDES UNKNOWN AND NOT ANALYZED*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 149 **DIST/DIR:** 0.15 NW **MAP ID:** 7

NAME: HARBOR DRIVE FACILITY
ADDRESS: 2200 PACIFIC HWY
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV: 06/31/01
ID1: 9UT506
ID2:
STATUS: REMEDIATION PLAN
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

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LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *09*
LOCAL CASE NUMBER: *H08828-001*
RESPONSIBLE PARTY: *SOLAR TURBINES, INCORPORATED*
ADDRESS OF RESPONSIBLE PARTY: *PO BOX 85376, SAN DIEGO, CA 92138*
SITE OPERATOR: *SOLAR TURBINES, INCORPORATED*
WATER SYSTEM: *LAKE MORENA COUNTY PARK*

CASE NUMBER: *9UT506*
CASE TYPE: *OTHER*
SUBSTANCE LEAKED: *GASOLINE*
SUBSTANCE QUANTITY:
LEAK CAUSE: *UNKNOWN*
LEAK SOURCE: *UNKNOWN*
HOW LEAK WAS DISCOVERED: *TANK CLOSURE*
DATE DISCOVERED (blank if not reported): *5/30/1986*
HOW LEAK WAS STOPPED: *REMOVE CONTENTS*
STOP DATE (blank if not reported): *5/30/1986*
STATUS: *REMEDIATION PLAN*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency):
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported): *12/9/1985*

ENTER DATE (blank if not reported): *9/12/1986*
REVIEW DATE (blank if not reported): *6/9/1993*
DATE OF LEAK CONFIRMATION (blank if not reported): *12/9/1985*
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): *2/26/1987*
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported): *8/12/1987*
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported):
REPORT DATE (blank if not reported): *9/12/1986*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *1*
MTBE TESTED: *SITE NOT TESTED FOR MTBE. INCLUDES UNKNOWN AND NOT ANALYZED*
MTBE CLASS: *

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 177 **DIST/DIR:** 0.15 NW **MAP ID:** 7

NAME: SOLAR TURBINES
ADDRESS: 2200 PACIFIC HY
SAN DIEGO CA 92101
San Diego
CONTACT: SOLAR TURBINES INCORPORATED

REV: 08/21/00
ID1: HE17H08828
ID2: CAD008314908
STATUS:
PHONE: (619)544-5394

Release Occurance Number: *001*
Historical Name: *SOLAR TURBINES*
Date Release Began: *12/9/85*
Lead Agency: *RWQCB*
Case Type: *TANK, Release (W)*
Case Status: *OPEN*
Case Status Date: *1/18/89*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

STATE SITE

SEARCH ID: 50 **DIST/DIR:** 0.15 NW **MAP ID:** 7

NAME: SOLAR TURBINES INC.
ADDRESS: 2200 PACIFIC HWY
SAN DIEGO CA 92101
San Diego
CONTACT:

REV: 07/03/00
ID1: CAL37370021
ID2:
STATUS: PROPERTY/SITE REFERRED TO RCRA
PHONE:

OTHER SITE NAMES (blank below = not reported by agency)

OTHER SITE NAMES (blank below = not reported by agency)
SOLAR AIRCRAFT

GENERAL SITE INFORMATION
File Name (if different than site name):

Status: *PROPERTY/SITE REFERRED TO RCRA (REFRC)*
AWP Site Type: *N/A*
NPL Site:
Fund:
Status Date: *07131989*
Lead:
Staff:
Senior Supervisor:

DTSC Region & RWQCB #: *4 / LONG BEACH*
Branch: *SOUTHERN CA. - B*
RWQCB: *SAN DIEGO*
Site Access:
On Cortese List:
Groundwater Contamination:
Haz Ranking Score:
Haz Ranking Score:
Number of Sources Contributing to Contamination at the Site: *0*

OTHER AGENCY ID NUMBERS (blank below = not reported by agency)

OTHER AGENCY ID NUMBERS (blank below = not reported by agency)
ID SOURCE NAME, & VALUE: *HWIS IDENTIFICATION CODE CAD008314908*

ID SOURCE NAME, & VALUE: *EPA IDENTIFICATION NUMBER CAD008314908*

PROJECTED ACTIVITIES (blank below = not reported by agency)

PROJECTED ACTIVITIES (blank below = not reported by agency)

PROJECTED ACTIVITIES (blank below = not reported by agency)
Activity: *DISCOVERY (DISC)*
Activity Status: *PROPERTY/SITE REFERRED TO RCRA*
Completion Due Date:
Revised Completion Due Date:
Date Activity Actually Completed: *10141982*

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

STATE SITE

SEARCH ID: 50 **DIST/DIR:** 0.15 NW **MAP ID:** 7

NAME: SOLAR TURBINES INC.
ADDRESS: 2200 PACIFIC HWY
SAN DIEGO CA 92101
San Diego
CONTACT:

REV: 07/03/00
ID1: CAL37370021
ID2:
STATUS: PROPERTY/SITE REFERRED TO RCRA
PHONE:

Yards of Solids Removed:	*0*
Yards of Solids Treated:	*0*
Gallons of Liquid Removed:	*0*
Gallons of Liquid Treated:	*0*

Activity:	*(SS)*
Activity Status:	*PROPERTY/SITE REFERRED TO RCRA*
Completion Due Date:	
Revised Completion Due Date:	
Date Activity Actually Completed:	*06101987*
Yards of Solids Removed:	*0*
Yards of Solids Treated:	*0*
Gallons of Liquid Removed:	*0*
Gallons of Liquid Treated:	*0*

Activity:	*(SS)*
Activity Status:	*PROPERTY/SITE REFERRED TO RCRA*
Completion Due Date:	
Revised Completion Due Date:	
Date Activity Actually Completed:	*06221989*
Yards of Solids Removed:	*0*
Yards of Solids Treated:	*0*
Gallons of Liquid Removed:	*0*
Gallons of Liquid Treated:	*0*

DTSC COMMENTS REGARDING THIS SITE (blank below = not reported by agency)

DATE	COMMENT
10141982	*FACILITY IDENTIFIED ID VIA 50 PHONE BOOK*
05191983	*FACILITY DRIVE-BY OBSERVATION DIFFICULT. PROBABLE TOXICS*
05191983	*HANDLING*
08151983	*FINAL STRATEGY SITE REFERRED: TO CO HLTH*
06101987	*SITE SCREENING DONE SOME SOIL CONTM FROM U/G TANKS.*
06101987	*POTENTIAL FOR OTHER CONTM PROBLEMS*
06101987	*FAC TYPE: QUEST. PROD MFG ASSEMBLE &SALE*
DATE	COMMENT

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

STATE SITE

SEARCH ID: 50 **DIST/DIR:** 0.15 NW **MAP ID:** 7

NAME: SOLAR TURBINES INC.
ADDRESS: 2200 PACIFIC HWY
SAN DIEGO CA 92101
San Diego
CONTACT:

REV: 07/03/00
ID1: CAL37370021
ID2:
STATUS: PROPERTY/SITE REFERRED TO RCRA
PHONE:

06101987 *OF GAS TURBINE MACHINE. U/G TANK IS USED*

DATE	COMMENT
06101987	*FOR A DRAIN FROM A SUMP. THIS LIQ IS*
06101987	*SENT TO RECYCLER*
06221989	*PERMIT(OTHER) RCRA TSD PERMIT STATUS 1: PERMIT*
06221989	*CANDIDATE*
06221989	*SITE SCREENING DONE RATIONALE FOR REFERRED STATUS: TSD*
06221989	*FACILITY*
05191995	*RCRA lead. 4/17/95 closure plan approved requested*
05191995	*extensions 6/30/93 until 7/1/94 to submit CP report.*
05191995	*Extension granted 94/95 AWP.*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

RCRA TSD SITE

SEARCH ID: 7 **DIST/DIR:** 0.15 NW **MAP ID:** 7

NAME: SOLAR TURBINES INTERNATIONAL
ADDRESS: 2200 PACIFIC HWY
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: ENVIRONMENTAL MANAGER

REV: 6/8/02
ID1: CAD008314908
ID2:
STATUS: TSD
PHONE:

SITE INFORMATION

CONTACT INFORMATION: ENVIRONMENTAL MANAGER
ENVIRO MANAGER
2200 PACIFIC HWY
SAN DIEGO CA 92101

PHONE: 7142385876

CONTACT INFORMATION: ENVIRONMENTAL MANAGER
ENVIRO MANAGER
PO BOX 80966
SAN DIEGO CA 92138

PHONE:

UNIVERSE NAME:

ST: STORAGE AND TREATMENT
SUBJECT TO CEI
DF: LAND DISPOSAL FACILITY
TSDS SUBJECT TO CORRECTIVE ACT
SUBJECT TO CORRECTIVE ACTION
INCINERATOR

SIC INFORMATION:

4581 - TRANS. & UTILITIES - AIRPORTS, FLYING FIELDS, AND
3612 - MANUFACTURING - TRANSFORMERS, EXCEPT ELECTRONIC
3511 - MANUFACTURING - TURBINES AND TURBINE GENERATOR SET
3511 - MANUFACTURING - TURBINES AND TURBINE GENERATOR SET
3511 - MANUFACTURING - TURBINES AND TURBINE GENERATOR SET
3728 - MANUFACTURING - AICRAFT PARTS AND EQUIPMENT, NEC
3511 - MANUFACTURING - TURBINES AND TURBINE GENERATOR SET

ENFORCEMENT INFORMATION:

AGENCY: S - STATE **DATE:** 14-AUG-96
TYPE: 120 - WRITTEN INFORMAL

AGENCY: S - STATE **DATE:** 27-MAR-95
TYPE: 120 - WRITTEN INFORMAL

- Continued on next page -

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

RCRA TSD SITE

SEARCH ID: 7 **DIST/DIR:** 0.15 NW **MAP ID:** 7

NAME: SOLAR TURBINES INTERNATIONAL
ADDRESS: 2200 PACIFIC HWY
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: ENVIRONMENTAL MANAGER

REV: 6/8/02
ID1: CAD008314908
ID2:
STATUS: TSD
PHONE:

AGENCY: S - STATE **DATE:** 05-APR-91
TYPE: 120 - WRITTEN INFORMAL

AGENCY: S - STATE **DATE:** 16-APR-87
TYPE: 120 - WRITTEN INFORMAL

VIOLATION INFORMATION:

VIOLATION NUMBER: 0001 **RESPONSIBLE:** S - STATE
DETERMINED: 14-AUG-96 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:**
TYPE: GPT - GENERATOR PRE-TRANSPORT REQUIREMENTS

VIOLATION NUMBER: 0002 **RESPONSIBLE:** S - STATE
DETERMINED: 14-AUG-96 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:**
TYPE: GOR - GENERATOR OTHER REQUIREMENTS

VIOLATION NUMBER: 0003 **RESPONSIBLE:** S - STATE
DETERMINED: 27-MAR-95 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:** 04/04/1995
TYPE: DMC - TSD CONTAINERS REQUIREMENTS

VIOLATION NUMBER: 0004 **RESPONSIBLE:** S - STATE
DETERMINED: 03-NOV-92 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:**
TYPE: DPP - TSD PREPAREDNESS/PREVENTION REQUIREMENTS

VIOLATION NUMBER: 0005 **RESPONSIBLE:** S - STATE
DETERMINED: 03-NOV-92 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:**
TYPE: DMC - TSD CONTAINERS REQUIREMENTS

VIOLATION NUMBER: 0006 **RESPONSIBLE:** S - STATE
DETERMINED: 03-NOV-92 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:**
TYPE: DGS - TSD GENERAL STANDARDS

VIOLATION NUMBER: 0007 **RESPONSIBLE:** S - STATE
DETERMINED: 30-OCT-92 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:**
TYPE: DFR - TSD FINANCIAL RESPONSIBILITY REQUIREMENTS

VIOLATION NUMBER: 0008 **RESPONSIBLE:** S - STATE
DETERMINED: 20-FEB-91 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:**
TYPE: DLB - TSD LAND BAN REQUIREMENTS

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

RCRA TSD SITE

SEARCH ID: 7 **DIST/DIR:** 0.15 NW **MAP ID:** 7

NAME: SOLAR TURBINES INTERNATIONAL
ADDRESS: 2200 PACIFIC HWY
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: ENVIRONMENTAL MANAGER

REV: 6/8/02
ID1: CAD008314908
ID2:
STATUS: TSD
PHONE:

VIOLATION NUMBER: 0009
DETERMINED: 20-FEB-91
CITATION:
TYPE: GLB - GENERATOR LAND BAN REQUIREMENTS
RESPONSIBLE: S - STATE
DETERMINED BY: S - STATE
RESOLVED:

VIOLATION NUMBER: 0010
DETERMINED: 20-FEB-91
CITATION:
TYPE: DOR - TSD OTHER REQUIREMENTS
RESPONSIBLE: S - STATE
DETERMINED BY: S - STATE
RESOLVED:

VIOLATION NUMBER: 0013
DETERMINED: 16-APR-87
CITATION:
TYPE: DOR - TSD OTHER REQUIREMENTS
RESPONSIBLE: B - STATE CONTRACTOR
DETERMINED BY: B - STATE CONTRACTOR
RESOLVED:

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

RCRA COR SITE

SEARCH ID: 8 **DIST/DIR:** 0.15 NW **MAP ID:** 7

NAME: SOLAR TURBINES INTERNATIONAL
ADDRESS: 2200 PACIFIC HWY
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: ENVIRONMENTAL MANAGER

REV: 3/11/02
ID1: CAD008314908
ID2:
STATUS: TSD
PHONE:

SITE INFORMATION

CONTACT INFORMATION:
ENVIRONMENTAL MANAGER
ENVIRO MANAGER
PO BOX 80966
SAN DIEGO CA 92138

PHONE:

CONTACT INFORMATION:
ENVIRONMENTAL MANAGER
ENVIRO MANAGER
2200 PACIFIC HWY
SAN DIEGO CA 92101

PHONE: 7142385876

UNIVERSE NAME:

SUBJECT TO CORRECTIVE ACTION
INCINERATOR
TSDS SUBJECT TO CORRECTIVE ACT
SUBJECT TO CEI
ST: STORAGE AND TREATMENT
DF: LAND DISPOSAL FACILITY

SIC INFORMATION:

4581 - TRANS. & UTILITIES - AIRPORTS, FLYING FIELDS, AND
3728 - MANUFACTURING - AICRAFT PARTS AND EQUIPMENT, NEC
3612 - MANUFACTURING - TRANSFORMERS, EXCEPT ELECTRONIC
3511 - MANUFACTURING - TURBINES AND TURBINE GENERATOR SET
3511 - MANUFACTURING - TURBINES AND TURBINE GENERATOR SET
3511 - MANUFACTURING - TURBINES AND TURBINE GENERATOR SET
3511 - MANUFACTURING - TURBINES AND TURBINE GENERATOR SET

ENFORCEMENT INFORMATION:

AGENCY: S - STATE **DATE:** 14-AUG-96
TYPE: 120 - WRITTEN INFORMAL

AGENCY: S - STATE **DATE:** 16-APR-87
TYPE: 120 - WRITTEN INFORMAL

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Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

RCRA COR SITE

SEARCH ID: 8 **DIST/DIR:** 0.15 NW **MAP ID:** 7

NAME: SOLAR TURBINES INTERNATIONAL
ADDRESS: 2200 PACIFIC HWY
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: ENVIRONMENTAL MANAGER

REV: 3/11/02
ID1: CAD008314908
ID2:
STATUS: TSD
PHONE:

AGENCY: S - STATE **DATE:** 27-MAR-95
TYPE: 120 - WRITTEN INFORMAL

AGENCY: S - STATE **DATE:** 05-APR-91
TYPE: 120 - WRITTEN INFORMAL

VIOLATION INFORMATION:

VIOLATION NUMBER: 0001 **RESPONSIBLE:** B - STATE CONTRACTOR
DETERMINED: 16-APR-87 **DETERMINED BY:** B - STATE CONTRACTOR
CITATION: 270 **RESOLVED:**
TYPE: DOT - TSD OTHER REQUIREMENTS (OVERSIGHT LEVEL)

VIOLATION NUMBER: 0004 **RESPONSIBLE:** S - STATE
DETERMINED: 20-FEB-91 **DETERMINED BY:** S - STATE
CITATION: 268 ALL **RESOLVED:**
TYPE: DLB - TSD LAND BAN REQUIREMENTS

VIOLATION NUMBER: 0005 **RESPONSIBLE:** S - STATE
DETERMINED: 20-FEB-91 **DETERMINED BY:** S - STATE
CITATION: 268.7 **RESOLVED:**
TYPE: GLB - GENERATOR LAND BAN REQUIREMENTS

VIOLATION NUMBER: 0006 **RESPONSIBLE:** S - STATE
DETERMINED: 20-FEB-91 **DETERMINED BY:** S - STATE
CITATION: 270 **RESOLVED:**
TYPE: DOT - TSD OTHER REQUIREMENTS (OVERSIGHT LEVEL)

VIOLATION NUMBER: 0007 **RESPONSIBLE:** S - STATE
DETERMINED: 30-OCT-92 **DETERMINED BY:** S - STATE
CITATION: 264.140-150.H **RESOLVED:**
TYPE: DFR - TSD FINANCIAL RESPONSIBILITY REQUIREMENTS

VIOLATION NUMBER: 0008 **RESPONSIBLE:** S - STATE
DETERMINED: 03-NOV-92 **DETERMINED BY:** S - STATE
CITATION: 264.30-37.C **RESOLVED:**
TYPE: DOT - TSD OTHER REQUIREMENTS (OVERSIGHT LEVEL)

VIOLATION NUMBER: 0009 **RESPONSIBLE:** S - STATE
DETERMINED: 03-NOV-92 **DETERMINED BY:** S - STATE
CITATION: 264.170-177.I **RESOLVED:**
TYPE: DOT - TSD OTHER REQUIREMENTS (OVERSIGHT LEVEL)

VIOLATION NUMBER: 0010 **RESPONSIBLE:** S - STATE
DETERMINED: 03-NOV-92 **DETERMINED BY:** S - STATE
CITATION: 264.10-18.B **RESOLVED:**
TYPE: DOT - TSD OTHER REQUIREMENTS (OVERSIGHT LEVEL)

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Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

RCRA COR SITE

SEARCH ID: 8 **DIST/DIR:** 0.15 NW **MAP ID:** 7

NAME: SOLAR TURBINES INTERNATIONAL
ADDRESS: 2200 PACIFIC HWY
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: ENVIRONMENTAL MANAGER

REV: 3/11/02
ID1: CAD008314908
ID2:
STATUS: TSD
PHONE:

VIOLATION NUMBER: 0011 **RESPONSIBLE:** S - STATE
DETERMINED: 27-MAR-95 **DETERMINED BY:** S - STATE
CITATION: 264.170-177.I **RESOLVED:** 04-APR-95
TYPE: DOT - TSD OTHER REQUIREMENTS (OVERSIGHT LEVEL)

VIOLATION NUMBER: 0012 **RESPONSIBLE:** S - STATE
DETERMINED: 14-AUG-96 **DETERMINED BY:** S - STATE
CITATION: 262.30-34.C **RESOLVED:**
TYPE: GER - GENERATOR ALL REQUIREMENTS

VIOLATION NUMBER: 0013 **RESPONSIBLE:** S - STATE
DETERMINED: 14-AUG-96 **DETERMINED BY:** S - STATE
CITATION: 262.50-60 **RESOLVED:**
TYPE: GER - GENERATOR ALL REQUIREMENTS

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

CERCLIS SITE

SEARCH ID: 6 **DIST/DIR:** 0.15 NW **MAP ID:** 7

NAME:	SOLAR TURBINES INTERNATIONAL	**REV:**	7/8/02
ADDRESS:	2200 PACIFIC HWY	**ID1:**	CAD008314908
	SAN DIEGO CA 92101	**ID2:**	0903104
	SAN DIEGO	**STATUS:**	NFRAP-N
CONTACT:	JERE JOHNSON	**PHONE:**	4159723094

DESCRIPTION:

ACTION/QUALITY	AGENCY/RPS	START/RAA	END
ARCHIVE SITE			01-23-1996
DISCOVERY	State, Fund Financed		12-01-1987
PRELIMINARY ASSESSMENT Deferred to RCRA (Subtitle C)	EPA Fund-Financed		05-20-1991

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 180 **DIST/DIR:** 0.16 NE **MAP ID:** 64

NAME: STEINER CORPORATION
ADDRESS: 705 GRAPE ST W
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV: 06/31/01
ID1: 9UT2374
ID2:
STATUS: CASE CLOSED
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *09*
LOCAL CASE NUMBER: *H00361-002*
RESPONSIBLE PARTY: *STEINER CORPORATION*
ADDRESS OF RESPONSIBLE PARTY: *705 GRAPE ST, WEST SAN DIEGO, CA 92101*
SITE OPERATOR: *STEINER CORPORATION*
WATER SYSTEM: *LAKE MORENA COUNTY PARK*

CASE NUMBER: *9UT2374*
CASE TYPE: *OTHER*
SUBSTANCE LEAKED: *DIESEL*
SUBSTANCE QUANTITY:
LEAK CAUSE: *UNKNOWN*
LEAK SOURCE: *UNKNOWN*
HOW LEAK WAS DISCOVERED: *OTHER MEANS*
DATE DISCOVERED (blank if not reported): *6/17/1991*
HOW LEAK WAS STOPPED: *OTHER MEANS*
STOP DATE (blank if not reported):
STATUS: *CASE CLOSED*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency):
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): *3/24/1993*
REVIEW DATE (blank if not reported): *3/24/1993*
DATE OF LEAK CONFIRMATION (blank if not reported): *6/17/1991*
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): *6/17/1991*
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): *11/3/1994*
REPORT DATE (blank if not reported): *6/17/1991*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *0*
MTBE TESTED: *NOT REQUIRED TO BE TESTED*
MTBE CLASS: *

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 179 **DIST/DIR:** 0.16 NE **MAP ID:** 64

NAME: STEINER CORPORATION
ADDRESS: 705 W GRAPE ST
SAN DIEGO CA 92101
San Diego
CONTACT: STEINER CORPORATION

REV: 08/21/00
ID1: HE17H00361
ID2: CAL000114825
STATUS:
PHONE: (619)234-7291

Release Occurance Number: *001*
Historical Name: *STEINER CORPORATION*
Date Release Began: *7/18/86*
Lead Agency: *DEH*
Case Type: *TANK, Release*
Case Status: *CLOSED*
Case Status Date: *12/16/86*

Release Occurance Number: *002*
Historical Name: *STEINER CORPORATION*
Date Release Began: *6/4/91*
Lead Agency: *DEH*
Case Type: *TANK, Release*
Case Status: *CLOSED*
Case Status Date: *11/3/94*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 181 **DIST/DIR:** 0.16 NE **MAP ID:** 64

NAME:	STEINER CORPORATION	**REV:**	06/31/01
ADDRESS:	705 GRAPE ST W	**ID1:**	9UT523
	SAN DIEGO CA 92101	**ID2:**	
	SAN DIEGO	**STATUS:**	CASE CLOSED
CONTACT:		**PHONE:**	

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *09*
LOCAL CASE NUMBER: *H00361-001*
RESPONSIBLE PARTY: *STEINER CORPORATION*
ADDRESS OF RESPONSIBLE PARTY: *705 WEST GRAPE STREET, SAN DIEGO, CA 92101*
SITE OPERATOR: *DOCKERY, OTIS*
WATER SYSTEM: *LAKE MORENA COUNTY PARK*

CASE NUMBER: *9UT523*
CASE TYPE: *SOIL ONLY*
SUBSTANCE LEAKED: *0*
SUBSTANCE QUANTITY:
LEAK CAUSE: *CORROSION*
LEAK SOURCE: *TANK*
HOW LEAK WAS DISCOVERED: *TANK CLOSURE*
DATE DISCOVERED (blank if not reported): *7/18/1986*
HOW LEAK WAS STOPPED: *CLOSE TANK*
STOP DATE (blank if not reported):
STATUS: *CASE CLOSED*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency):
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): *7/18/1986*
REVIEW DATE (blank if not reported): *12/16/1986*
DATE OF LEAK CONFIRMATION (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported):
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): *12/16/1986*
REPORT DATE (blank if not reported): *7/18/1986*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *0*
MTBE TESTED: *NOT REQUIRED TO BE TESTED*
MTBE CLASS: *

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 123 **DIST/DIR:** 0.16 SE **MAP ID:** 25

NAME:	CHAPMANS DIESEL SLS & SVC INC	**REV:**	10/22/01
ADDRESS:	1520 INDIA ST	**ID1:**	HE17H12443
	SAN DIEGO CA 92101	**ID2:**	CAD029106234
	SAN DIEGO	**STATUS:**	
CONTACT:	DONALD H KING	**PHONE:**	(619)234-7247

Release Occurance Number:	*001*
Historical Name:	*CHAPMAN S DIESEL*
Date Release Began:	*1/5/96*
Lead Agency:	*DEH*
Case Type:	*TANK, Release*
Case Status:	*CLOSED*
Case Status Date:	*10/10/97*

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 169 **DIST/DIR:** 0.16 SE **MAP ID:** 88

NAME:	PORTO SIENA DEVELOPMENT	**REV:**	08/21/00
ADDRESS:	1601 INDIA STREET	**ID1:**	HE17H39010
	SAN DIEGO CA 92101	**ID2:**	
	San Diego	**STATUS:**	
CONTACT:		**PHONE:**	( ) -

Release Occurance Number:	*001*
Historical Name:	*PORTO SIENA*
Date Release Began:	*2/29/00*
Lead Agency:	*DEH*
Case Type:	*TANK, Release (W)*
Case Status:	*CLOSED*
Case Status Date:	*5/31/00*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 158 **DIST/DIR:** 0.17 NE **MAP ID:** 6

NAME:	KEYSTONE PLATING	**REV:**	10/22/01
ADDRESS:	2060 INDIA ST	**ID1:**	HE17H02491
	SAN DIEGO CA 92101	**ID2:**	CAD982023954
	SAN DIEGO	**STATUS:**	
CONTACT:	KEYSTONE AUTOMOTIVE INDUSTRIES	**PHONE:**	( )232-7555

Release Occurance Number:	*001*
Historical Name:	*KEYSTONE PLATING*
Date Release Began:	*6/13/89*
Lead Agency:	*DEH*
Case Type:	*TANK, Release*
Case Status:	*CLOSED*
Case Status Date:	*12/13/93*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

STATE SITE

SEARCH ID: 48 **DIST/DIR:** 0.17 NE **MAP ID:** 6

NAME: SAN DIEGO PLATING (2)
ADDRESS: 2060 INDIA STREET
SAN DIEGO CA 92101
San Diego
CONTACT:

REV: 07/03/00
ID1: CAL37340135
ID2:
STATUS: PROPERTY/SITE REFERRED TO ANOT
PHONE:

OTHER SITE NAMES (blank below = not reported by agency)
SAN DIEGO PLATING (2)

GENERAL SITE INFORMATION
File Name (if different than site name):

Status: *PROPERTY/SITE REFERRED TO ANOTHER AGENCY (REFOA)*
AWP Site Type: *N/A*
NPL Site:
Fund:
Status Date: *08211995*
Lead:
Staff:
Senior Supervisor: *MMONROY*

DTSC Region & RWQCB #: *4 / LONG BEACH*
Branch: *SOUTHERN CA. - B*
RWQCB:
Site Access:
On Cortese List: *Delisted*
Groundwater Contamination:
Haz Ranking Score:
Haz Ranking Score:
Number of Sources Contributing to Contamination at the Site: *0*

OTHER AGENCY ID NUMBERS (blank below = not reported by agency)

OTHER AGENCY ID NUMBERS (blank below = not reported by agency)
ID SOURCE NAME, & VALUE: *EPA IDENTIFICATION NUMBER CAD064475494*

ID SOURCE NAME, & VALUE: *CALSITES ID NUMBER 37-34-0138*

INFORMATION ON SPECIAL PROGRAMS THE SITE IS ASSOCIATED WITH (blank below = not reported by agency)
RCRA 3012

PROJECTED ACTIVITIES (blank below = not reported by agency)

PROJECTED ACTIVITIES (blank below = not reported by agency)

PROJECTED ACTIVITIES (blank below = not reported by agency)
Activity: *DISCOVERY (DISC)*
Activity Status: *PROPERTY/SITE REFERRED TO ANOTHER AGENCY*
Completion Due Date:

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

STATE SITE

SEARCH ID: 48 **DIST/DIR:** 0.17 NE **MAP ID:** 6

NAME: SAN DIEGO PLATING (2)
ADDRESS: 2060 INDIA STREET
SAN DIEGO CA 92101
San Diego
CONTACT:

REV: 07/03/00
ID1: CAL37340135
ID2:
STATUS: PROPERTY/SITE REFERRED TO ANOT
PHONE:

Revised Completion Due Date:
Date Activity Actually Completed: *02151983*
Yards of Solids Removed: *0*
Yards of Solids Treated: *0*
Gallons of Liquid Removed: *0*
Gallons of Liquid Treated: *0*

Activity: *(PA)*
Activity Status: *PROPERTY/SITE REFERRED TO ANOTHER AGENCY*
Completion Due Date:
Revised Completion Due Date:
Date Activity Actually Completed: *05101984*
Yards of Solids Removed: *0*
Yards of Solids Treated: *0*
Gallons of Liquid Removed: *0*
Gallons of Liquid Treated: *0*

Activity: *(SS)*
Activity Status: *PROPERTY/SITE REFERRED TO ANOTHER AGENCY*
Completion Due Date:
Revised Completion Due Date:
Date Activity Actually Completed: *11171994*
Yards of Solids Removed: *0*
Yards of Solids Treated: *0*
Gallons of Liquid Removed: *0*
Gallons of Liquid Treated: *0*

DTSC COMMENTS REGARDING THIS SITE (blank below = not reported by agency)

DATE	COMMENT
01011980	*QUESTIONNAIRE SENT*
12091980	*INSPECTION(STATE) HWM: HAZ WST SACRAMENTO INSP; NO PROB*
01091981	*QUESTIONNAIRE RECEIVED*
01091981	*FROM DOHS MEMO OF CALL W/ FRED DELCOVER*
01091981	*(FORMER EMPLOYEE)-POSSIBILITY OF LARGE*
01091981	*AMOUNTS OF HEAVY METALS IN THE SOIL AT*
01091981	*THIS SITE, NOW UNDER CONDO CONSTRCTION.*

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

STATE SITE

SEARCH ID: 48 **DIST/DIR:** 0.17 NE **MAP ID:** 6

NAME: SAN DIEGO PLATING (2)
ADDRESS: 2060 INDIA STREET
SAN DIEGO CA 92101
San Diego
CONTACT:

REV: 07/03/00
ID1: CAL37340135
ID2:
STATUS: PROPERTY/SITE REFERRED TO ANOT
PHONE:

DATE	COMMENT
01091981	*OPER PLATING INVOLVED CR,NI,CU,CD,SN,AU,*
01091981	*HG,HCL, H2S04 & H3P04. SEVERAL 200GAL.*
01091981	*TANKS CONTAINED CN-& CU-CN.ALSO TCE USED*
01091981	*AS SOLVENT.*
03311982	*INSPECTION(LOCAL) CITY WATER UTILITIES. IW SEWER INSP. PRE*
03311982	*TREATMNT PROCESS ON A MORE REGULAR BASIS*
02151983	*FACILITY IDENTIFIED ID VIA DHS RECORD SEARCH*
05191983	*FACILITY DRIVE-BY GOOD HOUSEKEEPING. NO CL I DRUMS SEEN*
06011983	*WATER UTILITIES PERMIT CONFIRMS TOXIC*
06011983	*DISPOSAL TO SEWER*
08151983	*FINAL STRATEGY SITE REFERRED: TO CO HLTH*
12131983	*INSPECTION(LOCAL) CO HAZ WASTE-HAZ WASTE FAC PERMIT INSP.*
12131983	*WASTE STORAGE REQ PENDING RESULT OF A*
12131983	*PRETREATED SLUDGE ANALYSIS.*
05101984	*PERMIT(OTHER) BY CITY OF SD WATER UTILTY DEPT, SLDG*
05101984	*WASTE: PRETREATMENT/SEWERED; APPROX 2000*

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

STATE SITE

SEARCH ID: 48 **DIST/DIR:** 0.17 NE **MAP ID:** 6

NAME: SAN DIEGO PLATING (2)
ADDRESS: 2060 INDIA STREET
SAN DIEGO CA 92101
San Diego
CONTACT:

REV: 07/03/00
ID1: CAL37340135
ID2:
STATUS: PROPERTY/SITE REFERRED TO ANOT
PHONE:

DATE	COMMENT
05101984	*GAL/DAY. SOURCE ACT: CITY SEWER DISCH*
05101984	*APPLI 1980 - MEDIUM SIZE PLATING OPER.*
05101984	*YR OF OPER: 1975-PRESENT. FAC TYPE: WST*
05101984	*PRETREATMENT SYSTEM ONSITE.*
05101984	*SUBMIT TO EPA*
05101984	*PRELIM ASSESS DONE RCRA 3012*
09011987	*REPORTED FOR PROP65*
01011988	*ON CORTESE LIST*
01011989	*DELETED FROM CORTESE*
11171994	*CALSITES VALIDATION PROGRAM CONFIRMS NFA FOR DTSC.*
08211995	*RCRA generator. Refer to County.*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

CERCLIS SITE

SEARCH ID: 5 **DIST/DIR:** 0.17 NE **MAP ID:** 6

NAME: SAN DIEGO PLATING INC
ADDRESS: 2060 INDIA ST
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: JERE JOHNSON

REV: 7/8/02
ID1: CAD064475494
ID2: 0901509
STATUS: NFRAP-N
PHONE: 4159723094

DESCRIPTION:

ACTION/QUALITY	AGENCY/RPS	START/RAA	END
ARCHIVE SITE			01-18-1989
DISCOVERY	State, Fund Financed		08-01-1980
PRELIMINARY ASSESSMENT NFRAP (No Futher Remedial Action Planned	EPA Fund-Financed		01-18-1989
PRELIMINARY ASSESSMENT Low	State, Fund Financed	06-01-1984	10-01-1986

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 166 **DIST/DIR:** 0.17 SE **MAP ID:** 86

NAME: PACIFIC RENT A CAR
ADDRESS: 1212 KETTNER BLVD
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV: 06/31/01
ID1: 9UT3417
ID2:
STATUS: PRELIM. SITE ASSES. WKPLN SUBM
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *09*
LOCAL CASE NUMBER: *H12116-003*
RESPONSIBLE PARTY: *CAROL WILLIAMS TRUST: LUSCOMB*
ADDRESS OF RESPONSIBLE PARTY: *4792 LUCILLE DR 92115*
SITE OPERATOR:
WATER SYSTEM: *NAVY PUBLIC WORKS CENTER/ATTN: DAVE TYER*

CASE NUMBER: *9UT3417*
CASE TYPE: *SOIL ONLY*
SUBSTANCE LEAKED: *UNLEADED GASOLINE*
SUBSTANCE QUANTITY:
LEAK CAUSE:
LEAK SOURCE:
HOW LEAK WAS DISCOVERED:
DATE DISCOVERED (blank if not reported): *2/21/1997*
HOW LEAK WAS STOPPED:
STOP DATE (blank if not reported): *2/21/1997*
STATUS: *PRELIM. SITE ASSES. WKPLN SUBMITTED*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency):
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported): *3/27/1997*

ENTER DATE (blank if not reported): *4/30/1997*
REVIEW DATE (blank if not reported): *4/30/1997*
DATE OF LEAK CONFIRMATION (blank if not reported): *3/17/1997*
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported): *3/17/1997*
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported):
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported):
REPORT DATE (blank if not reported): *2/21/1997*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *1*
MTBE TESTED: *SITE NOT TESTED FOR MTBE. INCLUDES UNKNOWN AND NOT ANALYZED*
MTBE CLASS: *

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 139 **DIST/DIR:** 0.18 NE **MAP ID:** 80

NAME: FOGERTY OIL AT0197
ADDRESS: 2102 INDIA ST
SAN DIEGO CA 92101
San Diego
CONTACT: RALPH & MARGARET FOGERTY TRUST

REV: 08/21/00
ID1: HE17H21038
ID2:
STATUS:
PHONE: ( ) -

Release Occurance Number:	*001*
Historical Name:	*INDIA STREET LOT*
Date Release Began:	*3/27/97*
Lead Agency:	*DEH*
Case Type:	*TANK, Release (W)*
Case Status:	*OPEN*
Case Status Date:	*4/30/97*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 142 **DIST/DIR:** 0.18 NE **MAP ID:** 80

NAME: FOGERTY TRUST
ADDRESS: 2102 INDIA ST
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV: 06/31/01
ID1: 9UT3466
ID2:
STATUS: LEAK BEING CONFIRMED
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

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LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *09*
LOCAL CASE NUMBER: *H21038-001*
RESPONSIBLE PARTY: *RALPH&MARGARET FORGERTY TRUST*
ADDRESS OF RESPONSIBLE PARTY: *3726 BAYSIDE WALK 92109*
SITE OPERATOR:
WATER SYSTEM: *LAKE MORENA COUNTY PARK*

CASE NUMBER: *9UT3466*
CASE TYPE: *OTHER*
SUBSTANCE LEAKED: *UNLEADED GASOLINE*
SUBSTANCE QUANTITY:
LEAK CAUSE:
LEAK SOURCE:
HOW LEAK WAS DISCOVERED:
DATE DISCOVERED (blank if not reported): *3/20/1997*
HOW LEAK WAS STOPPED:
STOP DATE (blank if not reported): *4/28/1986*
STATUS: *LEAK BEING CONFIRMED*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency):
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported): *4/29/1997*

ENTER DATE (blank if not reported): *6/17/1997*
REVIEW DATE (blank if not reported): *6/17/1997*
DATE OF LEAK CONFIRMATION (blank if not reported): *4/30/1997*
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported): *4/17/1997*
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported):
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported):
REPORT DATE (blank if not reported): *3/20/1997*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *1*
MTBE TESTED: *SITE NOT TESTED FOR MTBE. INCLUDES UNKNOWN AND NOT ANALYZED*
MTBE CLASS: *

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 145 **DIST/DIR:** 0.19 NW **MAP ID:** 44

NAME: GET A WAY RENTAL CAR
ADDRESS: 2263 PACIFIC HWY
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV: 06/31/01
ID1: 9UT3792
ID2:
STATUS: PRELIM. SITE ASSES. WKPLN SUBM
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *09*
LOCAL CASE NUMBER: *H15552-003*
RESPONSIBLE PARTY: *GETAWAY RENT-A-CAR SYSTEMS,INC*
ADDRESS OF RESPONSIBLE PARTY: *2263 PACIFIC HY 92101-1744*
SITE OPERATOR:
WATER SYSTEM: *LAKE MORENA COUNTY PARK*

CASE NUMBER: *9UT3792*
CASE TYPE: *SOIL ONLY*
SUBSTANCE LEAKED: *GASOLINE*
SUBSTANCE QUANTITY:
LEAK CAUSE: *CORROSION*
LEAK SOURCE: *TANK*
HOW LEAK WAS DISCOVERED: *TANK CLOSURE*
DATE DISCOVERED (blank if not reported): *11/12/1998*
HOW LEAK WAS STOPPED: *CLOSE TANK*
STOP DATE (blank if not reported): *11/12/1998*
STATUS: *PRELIM. SITE ASSES. WKPLN SUBMITTED*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency):
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): *2/25/1999*
REVIEW DATE (blank if not reported): *2/25/1999*
DATE OF LEAK CONFIRMATION (blank if not reported): *12/3/1998*
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported): *12/21/1998*
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported):
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported):
REPORT DATE (blank if not reported): *12/2/1998*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *1*
MTBE TESTED: *SITE NOT TESTED FOR MTBE. INCLUDES UNKNOWN AND NOT ANALYZED*
MTBE CLASS: *

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 146 **DIST/DIR:** 0.19 NW **MAP ID:** 44

NAME: GETAWAY RENT-A-CAR
ADDRESS: 2263 PACIFIC HY
SAN DIEGO CA 92101
San Diego
CONTACT: GETAWAY RENT-A-CAR SYSTEMS INC

REV: 08/21/00
ID1: HE17H15552
ID2: CAL000000855
STATUS:
PHONE: (619)233-3777

Release Occurance Number: *001*
Historical Name: *GET AWAY RENT A CAR*
Date Release Began: *8/21/86*
Lead Agency: *DEH*
Case Type: *TANK, Failed Test*
Case Status: *CLOSED*
Case Status Date: *4/14/88*

Release Occurance Number: *002*
Historical Name: *GET AWAY RENT A CAR*
Date Release Began: *9/20/88*
Lead Agency: *DEH*
Case Type: *TANK, Failed Test*
Case Status: *CLOSED*
Case Status Date: *2/17/89*

Release Occurance Number: *003*
Historical Name: *GET A WAY RENTAL CAR*
Date Release Began: *11/12/98*
Lead Agency: *DEH*
Case Type: *TANK, Release*
Case Status: *OPEN*
Case Status Date: *12/3/98*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 155 **DIST/DIR:** 0.21 NE **MAP ID:** 48

NAME: JACKSON & BLANC
ADDRESS: 1970 COLUMBIA ST
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV: 06/31/01
ID1: 9UT227
ID2:
STATUS: CASE CLOSED
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

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LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *09*
LOCAL CASE NUMBER: *H21027-001*
RESPONSIBLE PARTY: *JACKSON & BLANC*
ADDRESS OF RESPONSIBLE PARTY: *P O BOX 81426, SAN DIEGO, CA 92138*
SITE OPERATOR: *JACKSON, KIRK*
WATER SYSTEM: *LAKE MORENA COUNTY PARK*

CASE NUMBER: *9UT227*
CASE TYPE: *SOIL ONLY*
SUBSTANCE LEAKED: *0*
SUBSTANCE QUANTITY:
LEAK CAUSE: *OVERFILL*
LEAK SOURCE: *OTHER*
HOW LEAK WAS DISCOVERED: *TANK CLOSURE*
DATE DISCOVERED (blank if not reported): *12/4/1986*
HOW LEAK WAS STOPPED: *REMOVE CONTENTS*
STOP DATE (blank if not reported):
STATUS: *CASE CLOSED*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency):
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): *12/8/1986*
REVIEW DATE (blank if not reported): *8/25/1987*
DATE OF LEAK CONFIRMATION (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported):
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): *1/13/1987*
REPORT DATE (blank if not reported): *12/8/1986*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *0*
MTBE TESTED: *NOT REQUIRED TO BE TESTED*
MTBE CLASS: *

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 154 **DIST/DIR:** 0.21 NE **MAP ID:** 48

NAME:	JACKSON & BLANC	**REV:**	08/21/00
ADDRESS:	1970 COLUMBIA ST	**ID1:**	HE17H21027
	SAN DIEGO CA 92101	**ID2:**	
	San Diego	**STATUS:**	
CONTACT:	JACKSON & BLANC	**PHONE:**	( ) -

Release Occurance Number:	*001*
Historical Name:	*JACKSON & BLANC*
Date Release Began:	*12/8/86*
Lead Agency:	*DEH*
Case Type:	*TANK, Release*
Case Status:	*CLOSED*
Case Status Date:	*1/12/87*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 134 **DIST/DIR:** 0.21 SE **MAP ID:** 70

NAME: CROW VENTURES MGMT
ADDRESS: 1200-10 INDIA ST
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV: 06/31/01
ID1: 9UT2614
ID2:
STATUS: CASE CLOSED
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *09*
LOCAL CASE NUMBER: *H15942-001*
RESPONSIBLE PARTY: *TRAMMEL CROW VENTURES MGMT*
ADDRESS OF RESPONSIBLE PARTY: *2001 ROSS AVE #3500 DALLAS TEXAS 75201*
SITE OPERATOR: *TRAMMEL CROW VENTURES*
WATER SYSTEM: *NAVY PUBLIC WORKS CENTER/ATTN: DAVE TYER*

CASE NUMBER: *9UT2614*
CASE TYPE: *OTHER*
SUBSTANCE LEAKED: *GASOLINE*
SUBSTANCE QUANTITY:
LEAK CAUSE: *CORROSION*
LEAK SOURCE: *TANK*
HOW LEAK WAS DISCOVERED: *TANK CLOSURE*
DATE DISCOVERED (blank if not reported): *12/8/1993*
HOW LEAK WAS STOPPED: *CLOSE TANK*
STOP DATE (blank if not reported): *12/8/1993*
STATUS: *CASE CLOSED*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency): *NO ACTION REQUIRED- INCIDENT IS MINOR REQUIRING NO REMEDIAL ACTION*
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): *1/19/1994*
REVIEW DATE (blank if not reported): *1/19/1994*
DATE OF LEAK CONFIRMATION (blank if not reported): *8/25/1993*
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): *8/25/1993*
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): *3/20/1998*
REPORT DATE (blank if not reported): *12/17/1993*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *1*
MTBE TESTED: *SITE NOT TESTED FOR MTBE. INCLUDES UNKNOWN AND NOT ANALYZED*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 153 **DIST/DIR:** 0.21 SE **MAP ID:** 83

NAME: INTERGULF TREO DEVELOPMENT
ADDRESS: 600 WEST B STREET
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV: 06/31/01
ID1: 9UT4112
ID2:
STATUS: PRELIM. SITE ASSES. UNDERWAY
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

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LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *09*
LOCAL CASE NUMBER: *H22748-002*
RESPONSIBLE PARTY: *INTERGULF DEVELOPMENT GROUP*
ADDRESS OF RESPONSIBLE PARTY: *1055 W GEORGIA STREET SUITE1750VANCOUVER B.C. CANA*
SITE OPERATOR:
WATER SYSTEM:

CASE NUMBER: *9UT4112*
CASE TYPE: *SOIL ONLY*
SUBSTANCE LEAKED: *HEATER FUEL*
SUBSTANCE QUANTITY:
LEAK CAUSE: *OTHER CAUSE*
LEAK SOURCE: *TANK*
HOW LEAK WAS DISCOVERED: *OTHER MEANS*
DATE DISCOVERED (blank if not reported): *12/26/2000*
HOW LEAK WAS STOPPED: *REMOVE CONTENTS*
STOP DATE (blank if not reported):
STATUS: *PRELIM. SITE ASSES. UNDERWAY*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency):
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): *2/1/2001*
REVIEW DATE (blank if not reported): *12/29/2000*
DATE OF LEAK CONFIRMATION (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): *12/29/2000*
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported):
REPORT DATE (blank if not reported): *12/26/2000*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *0*
MTBE TESTED: *NOT REQUIRED TO BE TESTED*
MTBE CLASS: *

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 196 **DIST/DIR:** 0.21 SE **MAP ID:** 70

NAME: WETMORES
ADDRESS: 1200 INDIA ST
SAN DIEGO CA 92101
San Diego
CONTACT: JAY BURTON

REV: 08/21/00
ID1: HE17H15942
ID2: CAL000020994
STATUS:
PHONE: (619)232-9164

Release Occurance Number: *001*
Historical Name: *WETMORE S GARAGE*
Date Release Began: *8/25/93*
Lead Agency: *DEH*
Case Type: *TANK, Release*
Case Status: *CLOSED*
Case Status Date: *3/20/98*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 172 **DIST/DIR:** 0.24 NE **MAP ID:** 60

NAME: SAN DIEGO ALARM COMPANY
ADDRESS: 2054 STATE ST
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV: 06/31/01
ID1: 9UT429
ID2:
STATUS: CASE CLOSED
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *09*
LOCAL CASE NUMBER: *T00052*
RESPONSIBLE PARTY: *SAN DIEGO ALARM COMPANY*
ADDRESS OF RESPONSIBLE PARTY: *PO BOX 82567, SAN DIEGO, CA 92138*
SITE OPERATOR: *GLENN STOKES*
WATER SYSTEM: *LAKE MORENA COUNTY PARK*

CASE NUMBER: *9UT429*
CASE TYPE: *SOIL ONLY*
SUBSTANCE LEAKED: *DIESEL*
SUBSTANCE QUANTITY:
LEAK CAUSE:
LEAK SOURCE:
HOW LEAK WAS DISCOVERED: *OTHER MEANS*
DATE DISCOVERED (blank if not reported): *2/5/1986*
HOW LEAK WAS STOPPED:
STOP DATE (blank if not reported):
STATUS: *CASE CLOSED*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency):
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): *2/5/1986*
REVIEW DATE (blank if not reported): *5/18/1993*
DATE OF LEAK CONFIRMATION (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): *3/24/1986*
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): *9/29/1986*
REPORT DATE (blank if not reported): *2/5/1986*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *0*
MTBE TESTED: *NOT REQUIRED TO BE TESTED*
MTBE CLASS: *

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 127 **DIST/DIR:** 0.26 SE **MAP ID:** 38

NAME: COAST AUTO SERVICE
ADDRESS: 1555 STATE ST
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: LARRY KEYSER

REV: 10/22/01
ID1: HE17H13335
ID2: CAL000147673
STATUS:
PHONE: (619)544-9572

Release Occurance Number: *001*
Historical Name: *RESIDENTIAL REDEVELOPMENT*
Date Release Began: *7/10/01*
Lead Agency: *DEH*
Case Type: *TANK, Release*
Case Status: *OPEN*
Case Status Date: *7/19/01*

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 128 **DIST/DIR:** 0.26 SE **MAP ID:** 40

NAME: CONTINENTAL CLEANERS & LAUNDRY
ADDRESS: 1470 STATE ST
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV: 10/22/01
ID1: HE17H00909
ID2:
STATUS:
PHONE: ( ) -

Release Occurance Number: *001*
Historical Name: *FORMER CONTINENTAL CLEANERS*
Date Release Began: *5/4/00*
Lead Agency: *DEH*
Case Type: *TANK, Release (W)*
Case Status: *CLOSED*
Case Status Date: *8/28/00*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 164 **DIST/DIR:** 0.27 NE **MAP ID:** 74

NAME: OLIVER FAMILY TRUST
ADDRESS: 2230 COLUMBIA ST
SAN DIEGO CA 92101
San Diego
CONTACT:

REV: 08/21/00
ID1: HE17H38192
ID2:
STATUS:
PHONE: ( ) -

Release Occurance Number: *001*
Historical Name: *OLIVER FAMILY TRUST*
Date Release Began: *12/8/98*
Lead Agency: *DEH*
Case Type: *TANK, Release*
Case Status: *CLOSED*
Case Status Date: *4/30/99*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 165 **DIST/DIR:** 0.27 NE **MAP ID:** 74

NAME: OLIVER FAMILY TRUST
ADDRESS: 2230 COLUMBIA ST
SAN DIEGO CA 92121
SAN DIEGO
CONTACT:

REV: 06/31/01
ID1: 9UT3797
ID2:
STATUS: CASE CLOSED
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

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LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *09*
LOCAL CASE NUMBER: *H38192-001*
RESPONSIBLE PARTY: *OLIVER FAMILY TRUST*
ADDRESS OF RESPONSIBLE PARTY: *7969 ENGINEER RD #108 92111*
SITE OPERATOR:
WATER SYSTEM: *LAKE MORENA COUNTY PARK*

CASE NUMBER: *9UT3797*
CASE TYPE: *SOIL ONLY*
SUBSTANCE LEAKED: *DIESEL*
SUBSTANCE QUANTITY:
LEAK CAUSE: *CORROSION*
LEAK SOURCE: *TANK*
HOW LEAK WAS DISCOVERED: *TANK CLOSURE*
DATE DISCOVERED (blank if not reported): *12/8/1998*
HOW LEAK WAS STOPPED: *CLOSE TANK*
STOP DATE (blank if not reported): *12/8/1998*
STATUS: *CASE CLOSED*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency): *NO ACTION REQUIRED- INCIDENT IS MINOR REQUIRING NO REMEDIAL ACTION*
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): *2/25/1999*
REVIEW DATE (blank if not reported): *6/8/1999*
DATE OF LEAK CONFIRMATION (blank if not reported): *12/29/1998*
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported): *1/6/1999*
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported):
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): *4/30/1999*
REPORT DATE (blank if not reported): *12/22/1998*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *0*
MTBE TESTED: *NOT REQUIRED TO BE TESTED*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 126 **DIST/DIR:** 0.27 NW **MAP ID:** 13

NAME:	CHEVRON USA INC.	**REV:**	08/21/00
ADDRESS:	2351 E HARBOR DR	**ID1:**	HE17H03791
	SAN DIEGO CA 92113	**ID2:**	CAT000614958
	San Diego	**STATUS:**	
CONTACT:	CHEVRON USA INC	**PHONE:**	(619)232-3334

Release Occurance Number:	*001*
Historical Name:	*CHEVRON*
Date Release Began:	*3/30/87*
Lead Agency:	*DEH*
Case Type:	*TANK, Release (W)*
Case Status:	*OPEN*
Case Status Date:	*3/30/87*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 170 **DIST/DIR:** 0.27 S- **MAP ID:** 89

NAME: RALSTON PURINA COMPANY
ADDRESS: 1025 HARBOR DR E
SAN DIEGO CA 92105
SAN DIEGO
CONTACT:

REV: 06/31/01
ID1: 9UT408
ID2:
STATUS: REMEDIAL ACTION
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

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LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *09*
LOCAL CASE NUMBER: *H04622-001*
RESPONSIBLE PARTY: *RALSTON PURINA COMPANY*
ADDRESS OF RESPONSIBLE PARTY: *1025 EAST HARBOR DRIVE, SAN DIEGO, CA 92105*
SITE OPERATOR: *FIFE, LARRY*
WATER SYSTEM: *NAVY PUBLIC WORKS CENTER/ATTN: DAVE TYER*

CASE NUMBER: *9UT408*
CASE TYPE: *OTHER*
SUBSTANCE LEAKED: *0*
SUBSTANCE QUANTITY:
LEAK CAUSE: *UNKNOWN*
LEAK SOURCE: *UNKNOWN*
HOW LEAK WAS DISCOVERED: *TANK CLOSURE*
DATE DISCOVERED (blank if not reported): *12/18/1986*
HOW LEAK WAS STOPPED: *CLOSE TANK*
STOP DATE (blank if not reported):
STATUS: *REMEDIAL ACTION*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency):
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): *10/22/1986*
REVIEW DATE (blank if not reported): *8/11/1987*
DATE OF LEAK CONFIRMATION (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): *3/26/1987*
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported): *8/11/1987*
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): *8/10/1987*
REPORT DATE (blank if not reported): *10/22/1986*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *0*
MTBE TESTED: *NOT REQUIRED TO BE TESTED*
MTBE CLASS: *

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 152 **DIST/DIR:** 0.31 NE **MAP ID:** 47

NAME:	HOWARD KLARMAN	**REV:**	08/21/00
ADDRESS:	2367 INDIA ST	**ID1:**	HE17H15947
	SAN DIEGO CA 92101	**ID2:**	
	San Diego	**STATUS:**	
CONTACT:	HOWARD KLARMAN	**PHONE:**	(619)265-2000

Release Occurance Number:	*001*
Historical Name:	*PAYLESS CAR RENTAL*
Date Release Began:	*3/28/94*
Lead Agency:	*DEH*
Case Type:	*TANK, Release (W)*
Case Status:	*CLOSED*
Case Status Date:	*7/24/00*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 167 **DIST/DIR:** 0.31 NE **MAP ID:** 47

NAME: PAYLESS CAR RENTAL
ADDRESS: 2367/ 2401 INDIA ST
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV: 06/31/01
ID1: 9UT2756
ID2:
STATUS: CASE CLOSED
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *09*
LOCAL CASE NUMBER: *H15947-001*
RESPONSIBLE PARTY: *HOWARD KLARMAN*
ADDRESS OF RESPONSIBLE PARTY: *2401 INDIA ST, SAN DIEGO, CA 92101*
SITE OPERATOR:
WATER SYSTEM: *LAKE MORENA COUNTY PARK*

CASE NUMBER: *9UT2756*
CASE TYPE: *OTHER*
SUBSTANCE LEAKED: *GASOLINE*
SUBSTANCE QUANTITY:
LEAK CAUSE: *UNKNOWN*
LEAK SOURCE: *UNKNOWN*
HOW LEAK WAS DISCOVERED: *TANK CLOSURE*
DATE DISCOVERED (blank if not reported): *3/28/1994*
HOW LEAK WAS STOPPED: *CLOSE TANK*
STOP DATE (blank if not reported): *3/28/1994*
STATUS: *CASE CLOSED*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency): *NO ACTION REQUIRED- INCIDENT IS MINOR REQUIRING NO REMEDIAL ACTION*
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported): *5/23/1994*

ENTER DATE (blank if not reported): *6/23/1994*
REVIEW DATE (blank if not reported): *8/3/2000*
DATE OF LEAK CONFIRMATION (blank if not reported): *3/28/1994*
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported): *3/28/1994*
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): *3/28/1994*
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): *7/24/2000*
REPORT DATE (blank if not reported): *3/28/1994*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration): *7/7/2000*
MTBE GROUNDWATER CONCENTRATION: *LESS THAN 10000*
MTBE SOIL CONCENTRATION: *LESS THAN 0.035*
MTBE CNTS: *2*
MTBE FUEL: *1*
MTBE TESTED: *YES*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 193 **DIST/DIR:** 0.33 SE **MAP ID:** 94

NAME: W-HOTEL SAN DIEGO
ADDRESS: 1158-116 STATE ST
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV: 10/22/01
ID1: HE17H39540
ID2:
STATUS:
PHONE: ( ) -

Release Occurance Number:	*001*
Historical Name:	*W-HOTEL SAN DIEGO*
Date Release Began:	*6/21/01*
Lead Agency:	*DEH*
Case Type:	*TANK, Release*
Case Status:	*OPEN*
Case Status Date:	*6/21/01*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

STATE SITE

SEARCH ID: 47 **DIST/DIR:** 0.34 S- **MAP ID:** 5

NAME: POINT LOMA NAVAL COMPLEX - FISC
ADDRESS: 937 NORTH HARBOR DRIVE (CODE OE)
SAN DIEGO CA 92132
San Diego
CONTACT:

REV: 07/03/00
ID1: CAL37970006
ID2:
STATUS: PROPERTY/SITE REFERRED TO RWQC
PHONE:

OTHER SITE NAMES (blank below = not reported by agency)

OTHER SITE NAMES (blank below = not reported by agency)

OTHER SITE NAMES (blank below = not reported by agency)

OTHER SITE NAMES (blank below = not reported by agency)

OTHER SITE NAMES (blank below = not reported by agency)

OTHER SITE NAMES (blank below = not reported by agency)

OTHER SITE NAMES (blank below = not reported by agency)

OTHER SITE NAMES (blank below = not reported by agency)
POINT LOMA NAVAL COMPLEX - FISC

GENERAL SITE INFORMATION
File Name (if different than site name):

Status:	*PROPERTY/SITE REFERRED TO RWQCB (REFRW)*
AWP Site Type:	*OPEN MILITARY BASE*
NPL Site:	*N*
Fund:	
Status Date:	*07241997*
Lead:	*RWQCB*
Staff:	*SBAXTER*
Senior Supervisor:	*SLOWE*
DTSC Region & RWQCB #:	*4 / LONG BEACH*
Branch:	*OMF-SOUTHERN CALIF*
RWQCB:	*SAN DIEGO*
Site Access:	*Controlled*
On Cortese List:	*Listed*
Groundwater Contamination:	
Haz Ranking Score:	
Haz Ranking Score:	
Number of Sources Contributing to Contamination at the Site:	*0*

OTHER AGENCY ID NUMBERS (blank below = not reported by agency)
ID SOURCE NAME, & VALUE: *EPA IDENTIFICATION NUMBER CA1170090020*

INFORMATION ON SPECIAL PROGRAMS THE SITE IS ASSOCIATED WITH (blank below = not reported by agency)
DEFENSE MEMORANDUM OF AGREEMENT

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

STATE SITE

SEARCH ID: 47 **DIST/DIR:** 0.34 S- **MAP ID:** 5

NAME: POINT LOMA NAVAL COMPLEX - FISC
ADDRESS: 937 NORTH HARBOR DRIVE (CODE OE)
SAN DIEGO CA 92132
San Diego
CONTACT:

REV: 07/03/00
ID1: CAL37970006
ID2:
STATUS: PROPERTY/SITE REFERRED TO RWQC
PHONE:

PROJECTED ACTIVITIES (blank below = not reported by agency)

PROJECTED ACTIVITIES (blank below = not reported by agency)

PROJECTED ACTIVITIES (blank below = not reported by agency)

PROJECTED ACTIVITIES (blank below = not reported by agency)

Activity:	*DISCOVERY (DISC)*
Activity Status:	*PROPERTY/SITE REFERRED TO RWQCB*
Completion Due Date:	
Revised Completion Due Date:	
Date Activity Actually Completed:	*03221983*
Yards of Solids Removed:	*0*
Yards of Solids Treated:	*0*
Gallons of Liquid Removed:	*0*
Gallons of Liquid Treated:	*0*

Activity:	*(SS)*
Activity Status:	*PROPERTY/SITE REFERRED TO RWQCB*
Completion Due Date:	
Revised Completion Due Date:	
Date Activity Actually Completed:	*04031987*
Yards of Solids Removed:	*0*
Yards of Solids Treated:	*0*
Gallons of Liquid Removed:	*0*
Gallons of Liquid Treated:	*0*

Activity:	*(SS)*
Activity Status:	*PROPERTY/SITE REFERRED TO RWQCB*
Completion Due Date:	
Revised Completion Due Date:	
Date Activity Actually Completed:	*11061991*
Yards of Solids Removed:	*0*
Yards of Solids Treated:	*0*
Gallons of Liquid Removed:	*0*
Gallons of Liquid Treated:	*0*

Activity:	*PRELIMINARY ENDANGERMENT ASSESSMENT (PEA)*
Activity Status:	*PROPERTY/SITE REFERRED TO RWQCB*
Completion Due Date:	
Revised Completion Due Date:	
Date Activity Actually Completed:	*01191996*
Yards of Solids Removed:	*0*
Yards of Solids Treated:	*0*
Gallons of Liquid Removed:	*0*
Gallons of Liquid Treated:	*0*

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

STATE SITE

SEARCH ID: 47 **DIST/DIR:** 0.34 S- **MAP ID:** 5

NAME: POINT LOMA NAVAL COMPLEX - FISC
ADDRESS: 937 NORTH HARBOR DRIVE (CODE OE)
SAN DIEGO CA 92132
San Diego
CONTACT:

REV: 07/03/00
ID1: CAL37970006
ID2:
STATUS: PROPERTY/SITE REFERRED TO RWQC
PHONE:

DTSC COMMENTS REGARDING THIS SITE (blank below = not reported by agency)

DATE	COMMENT
03221983	*Facility identified via EPA printout.*
04031987	*TSD Permit issued 12/16/81. Hazardous Waste Facility Permit*
04031987	*issued 03/13/86 (expires 03/31/91).*
04031987	*Site Screening Done: Preliminary Assessment recommended*
04031987	*based on lack of information about historical hazardous*
04031987	*materials handling. Hazardous waste generated by naval*
04031987	*activities. Stored temporarily at facility prior to trans-*
04031987	*port to a permitted TSD facility.*
06201991	*A visual site inspection was made. Navy plans to stabilize*
06201991	*the area by shotcrete covering all the tank bottom*
06201991	*material. There are about 30 above ground and many below*
06201991	*ground fuel storage tanks. Fuels for ships, planes and*
06201991	*vehicles are stored at this site.*
11061991	*Meeting was held in Long Beach to discuss stabilization plan*
11061991	*One sample contained lead levels above TTLC. Navy believes*
DATE	COMMENT

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

STATE SITE

SEARCH ID: 47 **DIST/DIR:** 0.34 S- **MAP ID:** 5

NAME: POINT LOMA NAVAL COMPLEX - FISC
ADDRESS: 937 NORTH HARBOR DRIVE (CODE OE)
SAN DIEGO CA 92132
San Diego
CONTACT:

REV: 07/03/00
ID1: CAL37970006
ID2:
STATUS: PROPERTY/SITE REFERRED TO RWQC
PHONE:

11061991 *the lead is from sand blasting the outside of above ground*

DATE	COMMENT
11061991	*tanks. Tank bottom material had been spread over the area to*
11061991	*pave the ground. This material contains high TPH.*
03091992	*Navy SWDIV Engr. Command transmitted mailing address to R-4:*
03091992	*Ms. Sue Yingling, Commanding Officer, Naval Supply Center*
03091992	*San Diego, 937 N. Harbor Dr. (Code OE), San Diego, CA 92132-*
03091992	*5044. The name will change but the Environmental Director*
03091992	*Codes will stay the same. Any questions, call Michael Pound*
03091992	*(619)532-1242.*
09211994	*Changed name in CalSites to Fleet Industrial Supply Center,*
09211994	*Point Loma. Historically in CalSites, this site was*
09211994	*listed as San Diego Naval Supply Center-Point Loma.*
01131995	*Changed name in CalSites to Point Loma Naval Complex - FISC.*
01131995	*Historically in CalSites, this was listed as San Diego Naval*
01131995	*Supply Center-Point Loma. Please see comment dated 09/21/1994.*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

CERCLIS SITE

SEARCH ID: 4 **DIST/DIR:** 0.34 S- **MAP ID:** 5

NAME: SAN DIEGO NAVAL SUPPLY CENTER
ADDRESS: 937 N HARBOR DE
SAN DIEGO CA 92145
SAN DIEGO
CONTACT: JERE JOHNSON

REV: 7/8/02
ID1: CA7170024288
ID2: 0902777
STATUS: NOT PROPOSED
PHONE: 4159723094

DESCRIPTION:

ACTION/QUALITY	AGENCY/RPS	START/RAA	END
DISCOVERY	Federal Facilities		07-01-1988
PRELIMINARY ASSESSMENT Low	Federal Facilities		06-01-1987

CERCLIS SITE

SEARCH ID: 3 **DIST/DIR:** 0.34 S- **MAP ID:** 5

NAME: SAN DIEGO NAVAL SUPPLY CENTER
ADDRESS: 937 N HARBOR DR
SAN DIEGO CA 92145
SAN DIEGO
CONTACT: JERE JOHNSON

REV: 7/8/02
ID1: CA5170090232
ID2: 0902764
STATUS: NOT PROPOSED
PHONE: 4159723094

DESCRIPTION:

ACTION/QUALITY	AGENCY/RPS	START/RAA	END
DISCOVERY	Federal Facilities		07-01-1988
PRELIMINARY ASSESSMENT Low	Federal Facilities		06-01-1987

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 192 **DIST/DIR:** 0.34 S- **MAP ID:** 5

NAME:	USN-FISC/HEADQUARTERS	**REV:**	10/22/01
ADDRESS:	937 N HARBOR DR	**ID1:**	HE17H80027
	SAN DIEGO CA 92101	**ID2:**	CA7170024280
	SAN DIEGO	**STATUS:**	
CONTACT:	CDR NAVY REGION SOUTHWEST	**PHONE:**	(619)556-1532

Release Occurance Number:	*001*
Historical Name:	*NAVY BROADWAY COMPLEX PROJECT*
Date Release Began:	*1/1/1800*
Lead Agency:	*DEH*
Case Type:	*TANK, Release*
Case Status:	*OPEN*
Case Status Date:	*4/1/90*

Release Occurance Number:	*002*
Historical Name:	*NAVY BROADWAY COMPLEX- FISC*
Date Release Began:	*3/17/94*
Lead Agency:	*RWQCB*
Case Type:	*TANK, Release*
Case Status:	*OPEN*
Case Status Date:	*6/21/94*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 131 **DIST/DIR:** 0.34 SE **MAP ID:** 21

NAME: COUNTY OF SAN DIEGO
ADDRESS: 1251 UNION ST
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV: 06/31/01
ID1: 9UT3729
ID2:
STATUS: PRELIM. SITE ASSES. UNDERWAY
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *09*
LOCAL CASE NUMBER: *H14741-001*
RESPONSIBLE PARTY: *CNTY OF SAN DIEGO, GEN. SVCS.*
ADDRESS OF RESPONSIBLE PARTY: *5555 OVERLAND AV, MS 0366 92123-1294*
SITE OPERATOR:
WATER SYSTEM: *NAVY PUBLIC WORKS CENTER/ATTN: DAVE TYER*

CASE NUMBER: *9UT3729*
CASE TYPE: *OTHER*
SUBSTANCE LEAKED: *GASOLINE*
SUBSTANCE QUANTITY:
LEAK CAUSE: *OVERFILL*
LEAK SOURCE: *PIPING*
HOW LEAK WAS DISCOVERED: *OTHER MEANS*
DATE DISCOVERED (blank if not reported): *9/8/1998*
HOW LEAK WAS STOPPED: *OTHER MEANS*
STOP DATE (blank if not reported): *9/8/1998*
STATUS: *PRELIM. SITE ASSES. UNDERWAY*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency):
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): *10/27/1998*
REVIEW DATE (blank if not reported): *10/27/1998*
DATE OF LEAK CONFIRMATION (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): *9/10/1998*
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported):
REPORT DATE (blank if not reported): *9/10/1998*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *1*
MTBE TESTED: *SITE NOT TESTED FOR MTBE. INCLUDES UNKNOWN AND NOT ANALYZED*
MTBE CLASS: *

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 133 **DIST/DIR:** 0.34 SE **MAP ID:** 21

NAME:	COUNTY OF SD- FLEET SERVICE	**REV:**	08/21/00
ADDRESS:	1251 UNION ST	**ID1:**	HE17H14741
	SAN DIEGO CA 92101	**ID2:**	CAD981694797
	San Diego	**STATUS:**	
CONTACT:	COUNTY OF SAN DIEGO	**PHONE:**	( )236-2756

Release Occurance Number:	*001*
Historical Name:	*COUNTY OF SD-FLEET SERVICE SD*
Date Release Began:	*9/8/98*
Lead Agency:	*DEH*
Case Type:	*TANK, Release*
Case Status:	*OPEN*
Case Status Date:	*9/10/98*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 113 **DIST/DIR:** 0.35 SE **MAP ID:** 78

NAME: ARMED FORCES YMCA
ADDRESS: 500 BROADWAY W
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV: 06/31/01
ID1: 9UT3515
ID2:
STATUS: LEAK BEING CONFIRMED
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *09*
LOCAL CASE NUMBER: *H36989-001*
RESPONSIBLE PARTY: *ARMED FORCES YMCA*
ADDRESS OF RESPONSIBLE PARTY: *500 W. BROADWAY 92101*
SITE OPERATOR:
WATER SYSTEM: *NAVY PUBLIC WORKS CENTER/ATTN: DAVE TYER*

CASE NUMBER: *9UT3515*
CASE TYPE: *SOIL ONLY*
SUBSTANCE LEAKED: *WASTE OIL*
SUBSTANCE QUANTITY:
LEAK CAUSE: *UNKNOWN*
LEAK SOURCE: *TANK*
HOW LEAK WAS DISCOVERED: *TANK CLOSURE*
DATE DISCOVERED (blank if not reported): *2/18/1997*
HOW LEAK WAS STOPPED: *CLOSE TANK*
STOP DATE (blank if not reported): *2/18/1997*
STATUS: *LEAK BEING CONFIRMED*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency):
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported): *6/10/1997*

ENTER DATE (blank if not reported): *8/19/1997*
REVIEW DATE (blank if not reported): *8/19/1997*
DATE OF LEAK CONFIRMATION (blank if not reported): *2/21/1997*
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): *2/18/1997*
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported):
REPORT DATE (blank if not reported): *2/18/1997*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *0*
MTBE TESTED: *NOT REQUIRED TO BE TESTED*
MTBE CLASS: *

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 121 **DIST/DIR:** 0.37 NW **MAP ID:** 37

NAME: BUDGET RENT A CAR
ADDRESS: 2535 PACIFIC HY
SAN DIEGO CA 92101
San Diego
CONTACT: LEE-AL INC

REV: 08/21/00
ID1: HE17H03610
ID2: CAL000058748
STATUS:
PHONE: (619)235-8313

Release Occurance Number:	*001*
Historical Name:	*BUDGET-RENT-A-CAR*
Date Release Began:	*8/22/97*
Lead Agency:	*DEH*
Case Type:	*TANK, Release (W)*
Case Status:	*CLOSED*
Case Status Date:	*8/30/00*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 122 **DIST/DIR:** 0.37 NW **MAP ID:** 37

NAME: BUDGET RENT-A-CAR
ADDRESS: 2535 PACIFIC HWY
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV: 06/31/01
ID1: 9UT3530
ID2:
STATUS: CASE CLOSED
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

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LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *09*
LOCAL CASE NUMBER: *H03610-001*
RESPONSIBLE PARTY: *BUDGET RENT-A-CAR*
ADDRESS OF RESPONSIBLE PARTY: *4225 NAPERVILLE RD, NISLE, IL 60532*
SITE OPERATOR:
WATER SYSTEM: *LAKE MORENA COUNTY PARK*

CASE NUMBER: *9UT3530*
CASE TYPE: *AQUIFER AFFECTED*
SUBSTANCE LEAKED: *UNLEADED GASOLINE*
SUBSTANCE QUANTITY:
LEAK CAUSE: *UNKNOWN*
LEAK SOURCE: *UNKNOWN*
HOW LEAK WAS DISCOVERED: *TANK CLOSURE*
DATE DISCOVERED (blank if not reported): *8/22/1997*
HOW LEAK WAS STOPPED: *CLOSE TANK*
STOP DATE (blank if not reported): *8/22/1997*
STATUS: *CASE CLOSED*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency):
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported): *9/8/1997*

ENTER DATE (blank if not reported): *9/30/1997*
REVIEW DATE (blank if not reported): *9/8/2000*
DATE OF LEAK CONFIRMATION (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): *8/22/1997*
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): *8/30/2000*
REPORT DATE (blank if not reported): *8/22/1997*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration): *7/28/2000*
MTBE GROUNDWATER CONCENTRATION: *EQUAL TO 220*
MTBE SOIL CONCENTRATION: *LESS THAN 0.1*
MTBE CNTS: *2*
MTBE FUEL: *1*
MTBE TESTED: *YES*
MTBE CLASS:

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 136 **DIST/DIR:** 0.37 NW **MAP ID:** 67

NAME: DOLLAR-RENT-A-CAR
ADDRESS: 1120 LAUREL ST W
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV: 06/31/01
ID1: 9UT2209
ID2:
STATUS: CASE CLOSED
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

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LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *09*
LOCAL CASE NUMBER: *H12035-001*
RESPONSIBLE PARTY: *JOHN DOUGLAS CORPORATION*
ADDRESS OF RESPONSIBLE PARTY: *2499 PACIFIC HWY, SAN DIEGO, CA 92101*
SITE OPERATOR: *DOLLAR-RENT-A-CAR*
WATER SYSTEM: *LAKE MORENA COUNTY PARK*

CASE NUMBER: *9UT2209*
CASE TYPE: *OTHER*
SUBSTANCE LEAKED: *GASOLINE*
SUBSTANCE QUANTITY:
LEAK CAUSE: *UNKNOWN*
LEAK SOURCE: *UNKNOWN*
HOW LEAK WAS DISCOVERED: *TANK CLOSURE*
DATE DISCOVERED (blank if not reported): *3/30/1992*
HOW LEAK WAS STOPPED: *REPAIR TANK*
STOP DATE (blank if not reported): *3/30/1992*
STATUS: *CASE CLOSED*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency):
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): *6/3/1992*
REVIEW DATE (blank if not reported): *4/16/1993*
DATE OF LEAK CONFIRMATION (blank if not reported): *4/9/1992*
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported): *4/15/1992*
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): *8/20/1992*
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): *12/20/1996*
REPORT DATE (blank if not reported): *3/30/1992*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *1*
MTBE TESTED: *SITE NOT TESTED FOR MTBE. INCLUDES UNKNOWN AND NOT ANALYZED*
MTBE CLASS: *

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 186 **DIST/DIR:** 0.37 NW **MAP ID:** 67

NAME:	THRIFTY CAR RENTAL	**REV:**	08/21/00
ADDRESS:	1120 W LAUREL ST	**ID1:**	HE17H12035
	SAN DIEGO CA 92101	**ID2:**	
	San Diego	**STATUS:**	
CONTACT:	QUALCAR, INC	**PHONE:**	(619)491-0888

Release Occurance Number:	*001*
Historical Name:	*DOLLAR RENT-A -CAR*
Date Release Began:	*3/30/92*
Lead Agency:	*DEH*
Case Type:	*TANK, Release*
Case Status:	*CLOSED*
Case Status Date:	*12/20/96*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 173 **DIST/DIR:** 0.37 SE **MAP ID:** 90

NAME: SAN DIEGO GAS & ELEC STATION B
ADDRESS: 714 E ST W
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV: 06/31/01
ID1: 9UT442
ID2:
STATUS: CASE CLOSED
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

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LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *09*
LOCAL CASE NUMBER: *H13943-001*
RESPONSIBLE PARTY: *SAN DIEGO GAS & ELECTRIC*
ADDRESS OF RESPONSIBLE PARTY: *PO BOX 1831 92112*
SITE OPERATOR: *DAWSEY, JOHN*
WATER SYSTEM: *NAVY PUBLIC WORKS CENTER/ATTN: DAVE TYER*

CASE NUMBER: *9UT442*
CASE TYPE: *OTHER*
SUBSTANCE LEAKED: *DIESEL*
SUBSTANCE QUANTITY:
LEAK CAUSE: *CORROSION*
LEAK SOURCE: *UNKNOWN*
HOW LEAK WAS DISCOVERED: *OTHER MEANS*
DATE DISCOVERED (blank if not reported): *8/22/1986*
HOW LEAK WAS STOPPED:
STOP DATE (blank if not reported): *8/22/1986*
STATUS: *CASE CLOSED*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency): *EXCAVATE AND DISPOSE- REMOVE CONTAMINATED SOIL AND DISPOSE IN APPROVED SITE*
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported): *8/26/1986*

ENTER DATE (blank if not reported): *8/22/1986*
REVIEW DATE (blank if not reported): *7/18/1998*
DATE OF LEAK CONFIRMATION (blank if not reported): *8/22/1986*
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): *4/1/1987*
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported): *2/18/1988*
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): *6/23/1998*
REPORT DATE (blank if not reported): *8/22/1986*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *0*
MTBE TESTED: *NOT REQUIRED TO BE TESTED*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 159 **DIST/DIR:** 0.38 NW **MAP ID:** 85

NAME: LAUREL STREET ANNEX
ADDRESS: 1020 LAUREL ST W
SAN DIEGO CA 92138
SAN DIEGO
CONTACT:

REV: 06/31/01
ID1: 9UT2552
ID2:
STATUS: CASE CLOSED
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

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LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *09*
LOCAL CASE NUMBER: *H21335-002*
RESPONSIBLE PARTY: *SOLAR TURBINES INC*
ADDRESS OF RESPONSIBLE PARTY: *PO BOX 80966 SAN DIEGO 92138*
SITE OPERATOR: *SOLAR TURBINES INC*
WATER SYSTEM: *LAKE MORENA COUNTY PARK*

CASE NUMBER: *9UT2552*
CASE TYPE: *SOIL ONLY*
SUBSTANCE LEAKED: *0*
SUBSTANCE QUANTITY:
LEAK CAUSE: *UNKNOWN*
LEAK SOURCE: *UNKNOWN*
HOW LEAK WAS DISCOVERED: *TANK CLOSURE*
DATE DISCOVERED (blank if not reported): *7/8/1987*
HOW LEAK WAS STOPPED:
STOP DATE (blank if not reported):
STATUS: *CASE CLOSED*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency):
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): *10/27/1993*
REVIEW DATE (blank if not reported): *10/25/1993*
DATE OF LEAK CONFIRMATION (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported):
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): *11/20/1987*
REPORT DATE (blank if not reported): *7/10/1987*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *0*
MTBE TESTED: *NOT REQUIRED TO BE TESTED*
MTBE CLASS: *

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 160 **DIST/DIR:** 0.38 NW **MAP ID:** 85

NAME: LAUREL STREET ANNEX
ADDRESS: 1020 LAUREL ST W
SAN DIEGO CA 92138
SAN DIEGO
CONTACT:

REV: 06/31/01
ID1: 9UT504
ID2:
STATUS: CASE CLOSED
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

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LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *09*
LOCAL CASE NUMBER: *H21335-001*
RESPONSIBLE PARTY: *SOLAR TURBINES INCORPORATED*
ADDRESS OF RESPONSIBLE PARTY: *P O BOX 80966, SAN DIEGO, CA 92138*
SITE OPERATOR: *SOLAR TURBINES INCORPORATED*
WATER SYSTEM: *LAKE MORENA COUNTY PARK*

CASE NUMBER: *9UT504*
CASE TYPE: *SOIL ONLY*
SUBSTANCE LEAKED: *0*
SUBSTANCE QUANTITY:
LEAK CAUSE: *CORROSION*
LEAK SOURCE: *TANK*
HOW LEAK WAS DISCOVERED: *TANK CLOSURE*
DATE DISCOVERED (blank if not reported): *12/2/1986*
HOW LEAK WAS STOPPED: *CLOSE TANK*
STOP DATE (blank if not reported):
STATUS: *CASE CLOSED*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency):
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): *1/19/1987*
REVIEW DATE (blank if not reported): *12/14/1987*
DATE OF LEAK CONFIRMATION (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): *1/19/1987*
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): *11/20/1987*
REPORT DATE (blank if not reported): *1/19/1987*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *0*
MTBE TESTED: *NOT REQUIRED TO BE TESTED*
MTBE CLASS: *

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 178 **DIST/DIR:** 0.38 NW **MAP ID:** 85

NAME:	SOLAR TURBINES INC AT0750	**REV:**	08/21/00
ADDRESS:	1020 W LAUREL ST	**ID1:**	HE17H21335
	SAN DIEGO CA 92101	**ID2:**	
	San Diego	**STATUS:**	
CONTACT:	SOLAR TURBINES INC	**PHONE:**	( ) -

Release Occurance Number:	*001*
Historical Name:	*SOLAR TURBINES INC*
Date Release Began:	*4/6/87*
Lead Agency:	*DEH*
Case Type:	*TANK, Release*
Case Status:	*CLOSED*
Case Status Date:	*11/20/87*

Release Occurance Number:	*002*
Historical Name:	*SOLAR TURBINES INC*
Date Release Began:	*7/10/87*
Lead Agency:	*DEH*
Case Type:	*TANK, Release*
Case Status:	*CLOSED*
Case Status Date:	*11/20/87*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 176 **DIST/DIR:** 0.40 NE **MAP ID:** 92

NAME: SHELL SERVICE STATION
ADDRESS: 1666 1ST AVE
SAN DIEGO CA 92101
San Diego
CONTACT:

REV: 06/31/01
ID1: 9UT477
ID2:
STATUS: CASE CLOSED
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *09*
LOCAL CASE NUMBER: *H12662-001*
RESPONSIBLE PARTY: *SHELL OIL COMPANY*
ADDRESS OF RESPONSIBLE PARTY: *PO BOX 4848, ANAHEIM, CA 92803*
SITE OPERATOR: *SHELL OIL COMPANY*
WATER SYSTEM: *LAKE MORENA COUNTY PARK*

CASE NUMBER: *9UT477*
CASE TYPE: *SOIL ONLY*
SUBSTANCE LEAKED: *0*
SUBSTANCE QUANTITY:
LEAK CAUSE: *CORROSION*
LEAK SOURCE: *TANK*
HOW LEAK WAS DISCOVERED:
DATE DISCOVERED (blank if not reported): *12/8/1985*
HOW LEAK WAS STOPPED: *CLOSE TANK*
STOP DATE (blank if not reported):
STATUS: *CASE CLOSED*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency):
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): *12/12/1985*
REVIEW DATE (blank if not reported): *7/23/1987*
DATE OF LEAK CONFIRMATION (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported):
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): *2/14/1986*
REPORT DATE (blank if not reported): *12/12/1985*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *0*
MTBE TESTED: *NOT REQUIRED TO BE TESTED*
MTBE CLASS: *

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 175 **DIST/DIR:** 0.40 NE **MAP ID:** 92

NAME: SHELL SERVICE STATION
ADDRESS: 1666 1ST AVE
SAN DIEGO CA 92101
San Diego
CONTACT:

REV: 06/31/01
ID1: 9UT3088
ID2:
STATUS: CASE CLOSED
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

Please note that some data previously provided by the State Water Resources Control Board in the LUSTIS database is not currently being provided by the agency in the most recent edition. Incidents that occurred dating after the year 2000 may not have much information. Field headers with blank information following after should be interpreted as unreported by the agency.

LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *09*
LOCAL CASE NUMBER: *H12662-002*
RESPONSIBLE PARTY: *EQUIVA SERVICES, LLC*
ADDRESS OF RESPONSIBLE PARTY: *20945 WILMINGTON AVE S, CARSON, CA 90749-6249*
SITE OPERATOR: *SHELL OIL COMPANY*
WATER SYSTEM: *LAKE MORENA COUNTY PARK*

CASE NUMBER: *9UT3088*
CASE TYPE: *SOIL ONLY*
SUBSTANCE LEAKED: *GASOLINE*
SUBSTANCE QUANTITY:
LEAK CAUSE: *UNKNOWN*
LEAK SOURCE: *PIPING*
HOW LEAK WAS DISCOVERED: *OTHER MEANS*
DATE DISCOVERED (blank if not reported): *4/14/1995*
HOW LEAK WAS STOPPED: *REPAIR PIPING*
STOP DATE (blank if not reported): *4/14/1995*
STATUS: *CASE CLOSED*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency): *EXCAVATE AND DISPOSE- REMOVE CONTAMINATED SOIL AND DISPOSE IN APPROVED SITE*
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): *8/3/1995*
REVIEW DATE (blank if not reported): *6/13/2000*
DATE OF LEAK CONFIRMATION (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): *7/11/1995*
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): *8/17/1999*
REPORT DATE (blank if not reported): *4/4/1995*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration): *8/16/1999*
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION: *EQUAL TO 0.5*
MTBE CNTS: *1*
MTBE FUEL: *1*
MTBE TESTED: *YES*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 137 **DIST/DIR:** 0.43 NE **MAP ID:** 79

NAME:	FIRST AVENUE EXXON	**REV:**	08/21/00
ADDRESS:	1666 01ST AV	**ID1:**	HE17H12662
	SAN DIEGO CA 92101	**ID2:**	CAL000137418
	San Diego	**STATUS:**	
CONTACT:	NEW WEST PETROLEUM, LLC	**PHONE:**	( )234-8142

Release Occurance Number:	*001*
Historical Name:	*SHELL*
Date Release Began:	*12/8/85*
Lead Agency:	*DEH*
Case Type:	*TANK, Release*
Case Status:	*CLOSED*
Case Status Date:	*2/14/86*

Release Occurance Number:	*002*
Historical Name:	*SHELL OIL COMP.FIRST & CEDAR*
Date Release Began:	*4/14/95*
Lead Agency:	*DEH*
Case Type:	*TANK, Release*
Case Status:	*CLOSED*
Case Status Date:	*8/17/99*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 151 **DIST/DIR:** 0.45 NE **MAP ID:** 82

NAME: HARBOR VIEW MEDICAL CENTER
ADDRESS: 120 ELM ST
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV: 06/31/01
ID1: 9UT3538
ID2:
STATUS: CASE CLOSED
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

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LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *09*
LOCAL CASE NUMBER: *H19966-001*
RESPONSIBLE PARTY: *HARBOR VIEW MEDICAL CENTER*
ADDRESS OF RESPONSIBLE PARTY: *120 ELM ST 94119*
SITE OPERATOR:
WATER SYSTEM: *LAKE MORENA COUNTY PARK*

CASE NUMBER: *9UT3538*
CASE TYPE: *SOIL ONLY*
SUBSTANCE LEAKED: *DIESEL*
SUBSTANCE QUANTITY:
LEAK CAUSE: *CORROSION*
LEAK SOURCE: *TANK*
HOW LEAK WAS DISCOVERED: *TANK CLOSURE*
DATE DISCOVERED (blank if not reported): *9/15/1997*
HOW LEAK WAS STOPPED: *CLOSE TANK*
STOP DATE (blank if not reported): *9/15/1997*
STATUS: *CASE CLOSED*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency):
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): *10/16/1997*
REVIEW DATE (blank if not reported): *6/20/2000*
DATE OF LEAK CONFIRMATION (blank if not reported): *9/15/1997*
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported): *9/29/1997*
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported):
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): *2/22/2000*
REPORT DATE (blank if not reported): *9/15/1997*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *0*
MTBE TESTED: *NOT REQUIRED TO BE TESTED*
MTBE CLASS: *

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 150 **DIST/DIR:** 0.45 NE **MAP ID:** 82

NAME: HARBOR VIEW MEDICAL CENTER
ADDRESS: 120 ELM ST
SAN DIEGO CA 92101
San Diego
CONTACT: TENET HEALTHCARE

REV: 08/21/00
ID1: HE17H19966
ID2: CAD981641186
STATUS:
PHONE: (619)235-3778

Release Occurance Number: *001*
Historical Name: *HARBOR VIEW MEDICAL CENTER*
Date Release Began: *9/15/97*
Lead Agency: *DEH*
Case Type: *TANK, Release*
Case Status: *CLOSED*
Case Status Date: *4/14/00*

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 174 **DIST/DIR:** 0.45 SE **MAP ID:** 91

NAME: SDCTY-FIRE STATION #01
ADDRESS: 1222 01ST AV
SAN DIEGO CA 92101
San Diego
CONTACT: CITY OF SAN DIEGO

REV: 08/21/00
ID1: HE17H21379
ID2: CAL000067533
STATUS:
PHONE: (619)236-6823

Release Occurance Number: *001*
Historical Name: *FIRE STATION #1/CITY OF S.D.*
Date Release Began: *10/18/95*
Lead Agency: *DEH*
Case Type: *TANK, Failed Test*
Case Status: *CLOSED*
Case Status Date: *9/13/96*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 183 **DIST/DIR:** 0.49 NE **MAP ID:** 93

NAME:	STREICHER & SEEMAN INC	**REV:**	08/21/00
ADDRESS:	2553 STATE ST	**ID1:**	HE17H32359
	SAN DIEGO CA 92101	**ID2:**	
	San Diego	**STATUS:**	
CONTACT:	STREICHER & SEEMAN INC	**PHONE:**	(619)233-7657

Release Occurance Number:	*001*
Historical Name:	*STREICHER & SEAMAN*
Date Release Began:	*6/20/95*
Lead Agency:	*DEH*
Case Type:	*TANK, Release*
Case Status:	*CLOSED*
Case Status Date:	*9/23/99*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 184 **DIST/DIR:** 0.49 NE **MAP ID:** 93

NAME: STRIETER & SEAMEN INC.
ADDRESS: 2553 STATE ST
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV: 06/31/01
ID1: 9UT3089
ID2:
STATUS: CASE CLOSED
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

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LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *09*
LOCAL CASE NUMBER: *H32359-001*
RESPONSIBLE PARTY: *THE CELIA STREICHER TRUST*
ADDRESS OF RESPONSIBLE PARTY: *PO BOX 80458 SAN DIEGO, CA 92138-0458*
SITE OPERATOR:
WATER SYSTEM: *LAKE MORENA COUNTY PARK*

CASE NUMBER: *9UT3089*
CASE TYPE: *OTHER*
SUBSTANCE LEAKED: *GASOLINE*
SUBSTANCE QUANTITY:
LEAK CAUSE: *UNKNOWN*
LEAK SOURCE: *UNKNOWN*
HOW LEAK WAS DISCOVERED: *TANK CLOSURE*
DATE DISCOVERED (blank if not reported): *6/20/1995*
HOW LEAK WAS STOPPED: *CLOSE TANK*
STOP DATE (blank if not reported): *6/20/1995*
STATUS: *CASE CLOSED*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency): *EXCAVATE AND TREAT- REMOVE CONTAMINATED SOIL AND TREAT (INCLUDES SPREADING OR LAND FARMING)*
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported):

ENTER DATE (blank if not reported): *8/3/1995*
REVIEW DATE (blank if not reported): *6/13/2000*
DATE OF LEAK CONFIRMATION (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): *7/14/1995*
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): *9/23/1999*
REPORT DATE (blank if not reported): *6/20/1995*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration): *5/17/1999*
MTBE GROUNDWATER CONCENTRATION: *LESS THAN 40*
MTBE SOIL CONCENTRATION: *LESS THAN 0.5*
MTBE CNTS: *2*
MTBE FUEL: *1*
MTBE TESTED: *YES*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 147 **DIST/DIR:** 0.50 SE **MAP ID:** 81

NAME: GREYHOUND
ADDRESS: 120 BROADWAY ST W
SAN DIEGO CA 92101
SAN DIEGO
CONTACT:

REV: 06/31/01
ID1: 9UT1331
ID2:
STATUS: CASE CLOSED
PHONE:

RELEASE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

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LEAD AGENCY: *LOCAL AGENCY*
REGIONAL BOARD: *09*
LOCAL CASE NUMBER: *H26606-001*
RESPONSIBLE PARTY: *TRANSPORTATION LEASING CO.*
ADDRESS OF RESPONSIBLE PARTY: *1850 N. CENTRAL AVE 85004*
SITE OPERATOR: *TRANSPORTATION LEASING CO.*
WATER SYSTEM: *NAVY PUBLIC WORKS CENTER/ATTN: DAVE TYER*

CASE NUMBER: *9UT1331*
CASE TYPE: *SOIL ONLY*
SUBSTANCE LEAKED: *DIESEL*
SUBSTANCE QUANTITY:
LEAK CAUSE:
LEAK SOURCE:
HOW LEAK WAS DISCOVERED: *TANK CLOSURE*
DATE DISCOVERED (blank if not reported): *2/14/1989*
HOW LEAK WAS STOPPED: *CLOSE TANK*
STOP DATE (blank if not reported): *2/14/1989*
STATUS: *CASE CLOSED*
ABATEMENT METHOD (please note that not all code translations have been provided by the reporting agency):
ENFORCEMENT TYPE (please note that not all code translations have been provided by the reporting agency):
DATE OF ENFORCEMENT (blank if not reported): *3/15/1989*

ENTER DATE (blank if not reported): *5/12/1989*
REVIEW DATE (blank if not reported): *12/28/1992*
DATE OF LEAK CONFIRMATION (blank if not reported): *2/14/1989*
DATE PRELIMINARY SITE ASSESSMENT PLAN WAS SUBMITTED (blank if not reported):
DATE PRELIMINARY SITE ASSESSMENT PLAN BEGAN (blank if not reported): *5/12/1989*
DATE POLLUTION CHARACTERIZATION PLAN BEGAN (blank if not reported):
DATE REMEDIATION PLAN WAS SUBMITTED (blank if not reported):
DATE REMEDIAL ACTION UNDERWAY (blank if not reported):
DATE POST REMEDIAL ACTION MONITORING BEGAN (blank if not reported):
DATE CLOSURE LETTER ISSUED (SITE CLOSED) (blank if not reported): *5/26/1992*
REPORT DATE (blank if not reported): *5/12/1989*

MTBE DATA FROM THE CALIFORNIA STATE WATER RESOURCES CONTROL BOARD LUSTIS DATABASE

MTBE DATE(Date of historical maximum MTBE concentration):
MTBE GROUNDWATER CONCENTRATION:
MTBE SOIL CONCENTRATION:
MTBE CNTS: *0*
MTBE FUEL: *0*
MTBE TESTED: *NOT REQUIRED TO BE TESTED*
MTBE CLASS: *

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 148 **DIST/DIR:** 0.50 SE **MAP ID:** 81

NAME: GREYHOUND STATION
ADDRESS: 120 W BROADWAY
SAN DIEGO CA 92101
San Diego
CONTACT: TRANSPORTATION LEASING CO

REV: 08/21/00
ID1: HE17H26606
ID2:
STATUS:
PHONE: (619)239-1289

Release Occurance Number: *001*
Historical Name: *GREYHOUND*
Date Release Began: *2/14/89*
Lead Agency: *DEH*
Case Type: *TANK, Release*
Case Status: *CLOSED*
Case Status Date: *6/16/92*

Release Occurance Number: *002*
Historical Name: *PARSONS*
Date Release Began: *7/22/99*
Lead Agency: *RWQCB*
Case Type: *TANK, Release (W)*
Case Status: *OPEN*
Case Status Date: *7/22/99*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

STATE SITE

SEARCH ID: 44 **DIST/DIR:** 0.54 NW **MAP ID:** 3

NAME: NEYENESCH PRINTERS
ADDRESS: 2750 KETTNER BLVD.
SAN DIEGO CA 92103
San Diego
CONTACT:

REV: 07/03/00
ID1: CAL37370015
ID2:
STATUS: NO FURTHER ACTION FOR DTSC
PHONE:

OTHER SITE NAMES (blank below = not reported by agency)
NEYENESCH PRINTERS

GENERAL SITE INFORMATION
File Name (if different than site name):

Status: *NO FURTHER ACTION FOR DTSC (NFA)*
AWP Site Type: *N/A*
NPL Site:
Fund:
Status Date: *06281988*
Lead:
Staff:
Senior Supervisor: *MMONROY*

DTSC Region & RWQCB #: *4 / LONG BEACH*
Branch: *SOUTHERN CA. - B*
RWQCB: *SAN DIEGO*
Site Access: *Controlled*
On Cortese List:
Groundwater Contamination:
Haz Ranking Score:
Haz Ranking Score:
Number of Sources Contributing to Contamination at the Site: *0*

INFORMATION ON SPECIAL PROGRAMS THE SITE IS ASSOCIATED WITH (blank below = not reported by agency)
CERCLA II

PROJECTED ACTIVITIES (blank below = not reported by agency)

PROJECTED ACTIVITIES (blank below = not reported by agency)

PROJECTED ACTIVITIES (blank below = not reported by agency)

PROJECTED ACTIVITIES (blank below = not reported by agency)
Activity: *DISCOVERY (DISC)*
Activity Status: *NO FURTHER ACTION FOR DTSC*
Completion Due Date:
Revised Completion Due Date:
Date Activity Actnally Completed: *10151982*
Yards of Solids Removed: *0*
Yards of Solids Treated: *0*
Gallons of Liquid Removed: *0*
Gallons of Liquid Treated: *0*

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

STATE SITE

SEARCH ID: 44 **DIST/DIR:** 0.54 NW **MAP ID:** 3

NAME: NEYENESCH PRINTERS
ADDRESS: 2750 KETTNER BLVD.
SAN DIEGO CA 92103
San Diego
CONTACT:

REV: 07/03/00
ID1: CAL37370015
ID2:
STATUS: NO FURTHER ACTION FOR DTSC
PHONE:

Activity:	*(SS)*
Activity Status:	*NO FURTHER ACTION FOR DTSC*
Completion Due Date:	
Revised Completion Due Date:	
Date Activity Actually Completed:	*06021987*
Yards of Solids Removed:	*0*
Yards of Solids Treated:	*0*
Gallons of Liquid Removed:	*0*
Gallons of Liquid Treated:	*0*

Activity:	*(PA)*
Activity Status:	*NO FURTHER ACTION FOR DTSC*
Completion Due Date:	
Revised Completion Due Date:	
Date Activity Actually Completed:	*06281988*
Yards of Solids Removed:	*0*
Yards of Solids Treated:	*0*
Gallons of Liquid Removed:	*0*
Gallons of Liquid Treated:	*0*

Activity:	*(SS)*
Activity Status:	*NO FURTHER ACTION FOR DTSC*
Completion Due Date:	
Revised Completion Due Date:	
Date Activity Actually Completed:	*11171994*
Yards of Solids Removed:	*0*
Yards of Solids Treated:	*0*
Gallons of Liquid Removed:	*0*
Gallons of Liquid Treated:	*0*

DTSC COMMENTS REGARDING THIS SITE (blank below = not reported by agency)

DATE	COMMENT
10151982	*FACILITY IDENTIFIED ID VIA 45 PHONE BOOK*
06071983	*FACILITY DRIVE-BY SLOPE IN BACK STAINED W/BLACK SLUDGE. A*
06071983	*FEW 55GAL DRUMS ONSITE. GOOD HOUSEKEEPG*
06071983	*DISCH OF BLACK TARRY SUBSTANCE FORM BLDG*
06071983	*TO ST & RR.*

DATE	COMMENT

- Continued on next page -

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

STATE SITE

SEARCH ID: 44 **DIST/DIR:** 0.54 NW **MAP ID:** 3

NAME: NEYENESCH PRINTERS
ADDRESS: 2750 KETTNER BLVD.
SAN DIEGO CA 92103
San Diego
CONTACT:

REV: 07/03/00
ID1: CAL37370015
ID2:
STATUS: NO FURTHER ACTION FOR DTSC
PHONE:

07181983 *WATER UTILITIES DEPT. PRINTING PHTOFINSH*

DATE	COMMENT
07181983	*C-U INKS THINNERS REPORTEDLY W/ RAGS*
07181983	*FROM LINNEN SUPPLY CO.*
08311983	*FINAL STRATEGY SITE REFERRED:TO HWMB/ENF*
06021987	*SITE SCREENING DONE NEED TO INVESTIGATE THE BLACK SLUDGE*
06021987	*THAT DRAINED TO THE RR*
04061988	*SAN DIEGO CO. HLTH HAS FILES*
04061988	*SAN DIEGO WATER UTIL. DIST. WATER INFO.*
04081988	*FACILITY DRIVE-BY PAVED AND FENCED BERMED STORAGE PRODUCT*
04081988	*DRUMS NO WASTE VISIBLE. SITE APPEARED*
04081988	*NEAT .*
06061988	*SAN DIEGO APCD PERMIT ON FILE*
06061988	*SAN DIEGO RWQCB NO FILES*
06281988	*PRELIM ASSESS DONE THERE APPEAR TO BE NO PROBLEM AT THE*
06281988	*AT THIS TIME.RUNOFF NOTED IN 1983 IS*
06281988	*FROM ROOF DRAIN. LESS THAN 55 GALLONS*
DATE	COMMENT

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

STATE SITE

SEARCH ID: 44 **DIST/DIR:** 0.54 NW **MAP ID:** 3

NAME: NEYENESCH PRINTERS
ADDRESS: 2750 KETTNER BLVD.
SAN DIEGO CA 92103
San Diego
CONTACT:

REV: 07/03/00
ID1: CAL37370015
ID2:
STATUS: NO FURTHER ACTION FOR DTSC
PHONE:

06281988 *TOTAL WASTE GENERATED PER QUARTER.NO*

DATE	COMMENT
06281988	*TARGET POPULATION NEAR THE SITE. NO*

DATE	COMMENT
06281988	*FURTHER ACTION*

DATE	COMMENT
08181988	*SUBMIT TO EPA NO FURTHER ACTION UNDER CERCLA 2*

DATE	COMMENT
11171994	*CALSITES VALIDATION PROGRAM CONFIRMS NFA FOR DTSC.*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

STATE SITE

SEARCH ID: 46 **DIST/DIR:** 0.65 SE **MAP ID:** 4

NAME: PACIFIC SOAP CO.
ADDRESS: 301 WEST MARKET
SAN DIEGO CA 92101
San Diego
CONTACT:

REV: 07/03/00
ID1: CAL37280012
ID2:
STATUS: PROPERTY/SITE REFERRED TO ANOT
PHONE:

OTHER SITE NAMES (blank below = not reported by agency)
PACIFIC SOAP CO.

GENERAL SITE INFORMATION
File Name (if different than site name):

Status: *PROPERTY/SITE REFERRED TO ANOTHER AGENCY (REFOA)*
AWP Site Type: *N/A*
NPL Site:
Fund:
Status Date: *04251995*
Lead:
Staff:
Senior Supervisor: *MMONROY*

DTSC Region & RWQCB #: *4 / LONG BEACH*
Branch: *SOUTHERN CA. - B*
RWQCB: *SAN DIEGO*
Site Access: *Controlled*
On Cortese List:
Groundwater Contamination:
Haz Ranking Score:
Haz Ranking Score:
Number of Sources Contributing to Contamination at the Site: *0*

INFORMATION ON SPECIAL PROGRAMS THE SITE IS ASSOCIATED WITH (blank below = not reported by agency)
CERCLA II

PROJECTED ACTIVITIES (blank below = not reported by agency)

PROJECTED ACTIVITIES (blank below = not reported by agency)

PROJECTED ACTIVITIES (blank below = not reported by agency).

PROJECTED ACTIVITIES (blank below = not reported by agency)

PROJECTED ACTIVITIES (blank below = not reported by agency)
Activity: *DISCOVERY (DISC)*
Activity Status: *PROPERTY/SITE REFERRED TO ANOTHER AGENCY*
Completion Due Date:
Revised Completion Due Date:
Date Activity Actually Completed: *10151982*
Yards of Solids Removed: *0*
Yards of Solids Treated: *0*

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

STATE SITE

SEARCH ID: 46 **DIST/DIR:** 0.65 SE **MAP ID:** 4

NAME: PACIFIC SOAP CO.
ADDRESS: 301 WEST MARKET
SAN DIEGO CA 92101
San Diego
CONTACT:

REV: 07/03/00
ID1: CAL37280012
ID2:
STATUS: PROPERTY/SITE REFERRED TO ANOT
PHONE:

Gallons of Liquid Removed: *0*
Gallons of Liquid Treated: *0*

Activity: *(SS)*
Activity Status: *PROPERTY/SITE REFERRED TO ANOTHER AGENCY*
Completion Due Date:
Revised Completion Due Date:
Date Activity Actually Completed: *06161987*
Yards of Solids Removed: *0*
Yards of Solids Treated: *0*
Gallons of Liquid Removed: *0*
Gallons of Liquid Treated: *0*

Activity: *(PA)*
Activity Status: *PROPERTY/SITE REFERRED TO ANOTHER AGENCY*
Completion Due Date:
Revised Completion Due Date:
Date Activity Actually Completed: *07101988*
Yards of Solids Removed: *0*
Yards of Solids Treated: *0*
Gallons of Liquid Removed: *0*
Gallons of Liquid Treated: *0*

Activity: *(SS)*
Activity Status: *PROPERTY/SITE REFERRED TO ANOTHER AGENCY*
Completion Due Date:
Revised Completion Due Date:
Date Activity Actually Completed: *11071994*
Yards of Solids Removed: *0*
Yards of Solids Treated: *0*
Gallons of Liquid Removed: *0*
Gallons of Liquid Treated: *0*

Activity: *(SS)*
Activity Status: *PROPERTY/SITE REFERRED TO ANOTHER AGENCY*
Completion Due Date:
Revised Completion Due Date:
Date Activity Actually Completed: *04251995*
Yards of Solids Removed: *0*
Yards of Solids Treated: *0*
Gallons of Liquid Removed: *0*
Gallons of Liquid Treated: *0*

DTSC COMMENTS REGARDING THIS SITE (blank below = not reported by agency)

DATE	COMMENT
10151982	*FACILITY IDENTIFIED ID VIA 45 PHONE BOOK*

DATE	COMMENT

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

STATE SITE

SEARCH ID: 46 **DIST/DIR:** 0.65 SE **MAP ID:** 4

NAME: PACIFIC SOAP CO.
ADDRESS: 301 WEST MARKET
SAN DIEGO CA 92101
San Diego
CONTACT:

REV: 07/03/00
ID1: CAL37280012
ID2:
STATUS: PROPERTY/SITE REFERRED TO ANOT
PHONE:

12221982 *FACILITY DRIVE-BY ACID DRUMS IN STORAGE (1 LEAKING). POOR*

DATE	COMMENT
12221982	*HOUSEKEEPING*
03241983	*RWQCB. NUMEROUS PROB W/ WSATE DISCH TO*
03241983	*STORM DRAINS*
04121983	*APCD. USE LARGE AMOUNT OF NAOH*
08011983	*WATER UTILITIES DEPT. MFG OF GLYCERINE,*
08011983	*DETERGENT,SOAP USE LARGE AMOUNTS OF*
08011983	*H2S04,HC1,CARBOXYMETHLCELLULOSE & NA*
08011983	*NA POLY-P04. STORM DRAIN DISCH ARE*
08011983	*MONITORED*
08311983	*FINAL STRATEGY SITE REFERRED:TO HWMB/ENF*
06161987	*SITE SCREENING DONE POOR STORAGE OF CHEMS*
03221988	*SAN DIEGO COUNTY,DEPT.HEALTH SERVICES*
03221988	*HAS FILES*
04061988	*FACILITY DRIVE-BY SITE WAS FENCED*
04081988	*SAN DIEGO AIR POLLUTION CONTROL DISTRICT*

DATE **COMMENT**

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

STATE SITE

SEARCH ID: 46 **DIST/DIR:** 0.65 SE **MAP ID:** 4

NAME: PACIFIC SOAP CO.
ADDRESS: 301 WEST MARKET
SAN DIEGO CA 92101
San Diego
CONTACT:

REV: 07/03/00
ID1: CAL37280012
ID2:
STATUS: PROPERTY/SITE REFERRED TO ANOT
PHONE:

04081988 *HAS FILES*

DATE	COMMENT
04081988	*SAN DIEGO PUBLIC WORKS HAS FILES*
DATE	**COMMENT**
04081988	*RWCQB -SAN DIEGO CLOSED FILE ON 12/81*
DATE	**COMMENT**
07101988	*PRELIM ASSESS DONE THERE ARE UNRESOLVED QUESTIONS ABOUT*
DATE	**COMMENT**
07101988	*PAST WASTE PRACTICES,SAN DIEGO CO. DHS*
DATE	**COMMENT**
07101988	*IS STILL WORKING WITH PACIFIC SOAP*
DATE	**COMMENT**
08051988	*SUBMIT TO EPA NO FURTHER ACTION UNDER CERCLA 2, SITE*
DATE	**COMMENT**
08051988	*WILL NOT SCORE OVER 28.5*
DATE	**COMMENT**
11071994	*CALSITES VALIDATION PROGRAM CONFIRMS NFA FOR DTSC.*
DATE	**COMMENT**
04251995	*07/10/1988 PRELIM ASSESS DONE. THERE ARE UNRESOLVED*
DATE	**COMMENT**
04251995	*QUESTIONS ABOUT PAST WASTE PRACTICES, SAN DIEGO CO. DHS*
DATE	**COMMENT**
04251995	*IS STILL WORKING WITH PACIFIC SOAP. 08/05/1988 SUBMIT TO*
DATE	**COMMENT**
04251995	*EPA NO FURTHER ACTION UNDER CERCLA 2, SITE WILL NOT*
DATE	**COMMENT**
04251995	*SCORE OVER 28.5. NFA FOR DTSC.*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

STATE SITE

SEARCH ID: 51 **DIST/DIR:** 0.69 NE **MAP ID:** 32

NAME: ST. PAUL S VILLA
ADDRESS: 2340 FOURTH AVENUE
SAN DIEGO CA 92101
San Diego
CONTACT:

REV: 07/03/00
ID1: CAL37830004
ID2:
STATUS: NO ACTION - FOR CALMORTGAGE ON
PHONE:

OTHER SITE NAMES (blank below = not reported by agency)
ST. PAUL S VILLA

GENERAL SITE INFORMATION
File Name (if different than site name):

Status:	*NO ACTION - FOR CALMORTGAGE ONLY (NA)*
AWP Site Type:	*CALMORTGAGE ONLY*
NPL Site:	
Fund:	
Status Date:	*06021994*
Lead:	*DTSC*
Staff:	*SKARINEN*
Senior Supervisor:	*BCOLER*
DTSC Region & RWQCB #:	*4 / LONG BEACH*
Branch:	*CALMORTGAGE*
RWQCB:	*SAN DIEGO*
Site Access:	
On Cortese List:	
Groundwater Contamination:	
Haz Ranking Score:	
Haz Ranking Score:	
Number of Sources Contributing to Contamination at the Site:	*0*

PROJECTED ACTIVITIES (blank below = not reported by agency)

Activity:	*PHASE 1 - CALMORTGAGE AND SCHOOL SITE PROPERTIES (PHSE1)*
Activity Status:	*NO ACTION - FOR CALMORTGAGE ONLY*
Completion Due Date:	
Revised Completion Due Date:	
Date Activity Actually Completed:	*06021994*
Yards of Solids Removed:	*0*
Yards of Solids Treated:	*0*
Gallons of Liquid Removed:	*0*
Gallons of Liquid Treated:	*0*

DTSC COMMENTS REGARDING THIS SITE (blank below = not reported by agency)

DATE	COMMENT
06021994	*Pursuant to the MOU, DTSC has prepared a Phase I Environmental*
DATE	**COMMENT**
06021994	*Assessment for St. Paul s Villa, a residential care facility*
DATE	**COMMENT**
06021994	*for the elderly. A Phase I Report was prepared by DTSC and*

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

STATE SITE

SEARCH ID: 51 **DIST/DIR:** 0.69 NE **MAP ID:** 32

NAME: ST. PAUL S VILLA
ADDRESS: 2340 FOURTH AVENUE
SAN DIEGO CA 92101
San Diego
CONTACT:

REV: 07/03/00
ID1: CAL37830004
ID2:
STATUS: NO ACTION - FOR CALMORTGAGE ON
PHONE:

DATE	COMMENT
06021994	*concluded that no action was needed for this property; there is*

DATE	COMMENT
06021994	*no contamination on the property.*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

RCRA COR SITE

SEARCH ID: 9 **DIST/DIR:** 0.79 NW **MAP ID:** 8

NAME:	UOP INC FLUID SYSTEMS DIV	**REV:**	3/11/02
ADDRESS:	2980 N HARBOR DRIVE	**ID1:**	CAD020201893
	SAN DIEGO CA 92101	**ID2:**	
	SAN DIEGO	**STATUS:**	NLR
CONTACT:	ENVIRONMENTAL MANAGER	**PHONE:**	7142999920

SITE INFORMATION

CONTACT INFORMATION: ENVIRONMENTAL MANAGER
ENVIRO MANAGER
2980 N HARBOR DRIVE
SAN DIEGO CA 92101

PHONE: 7142999920

UNIVERSE NAME:

NO LONGER REGULATED

SIC INFORMATION:

2821 - MANUFACTURING - PLASTICS MATERIALS AND RESINS
3599 - MANUFACTURING - INDUSTRIAL MACHINERY, NEC

ENFORCEMENT INFORMATION:

VIOLATION INFORMATION:

VIOLATION NUMBER:	0001	**RESPONSIBLE:**	S - STATE
DETERMINED:	17-JUN-88	**DETERMINED BY:**	S - STATE
CITATION:		**RESOLVED:**	
TYPE:	DFR - TSD FINANCIAL RESPONSIBILITY REQUIREMENTS		

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

STATE SITE

SEARCH ID: 45 **DIST/DIR:** 0.96 SE **MAP ID:** 30

NAME: PACIFIC AIRMOTIVE
ADDRESS: 544 7TH AVENUE
SAN DIEGO CA 92101
San Diego
CONTACT:

REV: 07/03/00
ID1: CAL37370118
ID2:
STATUS: PROPERTY/SITE REFERRED TO ANOT
PHONE:

OTHER SITE NAMES (blank below = not reported by agency)

OTHER SITE NAMES (blank below = not reported by agency)
SUBSIDIARY OF PUREX CORP

GENERAL SITE INFORMATION
File Name (if different than site name):

Status: *PROPERTY/SITE REFERRED TO ANOTHER AGENCY (REFOA)*
AWP Site Type: *N/A*
NPL Site:
Fund:
Status Date: *08211995*
Lead:
Staff:
Senior Supervisor: *MMONROY*

DTSC Region & RWQCB #: *4 / LONG BEACH*
Branch: *SOUTHERN CA. - B*
RWQCB:
Site Access:
On Cortese List:
Groundwater Contamination:
Haz Ranking Score:
Haz Ranking Score:
Number of Sourees Contributing to Contamination at the Site: *0*

OTHER AGENCY ID NUMBERS (blank below = not reported by agency)
ID SOURCE NAME, & VALUE: *EPA IDENTIFICATION NUMBER CAD980636666*

INFORMATION ON SPECIAL PROGRAMS THE SITE IS ASSOCIATED WITH (blank below = not reported by agency)
RCRA 3012

PROJECTED ACTIVITIES (blank below = not reported by agency)

PROJECTED ACTIVITIES (blank below = not reported by agency)

PROJECTED ACTIVITIES (blank below = not reported by agency)

PROJECTED ACTIVITIES (blank below = not reported by agency)
Activity: *DISCOVERY (DISC)*
Activity Status: *PROPERTY/SITE REFERRED TO ANOTHER AGENCY*
Completion Due Date:

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

STATE SITE

SEARCH ID: 45 **DIST/DIR:** 0.96 SE **MAP ID:** 30

NAME: PACIFIC AIRMOTIVE
ADDRESS: 544 7TH AVENUE
SAN DIEGO CA 92101
San Diego
CONTACT:

REV: 07/03/00
ID1: CAL37370118
ID2:
STATUS: PROPERTY/SITE REFERRED TO ANOT
PHONE:

Revised Completion Due Date:	
Date Activity Actually Completed:	*03221983*
Yards of Solids Removed:	*0*
Yards of Solids Treated:	*0*
Gallons of Liquid Removed:	*0*
Gallons of Liquid Treated:	*0*
Activity:	***DISCOVERY (DISC)***
Activity Status:	*PROPERTY/SITE REFERRED TO ANOTHER AGENCY*
Completion Due Date:	
Revised Completion Due Date:	
Date Activity Actually Completed:	*10121983*
Yards of Solids Removed:	*0*
Yards of Solids Treated:	*0*
Gallons of Liquid Removed:	*0*
Gallons of Liquid Treated:	*0*
Activity:	***(PA)***
Activity Status:	*PROPERTY/SITE REFERRED TO ANOTHER AGENCY*
Completion Due Date:	
Revised Completion Due Date:	
Date Activity Actually Completed:	*02221984*
Yards of Solids Removed:	*0*
Yards of Solids Treated:	*0*
Gallons of Liquid Removed:	*0*
Gallons of Liquid Treated:	*0*
Activity:	***(SS)***
Activity Status:	*PROPERTY/SITE REFERRED TO ANOTHER AGENCY*
Completion Due Date:	
Revised Completion Due Date:	
Date Activity Actually Completed:	*10271994*
Yards of Solids Removed:	*0*
Yards of Solids Treated:	*0*
Gallons of Liquid Removed:	*0*
Gallons of Liquid Treated:	*0*

DTSC COMMENTS REGARDING THIS SITE (blank below = not reported by agency)

DATE	COMMENT
03221983	*FACILITY IDENTIFIED ID VIA EPA PRINTOUT*
DATE	**COMMENT**
06021983	*FACILITY DRIVE-BY ASP DRIVEBY. NO EVIDENCE OF HAZ WASTE*
DATE	**COMMENT**
06021983	*NEW CO, NO VIS. WASTE PROB.*
DATE	**COMMENT**

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

STATE SITE

SEARCH ID: 45 **DIST/DIR:** 0.96 SE **MAP ID:** 30

NAME: PACIFIC AIRMOTIVE
ADDRESS: 544 7TH AVENUE
SAN DIEGO CA 92101
San Diego
CONTACT:

REV: 07/03/00
ID1: CAL37370118
ID2:
STATUS: PROPERTY/SITE REFERRED TO ANOT
PHONE:

06021983 *GENERATION, STORAGE OR DISP.*

DATE	COMMENT
10121983	*FACILITY IDENTIFIED ID FROM ERRIS*
02221984	*SOURCE ACT: AIRCRAFT SERVING BUSINESS.*
02221984	*SOLVENT CLEANING ON SITE.*
02221984	*SUBMIT TO EPA*
02221984	*PRELIM ASSESS DONE RCRA 3012*
10271994	*CALSITES VALIDATION PROGRAM CONFIRMS NFA FOR DTSC.*
08211995	*RCRA generator. Refer to County.*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

STATE SITE

SEARCH ID: 49 **DIST/DIR:** 0.99 SE **MAP ID:** 31

NAME: SAN DIEGO SHIP BUILDING
ADDRESS: 980 F STREET
CHULA VISTA CA 92101
San Diego
CONTACT:

REV: 07/03/00
ID1: CAL37370125
ID2:
STATUS: PROPERTY/SITE REFERRED TO ANOT
PHONE:

OTHER SITE NAMES (blank below = not reported by agency)

OTHER SITE NAMES (blank below = not reported by agency)
SHANGRI LA PARCEL

GENERAL SITE INFORMATION

File Name (if different than site name):	*SAN DIEGO SHIP BUILDING*
Status:	*PROPERTY/SITE REFERRED TO ANOTHER AGENCY (REFOA)*
AWP Site Type:	*N/A*
NPL Site:	
Fund:	
Status Date:	*11021998*
Lead:	*EPA*
Staff:	*RKRUG*
Senior Supervisor:	*HJECHE*
DTSC Region & RWQCB #:	*4 / LONG BEACH*
Branch:	*SOUTHERN CA. - A*
RWQCB:	*SAN DIEGO*
Site Access:	
On Cortese List:	
Groundwater Contamination:	*N*
Haz Ranking Score:	
Haz Ranking Score:	
Number of Sources Contributing to Contamination at the Site:	*0*

OTHER AGENCY ID NUMBERS (blank below = not reported by agency)

OTHER AGENCY ID NUMBERS (blank below = not reported by agency)

ID SOURCE NAME, & VALUE:	*EPA IDENTIFICATION NUMBER CAD107568321*
ID SOURCE NAME, & VALUE:	*CALSTARS CODE 400563*

PROJECTED ACTIVITIES (blank below = not reported by agency)

PROJECTED ACTIVITIES (blank below = not reported by agency)

Activity:	*(SS)*
Activity Status:	*PROPERTY/SITE REFERRED TO ANOTHER AGENCY*
Completion Due Date:	
Revised Completion Due Date:	
Date Activity Actually Completed:	*01261995*
Yards of Solids Removed:	*0*
Yards of Solids Treated:	*0*

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

STATE SITE

SEARCH ID: 49 **DIST/DIR:** 0.99 SE **MAP ID:** 31

NAME: SAN DIEGO SHIP BUILDING
ADDRESS: 980 F STREET
CHULA VISTA CA 92101
San Diego
CONTACT:

REV: 07/03/00
ID1: CAL37370125
ID2:
STATUS: PROPERTY/SITE REFERRED TO ANOT
PHONE:

Gallons of Liquid Removed: *0*
Gallons of Liquid Treated: *0*

Activity: *(PA)*
Activity Status: *PROPERTY/SITE REFERRED TO ANOTHER AGENCY*
Completion Due Date:
Revised Completion Due Date:
Date Activity Actually Completed: *09181996*
Yards of Solids Removed: *0*
Yards of Solids Treated: *0*
Gallons of Liquid Removed: *0*
Gallons of Liquid Treated: *0*

DTSC COMMENTS REGARDING THIS SITE (blank below = not reported by agency)

DATE	COMMENT
01261995	*Site was identified from a non-emergency release report*
01261995	*dated August 1994. The San Diego Unified Port District, a*
01261995	*prospective buyer, conducted a Phase I and Phase II assess-*
01261995	*ments and found that the site is contaminated with copper,*
01261995	*zinc, and lead. A PEA notification letter was sent to the*
01261995	*Port.*
09141995	*Preliminary Assessment (PA) is being conducted by DTSC under*
09141995	*the contract with U.S. EPA.*
04041996	*Submitted PA to US EPA for final approval.*
10031996	*A Preliminary Assessment was completed under U.S. EPA grant.*
10031996	*No further assessment action is warranted by U.S. EPA.*
DATE	COMMENT

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

STATE SITE

SEARCH ID: 49 **DIST/DIR:** 0.99 SE **MAP ID:** 31

NAME:	SAN DIEGO SHIP BUILDING	**REV:**	07/03/00
ADDRESS:	980 F STREET	**ID1:**	CAL37370125
	CHULA VISTA CA 92101	**ID2:**	
	San Diego	**STATUS:**	PROPERTY/SITE REFERRED TO ANOT
CONTACT:		**PHONE:**	

However, DTSC requires a Preliminary Endangerment Assessment

DATE	COMMENT
10031996	*due to heavy metals on the site.*
11021998	*SB1248 Notification: The site is working with San Diego County*
11021998	*for excavation; off-site disposal of metal contaminated soil*
11021998	*and sand blast material.*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

STATE SITE

SEARCH ID: 43 **DIST/DIR:** 1.00 SE **MAP ID:** 29

NAME: CAMPBELL INDUSTRIES
ADDRESS: 501 EAST HARBOUR DRIVE
SAN DIEGO CA 92112
San Diego
CONTACT:

REV: 07/03/00
ID1: CAL37090001
ID2:
STATUS: PROPERTY/SITE REFERRED TO ANOT
PHONE:

OTHER SITE NAMES (blank below = not reported by agency)
CAMPBELL INDUSTRIES

GENERAL SITE INFORMATION
File Name (if different than site name):

Status: *PROPERTY/SITE REFERRED TO ANOTHER AGENCY (REFOA)*
AWP Site Type: *N/A*
NPL Site:
Fund:
Status Date: *02081995*
Lead:
Staff:
Senior Supervisor: *MMONROY*

DTSC Region & RWQCB #: *4 / LONG BEACH*
Branch: *SOUTHERN CA. - B*
RWQCB: *SAN DIEGO*
Site Access:
On Cortese List:
Groundwater Contamination:
Haz Ranking Score:
Haz Ranking Score:
Number of Sources Contributing to Contamination at the Site: *0*

OTHER AGENCY ID NUMBERS (blank below = not reported by agency)
ID SOURCE NAME, & VALUE: *EPA IDENTIFICATION NUMBER CAD008230047*

PROJECTED ACTIVITIES (blank below = not reported by agency)

PROJECTED ACTIVITIES (blank below = not reported by agency)

PROJECTED ACTIVITIES (blank below = not reported by agency)

PROJECTED ACTIVITIES (blank below = not reported by agency)
Activity: *(SS)*
Activity Status: *PROPERTY/SITE REFERRED TO ANOTHER AGENCY*
Completion Due Date:
Revised Completion Due Date:
Date Activity Actually Completed: *12291982*
Yards of Solids Removed: *0*
Yards of Solids Treated: *0*
Gallons of Liquid Removed: *0*
Gallons of Liquid Treated: *0*

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

STATE SITE

SEARCH ID: 43 **DIST/DIR:** 1.00 SE **MAP ID:** 29

NAME: CAMPBELL INDUSTRIES
ADDRESS: 501 EAST HARBOUR DRIVE
SAN DIEGO CA 92112
San Diego
CONTACT:

REV: 07/03/00
ID1: CAL37090001
ID2:
STATUS: PROPERTY/SITE REFERRED TO ANOT
PHONE:

Activity:	*(PA)*
Activity Status:	*PROPERTY/SITE REFERRED TO ANOTHER AGENCY*
Completion Due Date:	
Revised Completion Due Date:	
Date Activity Actually Completed:	*07011984*
Yards of Solids Removed:	*0*
Yards of Solids Treated:	*0*
Gallons of Liquid Removed:	*0*
Gallons of Liquid Treated:	*0*

Activity:	*(SS)*
Activity Status:	*PROPERTY/SITE REFERRED TO ANOTHER AGENCY*
Completion Due Date:	
Revised Completion Due Date:	
Date Activity Actually Completed:	*12041987*
Yards of Solids Removed:	*0*
Yards of Solids Treated:	*0*
Gallons of Liquid Removed:	*0*
Gallons of Liquid Treated:	*0*

Activity:	*(SS)*
Activity Status:	*PROPERTY/SITE REFERRED TO ANOTHER AGENCY*
Completion Due Date:	
Revised Completion Due Date:	
Date Activity Actually Completed:	*02081995*
Yards of Solids Removed:	*0*
Yards of Solids Treated:	*0*
Gallons of Liquid Removed:	*0*
Gallons of Liquid Treated:	*0*

DTSC COMMENTS REGARDING THIS SITE (blank below = not reported by agency)

DATE	COMMENT
12291982	*SITE SCREENING DONE DHS ABANDONED SITE PROJECT: STRONG SOL-*
DATE	**COMMENT**
12291982	*VENT ODOR EMANATED FROM SITE*
DATE	**COMMENT**
11011983	*SAN DIEGO RWQCB: OCEAN DUMPING; RWQCB*
DATE	**COMMENT**
11011983	*INTERVENED AND REQUIRED CLASS I DISPOSAL*
DATE	**COMMENT**
11011983	*(OTAY LANDFILL)*
DATE	**COMMENT**

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

STATE SITE

SEARCH ID: 43 **DIST/DIR:** 1.00 SE **MAP ID:** 29

NAME: CAMPBELL INDUSTRIES
ADDRESS: 501 EAST HARBOUR DRIVE
SAN DIEGO CA 92112
San Diego
CONTACT:

REV: 07/03/00
ID1: CAL37090001
ID2:
STATUS: PROPERTY/SITE REFERRED TO ANOT
PHONE:

11011983 *SAN DIEGO COUNTY HAZARDOUS MATERIALS*

DATE	COMMENT
11011983	*MANAGEMENT: MANIFEST RECORDS ON FILE*
11011983	*SAN DIEGO WATER UTILITIES*
07011984	*PRELIM ASSESS DONE RCRA 3012: NFA - REGULATED BY LOCAL*
07011984	*AGENCIES*
12041987	*SITE SCREENING DONE RCRA: HISTORICALLY DISPOSED TO SAN DIEGO*
12041987	*BAY*
02081995	*DATABASE VALIDATION PROGRAM CONFIRMS NFA FOR DTSC.*
08211995	*County lead.*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

EMERGENCY RESPONSE NOTIFICATION SITE

SEARCH ID: 206 **DIST/DIR:** NON GC **MAP ID:**

NAME:
ADDRESS: MARINA CORTEZ ON HARBOR ISLAND
SAN DIEGO CA 92101
San Diego
CONTACT:

REV:
ID1: 60289
ID2:
STATUS: UNKNOWN
PHONE:

CERCLIS (Y/N):

MAT: DIESEL FUEL **QUANT:** 0 UNKNOWN

LOCATION: MARINA CORTEZ ON HARBOR ISLAND
CITY: **REPORTED:** 06/17/88

SOURCE: UNKNOWN **MEDIUM:** WATER
FUELING STATION/ CAUSE UNK SHEEN SIZE/ 200 YD X 50 YD
CAUSE: UNKNOWN

ACT: NONE
BY:

EMERGENCY RESPONSE NOTIFICATION SITE

SEARCH ID: 203 **DIST/DIR:** NON GC **MAP ID:**

NAME: CALIFORNIA CREATIVE DYNAMICS
ADDRESS: CALIFORNIA CREATIVE DYNAMICS
SAN DIEGO CA
SAN DIEGO
CONTACT:

REV:
ID1: 14835
ID2:
STATUS: UNKNOWN
PHONE:

DETAILS NOT AVAILABLE

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 207 **DIST/DIR:** NON GC **MAP ID:**

NAME: CITY OF SD- WATER UTILITIES
ADDRESS: PACIFIC HY
SAN DIEGO CA 92101
San Diego
CONTACT: CITY OF SAN DIEGO

REV: 11/3/00
ID1: HE17H29877
ID2:
STATUS:
PHONE: ( ) -

ENVIRONMENTAL ASSESSMENT LISTINGS & RELEASE INFORMATION

Release Occurance Number:	*001*
Historical Name:	*CITY OF SAN DIEGO-WATER UTIL*
Date Release Began:	
Lead Agency:	*DEH*
Case Type:	*COMPLAINT / Other*
Case Status:	*OPEN*
Case Status Date:	*9/15/89*

PERMITS SITE

SEARCH ID: 208 **DIST/DIR:** NON GC **MAP ID:**

NAME: CORNER OF JUNIPER/PACIFIC HY
ADDRESS: JUNIPER AT PACIFIC H
SAN DIEGO CA 92101
San Diego
CONTACT:

REV: 11/3/00
ID1: HE17H33528
ID2:
STATUS:
PHONE: ( ) -

ENVIRONMENTAL ASSESSMENT LISTINGS & RELEASE INFORMATION

Release Occurance Number:	*001*
Historical Name:	*CITY OF SAN DIEGO-SEWER PROJEC*
Date Release Began:	*5/5/90*
Lead Agency:	*DEH*
Case Type:	*COMPLAINT / Other*
Case Status:	*OPEN*
Case Status Date:	*5/7/90*

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

EMERGENCY RESPONSE NOTIFICATION SITE

SEARCH ID: 204 **DIST/DIR:** NON GC **MAP ID:**

NAME:	GEN DYNAMICS CONVAIR DIV	**REV:**	
ADDRESS:	PACIFIC HIGHWAY LINDBERG FIELD PLANT GENERAL DYNAM	**ID1:**	158913
	SAN DIEGO CA 92101	**ID2:**	
	San Diego	**STATUS:**	UNKNOWN
CONTACT:		**PHONE:**	

DETAILS NOT AVAILABLE

RCRA GENERATOR SITE

SEARCH ID: 198 **DIST/DIR:** NON GC **MAP ID:**

NAME:	METROPOLITAN TRANSIT DEVELOPMENT BOARD	**REV:**	6/8/02
ADDRESS:	CALIFORNIA ST BTWN GRAPE ST	**ID1:**	CA0001014158
	SAN DIEGO CA 92101	**ID2:**	
	SAN DIEGO	**STATUS:**	SGN
CONTACT:	DAVE RAGLAND	**PHONE:**	6195574503

SITE INFORMATION

CONTACT INFORMATION: DAVE RAGLAND
PROJECT ENGNR
1255 IMPERIAL AVE STE 1000
SAN DIEGO CA 921017490

PHONE: 6195574503

UNIVERSE NAME:

SGN: GENERATES 100 - 1000 KG/MONTH OF HAZARDOUS WASTE

SIC INFORMATION:

ENFORCEMENT INFORMATION:

VIOLATION INFORMATION:

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

PERMITS SITE

SEARCH ID: 209 **DIST/DIR:** NON GC **MAP ID:**

NAME:	SDCTY-FIRE STATION, LF AIRPORT	**REV:**	08/06/01
ADDRESS:	3698 PACIFIC HY	**ID1:**	HE17H29654
	SAN DIEGO CA 92101	**ID2:**	CAL000039561
	SAN DIEGO	**STATUS:**	
CONTACT:	CITY OF SAN DIEGO	**PHONE:**	(619)692-4950

DETAILS NOT AVAILABLE

RCRA GENERATOR SITE

SEARCH ID: 199 **DIST/DIR:** NON GC **MAP ID:**

NAME:	SHIP M V ZENITH 8918136	**REV:**	6/8/02
ADDRESS:	1140 N HARBOR DR B ST 891813	**ID1:**	CAR000050724
	SAN DIEGO CA 92101	**ID2:**	
	SAN DIEGO	**STATUS:**	SGN
CONTACT:	ALAN FREEDMAN	**PHONE:**	3055392733

SITE INFORMATION

CONTACT INFORMATION: ENVIRONMENTAL MANAGER
ENVIRO MANAGER
1050 CARIBBEAN WY
MIAMI FL 33132

PHONE:

UNIVERSE NAME:

SGN: GENERATES 100 - 1000 KG/MONTH OF HAZARDOUS WASTE

SIC INFORMATION:

ENFORCEMENT INFORMATION:

VIOLATION INFORMATION:

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

RCRA GENERATOR SITE

SEARCH ID: 200 **DIST/DIR:** NON GC **MAP ID:**

NAME: SHIP MS LEGEND OF THE SEAS 9070620
ADDRESS: 1140 N HARBOR DR B ST PIER
SAN DIEGO CA 92101
SAN DIEGO
CONTACT: GEORGE WILLIAMS

REV: 6/8/02
ID1: CAR000044644
ID2:
STATUS: SGN
PHONE: 3055396772

SITE INFORMATION

CONTACT INFORMATION: GEORGE WILLIAMS
ENV MGR
1050 CARIBBEAN WY
MIAMI FL 33132

PHONE: 3055396772

UNIVERSE NAME:

SGN: GENERATES 100 - 1000 KG/MONTH OF HAZARDOUS WASTE

SIC INFORMATION:

ENFORCEMENT INFORMATION:

VIOLATION INFORMATION:

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

RCRA GENERATOR SITE

SEARCH ID: 201 **DIST/DIR:** NON GC **MAP ID:**

NAME:	SHIP MS RHAPSODY OF THE SEAS 9116864	**REV:**	6/8/02
ADDRESS:	1140 N HARBOR DR B ST PIER	**ID1:**	CAR000044636
	SAN DIEGO CA 92101	**ID2:**	
	SAN DIEGO	**STATUS:**	SGN
CONTACT:	GEORGE WILLIAMS	**PHONE:**	3055396772

SITE INFORMATION

CONTACT INFORMATION: GEORGE WILLIAMS
ENV MGR
1050 CARIBBEAN WY
MIAMI FL 33132

PHONE: 3055396772

UNIVERSE NAME:

SGN: GENERATES 100 - 1000 KG/MONTH OF HAZARDOUS WASTE

SIC INFORMATION:

ENFORCEMENT INFORMATION:

VIOLATION INFORMATION:

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

RCRA GENERATOR SITE

SEARCH ID: 202 **DIST/DIR:** NON GC **MAP ID:**

NAME:	SHIP MV GALAXY 9106297	**REV:**	6/8/02
ADDRESS:	1140 N HARBOR DR B ST PIER SAN DIEGO CA 92101 SAN DIEGO	**ID1:** **ID2:** **STATUS:**	CAR000044610 SGN
CONTACT:	ALAN FREEDMAN	**PHONE:**	3059822733

SITE INFORMATION

CONTACT INFORMATION: ALAN FREEDMAN
DIR OF SAFETY A
1050 CARIBBEAN WY
MIAMI FL 33132

PHONE: 3059822733

UNIVERSE NAME:

SGN: GENERATES 100 - 1000 KG/MONTH OF HAZARDOUS WASTE

SIC INFORMATION:

ENFORCEMENT INFORMATION:

VIOLATION INFORMATION:

Environmental FirstSearch
Site Detail Report

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

EMERGENCY RESPONSE NOTIFICATION SITE

SEARCH ID: 205 **DIST/DIR:** NON GC **MAP ID:**

NAME:	UNKNOWN	**REV:**	1/31/93
ADDRESS:	SAN DIEGO A.P. ON RAMP ON HARBOR DRIVE	**ID1:**	306750
	SAN DIEGO CA 92101	**ID2:**	
	San Diego	**STATUS:**	UNKNOWN (EPA REGIONS)
CONTACT:		**PHONE:**	

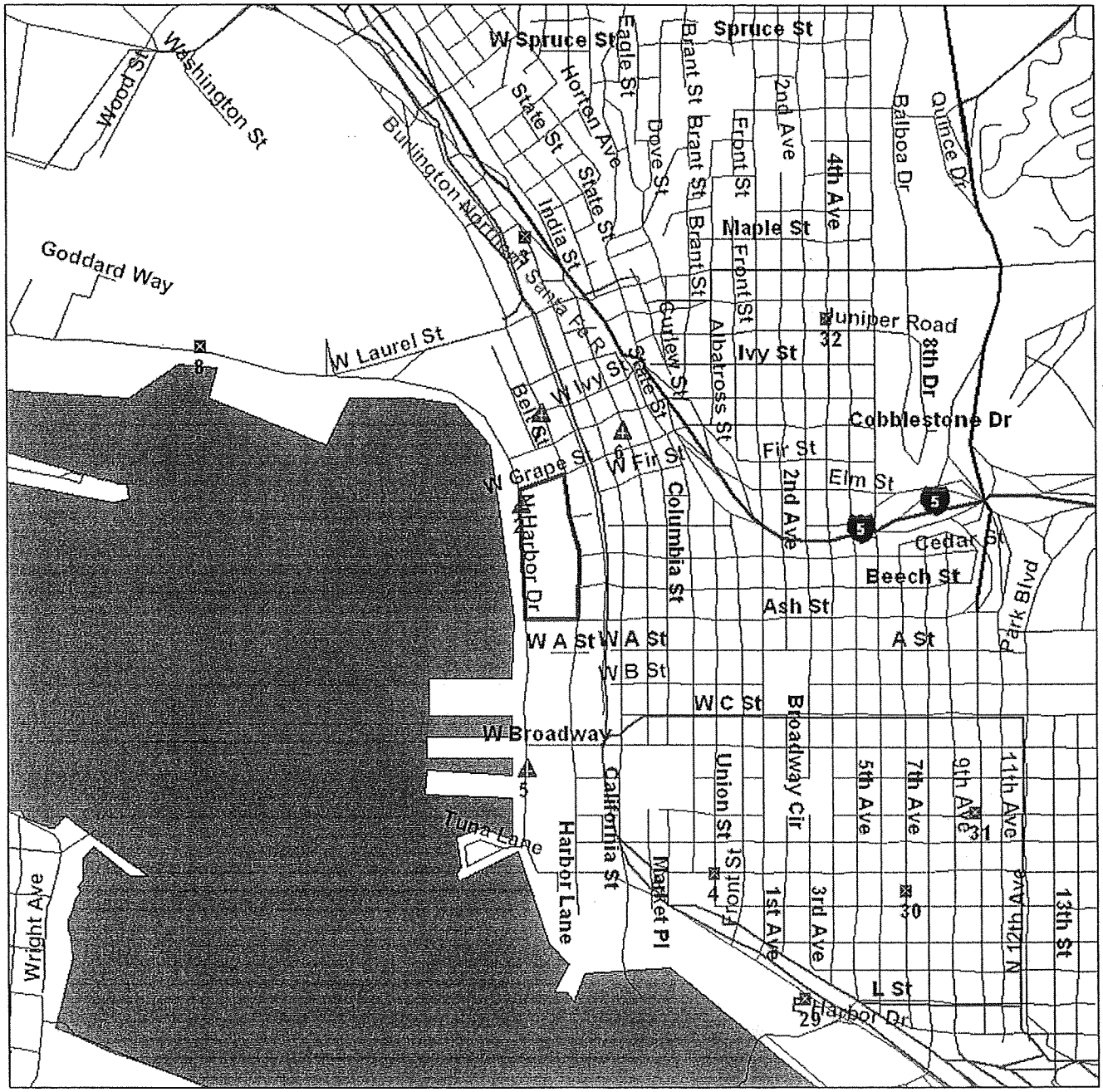
DETAILS NOT AVAILABLE

Environmental FirstSearch

1 Mile Radius from Area

ASTM Map: NPL, RCRACOR, STATE Sites

COUNTY ADMINISTRATION BUILDING, SAN DIEGO CA 92101



Source: 1999 U.S. Census TIGER Files

Area Polygon .....

Identified Site, Multiple Sites, Receptor .....

NPL, Solid Waste Landfill (SWL) or Hazardous Waste .....

Railroads .....

Black Rings Represent 1/4 Mile Radii; Red Ring Represents 500 ft. Radius

Environmental FirstSearch

.5 Mile Radius from Area

ASTM Map: CERCLIS, RCRATSD, LUST, SWL

COUNTY ADMINISTRATION BUILDING, SAN DIEGO CA 92101

Source: 1999 U.S. Census TIGER Files

Area Polygon .....

Identified Site, Multiple Sites, Receptor .....

NPL, Solid Waste Landfill (SWL) or Hazardous Waste .....

Railroads .....

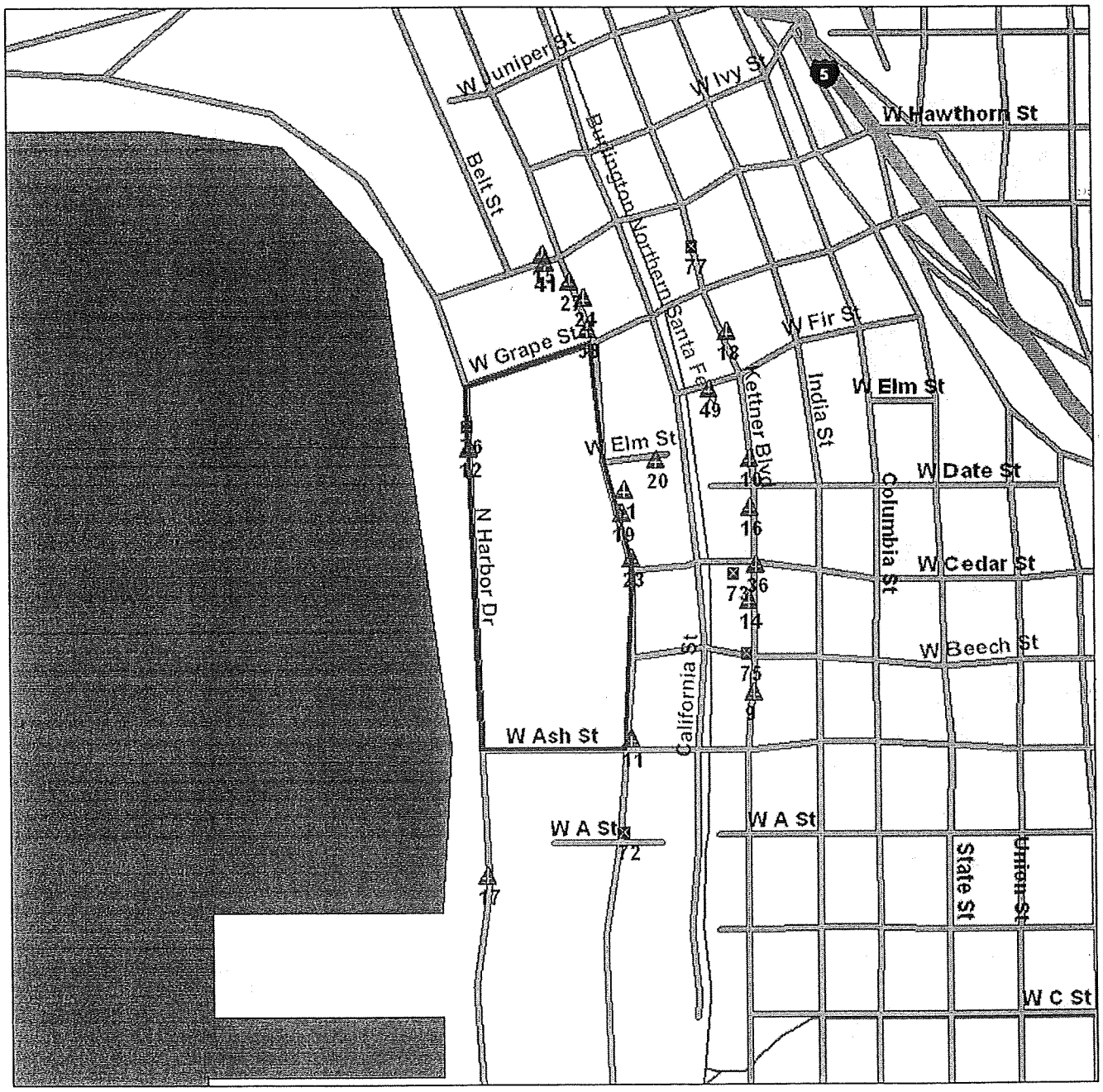
Black Rings Represent 1/4 Mile Radii; Red Ring Represents 500 ft. Radius

Environmental FirstSearch

.25 Mile Radius from Area

ASTM Map: RCRAGEN, ERNS, UST

COUNTY ADMINISTRATION BUILDING, SAN DIEGO CA 92101



Source: 1999 U.S. Census TIGER Files

Area Polygon .....

Identified Site, Multiple Sites, Receptor .....

NPL, Solid Waste Landfill (SWL) or Hazardous Waste .....

Railroads .....

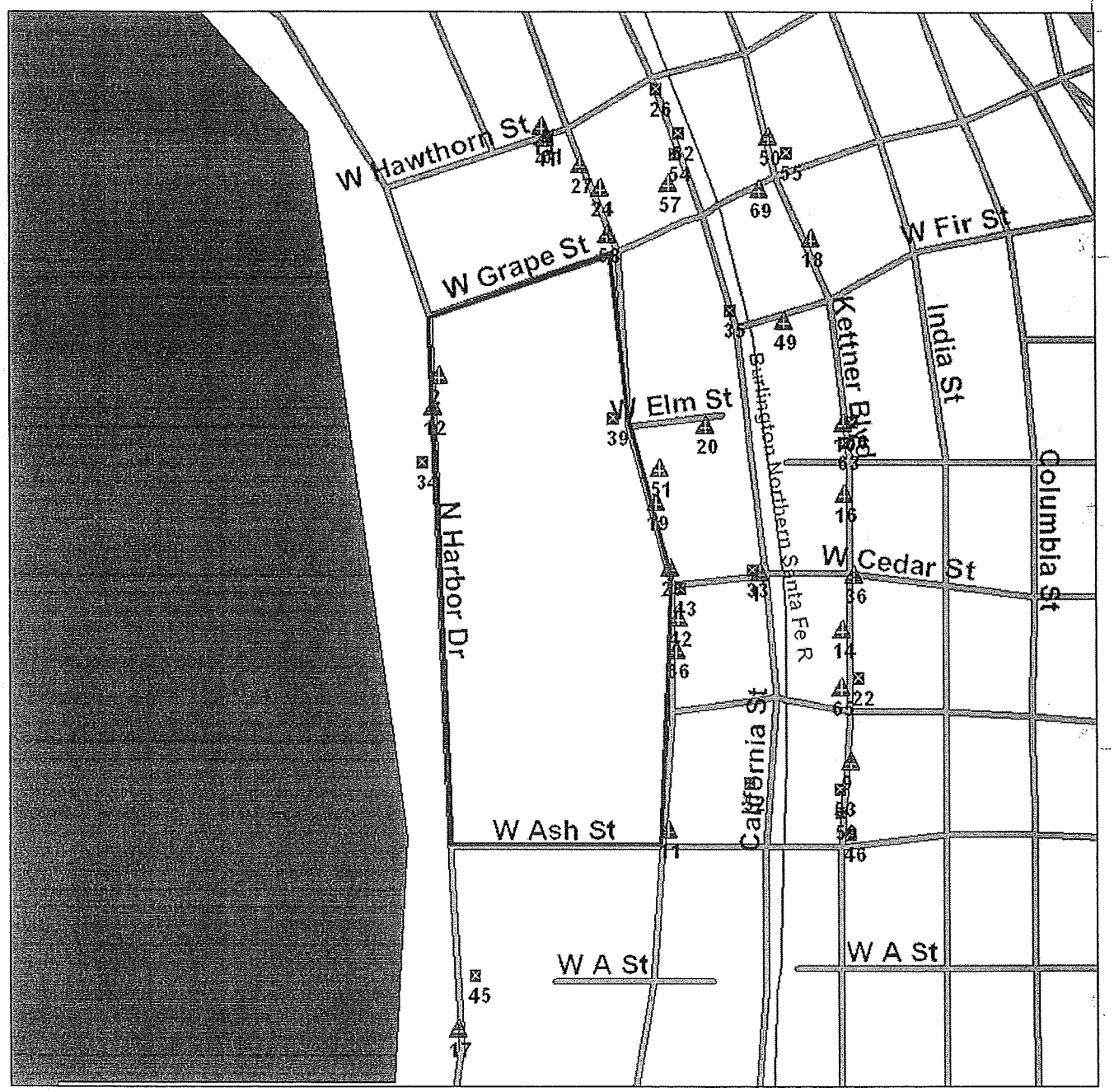
Black Rings Represent 1/4 Mile Radii; Red Ring Represents 500 ft. Radius

Environmental FirstSearch

.12 Mile Radius from Area

Non-ASTM Map:

COUNTY ADMINISTRATION BUILDING, SAN DIEGO CA 92101



Source: 1999 U.S. Census TIGER Files

Area Polygon .....

Identified Site, Multiple Sites, Receptor .....

NPL, Solid Waste Landfill (SWL) or Hazardous Waste .....

National Historic Sites and Landmark Sites .....

Railroads .....

Black Rings Represent 1/4 Mile Radii; Red Ring Represents 500 ft. Radius

Environmental FirstSearch
Street Name Report for Streets within .25 Mile(s) of Target Property

TARGET SITE: COUNTY ADMINISTRATION BUILDING
SAN DIEGO CA 92101

JOB: 09271-0601

Street Name	Dist/Dir	Street Name	Dist/Dir
Belt St	0.07 NW		
California St	0.06 NE		
Columbia St	0.20 -E		
India St	0.15 -E		
Kettner Blvd	0.10 -E		
N Harbor Dr	0.00 --		
NORTH Harbor Dr	0.00 --		
Pacific Hwy	0.00 --		
State St	0.24 NE		
W A St	0.08 S-		
W Ash St	0.00 --		
W B St	0.17 SE		
W Beech St	0.01 SE		
W C St	0.24 SE		
W Cedar St	0.00 --		
W Date St	0.08 NE		
W Elm St	0.00 --		
W Fir St	0.07 NE		
W Grape St	0.00 --		
W Hawthorn St	0.07 NW		
W Ivy St	0.15 NE		
W Juniper St	0.21 NW		
WEST A St	0.08 S-		
WEST Ash St	0.00 --		
WEST B St	0.17 SE		
WEST Beech St	0.01 SE		
WEST C St	0.24 SE		
WEST Cedar St	0.00 --		
WEST Date St	0.08 NE		
WEST Elm St	0.00 --		
WEST Fir St	0.07 NE		
WEST Grape St	0.00 --		
WEST Hawthorn St	0.07 NW		
WEST Ivy St	0.15 NE		
WEST Juniper St	0.21 NW		

Environmental FirstSearch
Federal Databases and Sources

NPL: ***National Priority List.*** The EPA's list of confirmed or proposed Superfund sites. Source: Environmental Protection Agency.

Updated quarterly.

CERCLIS: ***Comprehensive Environmental Response Compensation and Liability Information System.*** The EPA's database of current and potential Superfund sites currently or previously under investigation. Source: Environmental Protection Agency.

Updated quarterly.

RCRIS: ***Resource Conservation and Recovery Information System.*** The EPA's database of registered hazardous waste generators and treatment, storage and disposal facilities. Included are RAATS (RCRA Administrative Action Tracking System) and CMEL (Compliance Monitoring & Enforcement List). Source: Environmental Protection Agency.

RCRA TSD: ***Resource Conservation and Recovery Information System Treatment, Storage, and Disposal Facilities.*** The EPA's database of RCRIS sites which treat, store, dispose, or incinerate hazardous waste. This information is also reported in the standard RCRIS detailed data.

RCRA COR: ***Resource Conservation and Recovery Information System Corrective Action Sites.*** The EPA's database of RCRIS sites with reported corrective action. This information is also reported in the standard RCRIS detailed data.

RCRA GEN: ***Resource Conservation and Recovery Information System Large and Small Quantity Generators.*** The EPA's database of RCRIS sites that create more than 100kg of hazardous waste per month or meet other RCRA requirements. Included are RAATS (RCRA Administrative Action Tracking System) and CMEL (Compliance Monitoring & Enforcement List).

RCRA NLR: ***Resource Conservation and Recovery Information System sites No Longer Regulated.*** The EPA's database of RCRIS sites that create less than 100kg of hazardous waste per month or do not meet other RCRA requirements.

All RCRA databases are Updated quarterly.

ERNS: ***Emergency Response Notification System.*** The EPA's database of emergency response actions. Source: Environmental Protection Agency.

Updated quarterly.

RELEASES: ***Air and Surface Water Releases.*** A subset of the EPA's ERNS database which have impacted only air or surface water.

Updated semi-annually.

NPDES: ***National Pollution Discharge Elimination System.*** The EPA's database of all permitted facilities receiving and discharging effluents. Source: Environmental Protection Agency.

Updated semi-annually.

FINDS: ***The Facility Index System.*** The EPA's Index of identification numbers associated with a property or facility which the EPA has investigated or has been made aware of in conjunction with various regulatory programs. Each record indicates the EPA office that may have files on the site or facility. Source: Environmental Protection Agency.

Updated semi-annually.

TRIS: ***Toxic Release Inventory System.*** The EPA's database of all facilities that have had or may be prone to toxic material releases. Source: Environmental Protection Agency.

Updated semi-annually.

ACEC: ***Areas of Critical Environmental Concern.*** This database contains state and federally designated areas of environmental concern such as endanged species habitats, protected open spaces, parks, conservation areas and wildlife preserves. It also contains contact information for threatened and endangered species. Source: U.S. Fish and Wildlife Services, Ecological Services Offices; State GIS Departments.

Updated periodically.

Floodplains: 100 year and 500 year flood zone boundaries for select counties in the United States. Source: Federal Emergency Management Agency (FEMA).

This database will be updated as new data becomes available.

Receptors: 1995 TIGER census listing of schools and hospitals that may house individuals deemed sensitive to environmental discharges due to their fragile immune systems.

Historic Sites: National Register of Historical Places Database. The nation's official list of cultural resources worthy of preservation. Properties listed include districts, sites, buildings, structures, and objects that are significant in American history, architecture, archeology, engineering, and culture. Source: National Park Service.

Updated yearly.

Wetlands: U.S. Fish and Wildlife Service produces information on the characteristics, extent, and status of the Nation's wetlands and deepwater habitats. This data is available for select areas of the United States. Source: U.S. Fish and Wildlife Service, National Wetlands Inventory.

This database will be updated as new data becomes available.

Fed Land Use: Federal Land data includes information from the following government agencies including Bureau of Indian Affairs, Bureau of Reclamation, Bureau of Land Management, Department of Defense, Forest Service, Fish and Wildlife Service, National Park Service, and the Tennessee Valley Authority. This database also contains data regarding wild and scenic rivers. Source: USGS.

Updated periodically.

ENVIRONMENTAL FIRST SEARCH
CALIFORNIA DATABASES (DB) AND SOURCES

CAL SITES: DB TYPE = ST (STATE SITES)
Source: The CAL EPA, Depart. Of Toxic Substances Control
Phone:(916) 323-3400

The CAL EPA Department of Toxic Substances Control (DTSC) maintains a database of information on properties (or sites) in California where hazardous substances have been released, or where the potential for such release exists. The types of properties in the CALSITES database are categorized as: Annual Work Plan, Backlogged Properties, Certified / De-listed Sites, No Further Action, Preliminary Endangerment Assessment in Progress, Preliminary Endangerment Assessment Required, Removal Action Required, Expedited Remedial Action Program, Voluntary Cleanup Program, Deed Restricted Properties, and Referred Properties. For more information on individual sites call the number listed above.

CORTESE: DB TYPE = ST (STATE SITES)
Source: The CAL EPA, Department of Toxic Substances Control
Phone:(916) 445-6532

Pursuant to Government Code Section 65962.5, the Hazardous Waste and Substances Sites List has been compiled by Cal/EPA, Hazardous Materials Data Management Program. The CAL EPA Dept. of Toxic Substances Control compiles information from subsets of the following databases to make up the CORTESE list:

1. The Dept. of Toxic Substances Control; contaminated or potentially contaminated hazardous waste sites listed in the CAL Sites database. Formerly known as ASPIS are included (CALSITES formerly known as ASPIS).
2. The California State Water Resources Control Board; listing of Leaking Underground Storage Tanks are included (LTANK)
3. The California Integrated Waste Management Board; Sanitary Landfills which have evidence of groundwater contamination or known migration of hazardous materials (formerly WB-LF, now AB 3750).

Note: Track Info Services collects each of the above data sets individually and lists them separately in the following First Search categories in order to provide more current and comprehensive information: CALSITES: SPL, LTANK: LUST, WB-LF: SWL

SWIS SOLID WASTE INFORMATION SYSTEM: DB TYPE = SW
(SOLID WASTE RELATED SITES)
Source: The Integrated Waste Management Board Phone:(916) 255-2331

The California Integrated Waste Management Board maintains a database on solid waste facilities, operations, and disposal sites throughout the state of California. The types of facilities found in this database include landfills, transfer stations, material recovery facilities, composting sites, transformation facilities, waste tire sites, and closed disposal sites. For more information on individual sites call the number listed above.

Note: This database contains poor site location information for many sites in the First Search reports; therefore, it may not be possible to locate or plot some sites in First Search reports.

WMUDS: DB TYPE = SW (SOLID WASTE RELATED SITES)
Source: The State Water Resources Control Board
Phone:(916) 227-4365

The State Water Resources Control Board maintained the Waste Management Unit Database System (WMUDS). It is no longer updated. It tracked management units for several regulatory programs related to waste management and its potential impact on groundwater. Two of these programs (SWAT & TPCA) are no longer on-going regulatory programs as described below. Chapter 15 (SC15) is still an on-going regulatory program and information is updated periodically but not to the WMUDS database. The WMUDS System contains information from the following agency databases: Facility, Waste Management Unit (WMU), Waste Discharger System (WDS), SWAT, Chapter 15, TPCA, RCRA, Inspections, Violations, and Enforcement's.

Note: This database contains poor site location information for many sites in the First Search reports; therefore, it may not be possible to locate or plot some sites in First Search reports.

ORANGE COUNTY LANDFILLS: DB TYPE = SW (SOLID WASTE RELATED SITES)
Source: Orange County Health Dept. Phone:(714) 834-3536

LUSTIS: DB TYPE = LU (LEAKING UNDERGROUND STORAGE TANKS)
Source: The State Water Resources Control Board
Phone:(916) 227-4416

The State Water Resources Control Board maintains a database of sites with confirmed or unconfirmed leaking underground storage tanks. Information for this database is collected from the states regional boards quarterly and integrated with this database.

SAN DIEGO COUNTY LEAKING TANKS: DB TYPE = LU
(LEAKING UNDERGROUND STORAGE TANKS)
Source: San Diego County Dept. of Environmental Health
Phone:(619) 338-2242

Maintains a database of sites with confirmed or unconfirmed leaking underground storage tanks within its HE17/58 database. For more information on a specific file call the HazMat Duty Specialist at phone number listed above.

SLIC REGIONS 1 - 9: DB TYPE = SP (SPILLS-90)
Source: The CAL EPA Regional Water Quality Control Boards 1 - 9

The California Regional Water Quality Control Boards maintain report of sites that have records of spills, leaks, investigation, and cleanups. For phone number listings of departments within each region visit their web sites at: http://www.swrcb.ca.gov/regions.html

SAN DIEGO COUNTY HE17 PERMITS: DB TYPE = PE (PERMITS)

Source: The San Diego County Depart. Of Environmental Health
Phone:(619) 338-2211
The HE17/58 database tracks establishments issued permits and the status of their permits in relation to compliance with federal, state, and local regulations that the County oversees. It tracks if a site is a hazardous waste generator, TSD, gas station, has underground tanks, violations, or unauthorized releases. For more information on a specific file call the HazMat Duty Specialist at the phone number listed above.

SAN BERNARDINO COUNTY HAZARDOUS MATERIALS PERMITS: DB TYPE = PE (PERMITS)
Source: San Bernardino County Fire Dept. Phone:(909) 387-3080
Handlers and Generators Permit Information Maintained by the Hazardous Materials Div.

LA COUNTY SITE MITIGATION COMPLAINT CONTROL LOG: DB TYPE = OT
(OTHER UNIQUE DATABASES)
Source: The Los Angeles County Hazardous Materials Division
Phone: (323) 890-7806
The County of Los Angeles Public Health Investigation Compliant Control Log

ORANGE COUNTY INDUSTRIAL SITE CLEANUPS: DB TYPE = OT
(OTHER UNIQUE DATABASES)
Source: Orange County Environmental Health Agency
Phone:(714) 834-3536

AST ABOVEGROUND STORAGE TANKS: DB TYPE = US (UNDERGROUND STORAGE TANKS)
Source: The State Water Resources Control Board
Phone:(916) 227-4364

The Above Ground Petroleum Storage Act became State Law effective January 1, 1990. In general, the law requires owners or operators of AST's with petroleum products to file a storage statement and pay a fee by July 1, 1990 and every two years thereafter, take specific action to prevent spills, and in certain instances implement a groundwater monitoring program. This law does not apply to that portion of a tank facility associated with the production oil and regulated by the State Division of Oil and Gas of the Dept. of Conservation.

SWEEPS / FIDS STATE REGISTERED UNERGOROUND STORAGE TANKS: DB TYPE = US
Source: CAL EPA Dept of Toxic Substances Control
Phone:(916)227-4404
Until 1994 the State Water Resources Control Board maintained a database of registered underground storage tanks statewide referred to as the SWEEPS System. The SWEEPS UST information was integrated with the CAL EPA's Facility Index System database (FIDS) which is a master index of information from numerous California agency environmental databases. That was last updated in 1994. Track Info Services included the UST information from the FIDS database in its First Search reports for historical purposes to help its clients identify where tanks may possibly have existed. For more information on specific sites from individual paper files archived at the State Water Resources Control

CUPA DATABASES & SOURCES
(DB TYPE = US (UNDERGROUND STORAGE TANKS)

DEFINITION OF A CUPA: A Certified Unified Program Agency (CUPA) is a local agency that has been certified by the CAL EPA to implement six state environmental programs within the local agency's jurisdiction. These can be a county, city, or JPA (Joint Powers Authority). This program was established under the amendments to the California Health and Safety Code made by SB 1082 in 1994.

A Participating Agency (PA) is a local agency that has been designated by the local CUPA to administer one or more Unified Programs within their jurisdiction on behalf of the CUPA. A Designated Agency (DA) is an agency that has not been certified by the CUPA but is the responsible local agency that would implement the six unified programs until they are certified.

Please Note: Track Info Services, LLC collects and maintains information regarding Underground Storage Tanks from majority of the CUPAS and Participating Agencies in the State of California. These agencies typically do not maintain nor release such information on a uniform or consistent schedule; therefor, currency of the data may vary. Please look at the details on a specific site with a UST record in the First Search Report to determine the actual currency date of the record as provided by the relevant agency. Numerous efforts are made on a regular basis to obtain updated records.

ALAMEDA COUNTY CUPA'S
* County of Alameda Department of Environmental Health
* Cities of Berkeley, Fremont, Hayward, Livermore / Pleasanton, Newark, Oakland, San Leandro, Union

ALPINE COUNTY CUPA
* Health Department (Only updated by agency annually)

AMADOR COUNTY CUPA
* County of Amador Environmental Health Department

BUTTE COUNTY CUPA
* County of Butte Environmental Health Division (Only updated by agency biannually)

CALAVERAS COUNTY CUPA
* County of Calaveras Environmental Health Department

COLUSA COUNTY CUPA
* Environmental Health Dept.

CONTRA COSTA COUNTY CUPA
* Hazardous Materials Program

DEL NORTE COUNTY CUPA (US)
* Department of Health and Social Services

EL DORADO COUNTY CUPA'S* County of El Dorado Environmental Health - Solid Waste Div (Only updated by agency annually)
* County of El Dorado EMD Tahoe Division
(Only updated by agency annually)

FRESNO COUNTY CUPA
* Haz. Mat and Solid Waste Programs

GLENN COUNTY CUPA
* Air Pollution Control District

HUMBOLDT COUNTY CUPA (US)
* Environmental Health Division

IMPERIAL COUNTY CUPA (US)
* Department of Planning and Building

INYO COUNTY CUPA (US)
* Environmental Health Department

KERN COUNTY CUPA (US)
* County of Kern Environmental Health Department
* City of Bakersfield Fire Department
KINGS COUNTY CUPA (US)
* Environmental Health Services
LAKE COUNTY CUPA (US)
* Division of Environmental Health
LASSEN COUNTY CUPA (US)
* Department of Agriculture
LOS ANGELES COUNTY CUPA'S (US)
* County of Los Angeles Fire Department
* County of Los Angeles Environmental Programs Division
* Cities of Burbank, El Segundo, Glendale, Long Beach/Signal Hill, Los Angeles,Pasadena, Santa Fe Springs, Santa Monica, Torrance, Vernon
MADERA COUNTY CUPA (US)
* Environmental Health Department
MARIN COUNTY CUPA (US)
* County of Marin Office of Waste Management
* City of San Rafael Fire Department
MARIPOSA COUNTY CUPA (US)
* Health Department
MENDOCINO COUNTY CUPA (US)
* Environmental Health Department
MERCED COUNTY CUPA (US)
* Division of Environmental Health
MODOC COUNTY CUPA (US)
* Department of Agriculture
MONO COUNTY CUPA (US)
* Health Department
MONTEREY COUNTY CUPA (US)
* Environmental Health Division
NAPA COUNTY CUPA (US)
* Hazardous Materials Section
NEVADA COUNTY CUPA (UST)
* Environmental Health Department
ORANGE COUNTY CUPA'S (US)
* County of Orange Environmental Health Department
* Cities of Anaheim, Fullerton, Orange, Santa Ana
* County of Orange Environmental Health Department
PLACER COUNTY CUPA (US)
* County of Placer Division of Environmental Health Field Office
* Tahoe City
* City of Roseville Roseville Fire Department
PLUMAS COUNTY CUPA (UST)
* Environmental Health Department
RIVERSIDE COUNTY CUPA (US)
* Environmental Health Department
SACRAMENTO COUNTY (US)
* County Environmental Mgmt Dept, Haz. Mat. Div.
SAN BENITO COUNTY CUPA (US)
* City of Hollister Environmental Service Department
SAN BERNARDINO COUNTY CUPA'S (US)
* County of San Bernardino Fire Department, Haz. Mat. Div.
* City of Hesperia Hesperia Fire Prevention Department
City of Victorville Victorville Fire Department
SAN DIEGO COUNTY CUPA (US)
* The San Diegó County Dept. of Environmental Health HE 17/58
SAN FRANCISCO COUNTY CUPA (US)
* Department of Public Health
SAN JOAQUIN COUNTY CUPA (US)
* Environmental Health Division

SAN LUIS OBISPO COUNTY CUPA'S (US)
* County of San Luis Obispo Environmental Health Division
* City of San Luis Obispo City Fire Department
SAN MATEO COUNTY CUPA (US)
* Environmental Health Department
SANTA BARBARA COUNTY CUPA (US)
* Co Fire Dept Protective Services Div
SANTA CLARA COUNTY CUPA'S (US)
* County of Santa Clara Hazardous Materials Compliance Division
* Santa Clara Co Central Fire Prot. Dist. (Covers Campbell, Cupertino, Los Gatos, & Morgan Hill)
* Cities of Gilroy, Milpitas, Mountain View, Palo Alto, San Jose Fire, Santa Clara, Sunnyvale
SANTA CRUZ COUNTY CUPA (US)
* Environmental Health Department
SHASTA COUNTY CUPA (US)
* Environmental Health Department
SIERRA COUNTY CUPA (US)
* Health Department
SISKIYOU COUNTY CUPA (US)
* Environmental Health Department
SONOMA COUNTY CUPA'S (US)
* County of Sonoma Department Of Environmental Health
* Cities of Healdsburg / Sebastapol, Petaluma, Santa Rosa
STANINSLAUS COUNTY CUPA (US)
* Dept. of Env. Rsrcs. Haz. Mat. Div.
SUTTER COUNTY CUPA (US)
* Department of Agriculture
TEHAMA COUNTY CUPA (US)
* Department of Environmental Health
TRINITY COUNTY CUPA (US)
* Department of Health
TULARE COUNTY CUPA (US)
* Environmental Health Department
TUOLUMNE COUNTY CUPA (US)
* Environmental Health
VENTURA COUNTY CUPA'S (BWT UST'S & CERTIFIED UST'S)
* County of Ventura Environmental Health Division
* Cities of Oxnard, Ventura
YOLO COUNTY CUPA (US)
* Environmental Health Department
YUBA COUNTY CUPA (US)
* Yuba County of Emergency Services

APPENDIX B

PERMIT # W100772
A.P.N. # 533-590-01
EST # H21047

COUNTY OF SAN DIEGO
DEPARTMENT OF ENVIRONMENTAL HEALTH
LAND AND WATER QUALITY DIVISION

MONITORING WELL AND BORING CONSTRUCTION AND DESTRUCTION PERMIT

SITE NAME: SAN DIEGO COUNTY ADMINISTRATION CENTER

SITE ADDRESS: 1600 PACIFIC HIGHWAY, SAN DIEGO, CA 92101

PERMIT FOR: **2 BORINGS**

PERMIT APPROVAL DATE: SEPTEMBER 23, 2002

PERMIT EXPIRES ON: JANUARY 21, 2003

PERMIT CONDITIONS:

1. All borings must be sealed from the bottom of the boring to the ground surface with an approved sealing material as specified in California Well Standards Bulletin 74-90, Part III, Section 19.D. **Drill cuttings are not an acceptable fill material.**

2. Placement of any sealing material at a depth greater than 30 feet must be done using the tremie method.

3. All wash water must be contained and disposed of properly.

4. **All water and soil must be placed in drums and labeled and stored as specified in the SAM Manual in: Section 5, Page 7, (5.) Therefore, all water and soil is presumed to be contaminated and must be analyzed and disposed of properly.**

5. Within 60 days of completing work, submit a well/boring construction report, including all well and/or boring logs and laboratory data to the Well Permit Desk. This report must include all items required by the SAM Manual, Section 5, Pages 6 & 7.

6. This office must be given 48-hour notice of any drilling activity on this site and advanced notification of drilling cancellation. Please contact the Well Permit Desk at 338-2339.

NOTE: **This permit does not constitute approval of a work plan as defined in Section 2722 of Article 11 of C.C.R., Title 23. Work plans are required for all unauthorized release investigations in San Diego County.**

APPROVED BY: M Crystal DATE: 09/23/2002
MARISUE CRYSTAL

NOTIFIED: V.M.MSJ. 9/23/02 MSC

SEP 28 2002

PERMIT APPLICATION GROUNDWATER AND VADOSE MONITORING WELLS AND EXPLORATORY OR TEST BORINGS

RECEIVED
2002 SEP 16 AM 9 04
D. E. H.
MAILROOM

OFFICE USE ONLY

PERMIT#: W 100772
SAM CASE Y/N H 21047
DATE RECEIVED: 9.16.02
FEE PAID: $190. - #041531

A. RESPONSIBLE PARTY County of San Diego Phone (858) 694-2040
Mailing Address 5555 Overland Avenue City San Diego State CA Zip 92123
Contact Person Jeff Redlitz Phone (858) 694-2040 ext. NA

B. SITE ASSESSMENT PROJECT IF APPLICABLE #H NA

C. CONSULTING FIRM Geocon Consultants, Inc.
Mailing Address 6970 Flanders Drive City San Diego State CA Zip 92121
Registered Professional Phillip S. Rosenberg, RG Registration # 5536 (RG, RCE, CEG)
Contact Person Phillip S. Rosenberg Phone (858) 558-6100 ext. 234

D. DRILLING COMPANY HP Labs C57# 769131 Phone ~~(619)~~ 858 793-0401
Mailing Address 432 N. Cedros Avenue City Solana Beach State CA Zip 92075

E. CONSTRUCTION INFORMATION

TYPE OF WELLS/ BORINGS TO BE CONSTRUCTED

	#
☐ Groundwater	
☐ Vadose	
☒ Boring	2
☐ Other	

NUMBER OF WELLS TO BE DESTROYED #

MATERIALS TO BE USED

CASING NA

Type
Gauge
Diameter
Well Screen Size
Filter Pack
(Specify)

SEAL

☐ Neat Cement
☒ Cement & Bentonite
☐ Sand-Cement
☐ Bentonite
☐ Other Upon Completion

Drilling Method

☐ Auger ☐ Air Rotor
☐ Mud Rotary
☐ Percussion ☒ Other Direct Push

PROPOSED CONSTRUCTION

Estimated ground water depth 10 ft.

CEMENT SEAL 0 to 15
BENTONITE SEAL --- to ---
FILTER PACK --- to ---
PERFORATION --- to ---

PROPOSED DRILLING DATE 9/17/02

NOTE:

For wells with multiple completion attach a well construction diagram

COUNTY OF SAN DIEGO
DEPARTMENT OF
ENVIRONMENTAL
HEALTH

REG 09-23-02 10:35
PAUL 47725
1

9141 141 428W26
$190.00
CHK $190.00

; requirements of the current Site Assessment and Mitigation Division Manual, and with all ordinances and laws ;o and the State of California pertaining to well/boring construction and destruction.

Blaine Hardman 9-10-02
DRILLER'S SIGNATURE DATE

tion, I will furnish the Monitoring Well Permit Clerk with a complete and accurate well/boring log. I will struction/or destruction of the well/borings in accordance with the permit application.

9-10-02
RG/~~RCE~~/CEG SIGNATURE DATE

County of San Diego
Department of Environmental Heal

F. SITE INFORMATION

1. **ASSESSOR'S PARCEL NUMBER** 533-590-01

Site Name County Administration Center

Site Address North Harbor Drive City San Diego Zip 92101

PROPERTY OWNER County of San Diego Phone (858) 694-2040

Mailing Address 5555 Overland Drive City San Diego State CA Zip 92123

NUMBER OF WELLS 2 **TYPE OF WELLS** Soil Borings

2. **ASSESSOR'S PARCEL NUMBER** _____

Site Name _____

Site Address _____ City _____ Zip _____

PROPERTY OWNER _____ Phone ( ) -

Mailing Address _____ City _____ State _____ Zip _____

NUMBER OF WELLS _____ **TYPE OF WELLS** _____

3. **ASSESSOR'S PARCEL NUMBER** _____

Site Name _____

Site Address _____ City _____ Zip _____

PROPERTY OWNER _____ Phone ( ) -

Mailing Address _____ City _____ State _____ Zip _____

NUMBER OF WELLS _____ **TYPE OF WELLS** _____

4. **ASSESSOR'S PARCEL NUMBER** _____

Site Name _____

Site Address _____ City _____ Zip _____

PROPERTY OWNER _____ Phone ( ) -

Mailing Address _____ City _____ State _____ Zip _____

NUMBER OF WELLS _____ **TYPE OF WELLS** _____

G. FEES:

ACTIVITY	FEE SCHEDULE	AMOUNT
Permit for Well Installations Only (Groundwater Monitoring Wells Vadose, Vapor Extraction Wells)	**$150.00 each** **$130.00 for each additional well**	(_____x $150.00) $_____ (_____x $130.00) $_____
Permit for Borings Only (CPT's, Hydropunch, Geoprobes, Temp. Well Points, etc.)	**$150.00 for the first boring** **$40.00 for each additional boring**	$ 150.00 (1 x $ 40.00) $ 40.00
Permit for Well Destructions Only	**$150.00 for the first destruction** **$100.00 for each additional destruction**	$_____ (_____x $100.00) $_____
Permit for any Combination of Well Installations, Borings & Destructions	**The first activity (of any type) will be $150.00. Additional activities will be as follows:** **$130.00 for each well** **$40.00 for each boring** **$100.00 for each well destruction**	$_____ (_____x $130.00) $_____ (_____x $ 40.00) $_____ (_____x $100.00) $_____
	TOTAL COST OF PERMIT	$ 190.00

H. APPLICATION SUBMITTAL, PLAN APPROVAL, PERMIT ISSUANCE, AND REQUIRED INSPECTIONS

Submit one (1) original and two (2) copies of this application package, including plan drawings with the required fee to the Monitorir Well Permit Clerk, Department of Environmental Health, Site Assessment and Mitigation Program (SAM). 1255 Imperial Avenue, San Diego, CA 92101. Or mail to P. O. Box 129261, San Diego, CA 92112-9261. **Checks should be made payable to the County San Diego.**

A permit will be issued by SAM upon review and approval of the application and plans. The required fees must be submitted with tl application package. Information in addition to that presented in the application package may be needed in order to obtain fin approval. No work is to begin on the proposed project until a permit has been issued. The required inspections cannot be scheduled until a permit is issued.

Once the permit has been issued, it is the responsibility of the permittee to notify SAM at least two (2) working days in advance to schedule each required inspection.

USE ONE APPLICATION PACKAGE FOR A SINGLE SITE PROJECT. A SINGLE PERMIT WILL BE ISSUED FOR A SINGLE SITE PROJECT, EVEN IF WELLS/BORINGS ARE COMPLETED ON MORE THAN ONE PROPERTY. FOR MULTIPLE SITE PROJECT'S, USE SEPARATE APPLICATIONS.

PERMIT APPLICATION FOR
GROUND WATER AND VADOSE MONITORING WELLS
EXPLORATORY OR TEST BORINGS

- For well destruction, complete only #1 below.
- Well design, logging and construction must be supervised by a Geologist, Engineering Geologist or Civil Engineer who is registered or certified by the State of California.
- Well driller must have an active C-57 License and current $2,500 bond with the County.
- Provide a plot plan giving location of property lines, existing improvements such as structures, underground tanks, underground utilities, underground piping, and the proposed monitoring and/or observation wells.
- If applicable, provide a signed copy of the Property Owner Responsibility form for each property listed in Section "F".
- If applicable, provide a signed copy of the Property Owner Responsibility form for each property listed in Section "F".Provide encroachment/excavation permit and/or traffic control permit for work to be done in street or public right of way.

1. If wells are to be destroyed, provide a description of method of destruction. No wells to be constructed or destroyed - borings only.

2. What is the proposed purpose of the well/boring? To characterize groundwater conditions for proposed dewatering project.

3. What procedures will be used to prevent the well/boring from providing an avenue to contamination during construction?

   Upon completion, borings to be abandoned with bentonite and Portland Cement Concrete. Drilling and sampling equipment will be cleaned prior to use and between borings.

4. What field procedures will be utilized to determine if contamination exists?

   All samples to be screened for volatile organic compounds using photoionization detector.

5. What procedures will be used to determine whether samples will be sent for laboratory testing or archiving?

   Visual observations and locations of samples.

6. What constituents will be monitored and tested (Include EPA Laboratory Test Methods to be used)?

Groundwater samples only: TPH gas and diesel - EPA 8015m and volatile organic compounds - EPA 8260B.

7. How will samples be transported and preserved? Samples to be obtained in 40 ml VOA jars and transported in a chilled cooler to analytical laboratory under chain-of-custody.

8. What sampling methods will be used? Samples to be obtained with direct push sampler.

9. Are you proposing a variation from the methods and/or procedures presented in the requirements for the construction of Vadose and Ground Water Monitoring Wells (Current SAM Manual Requirements). If yes, specify these variations.

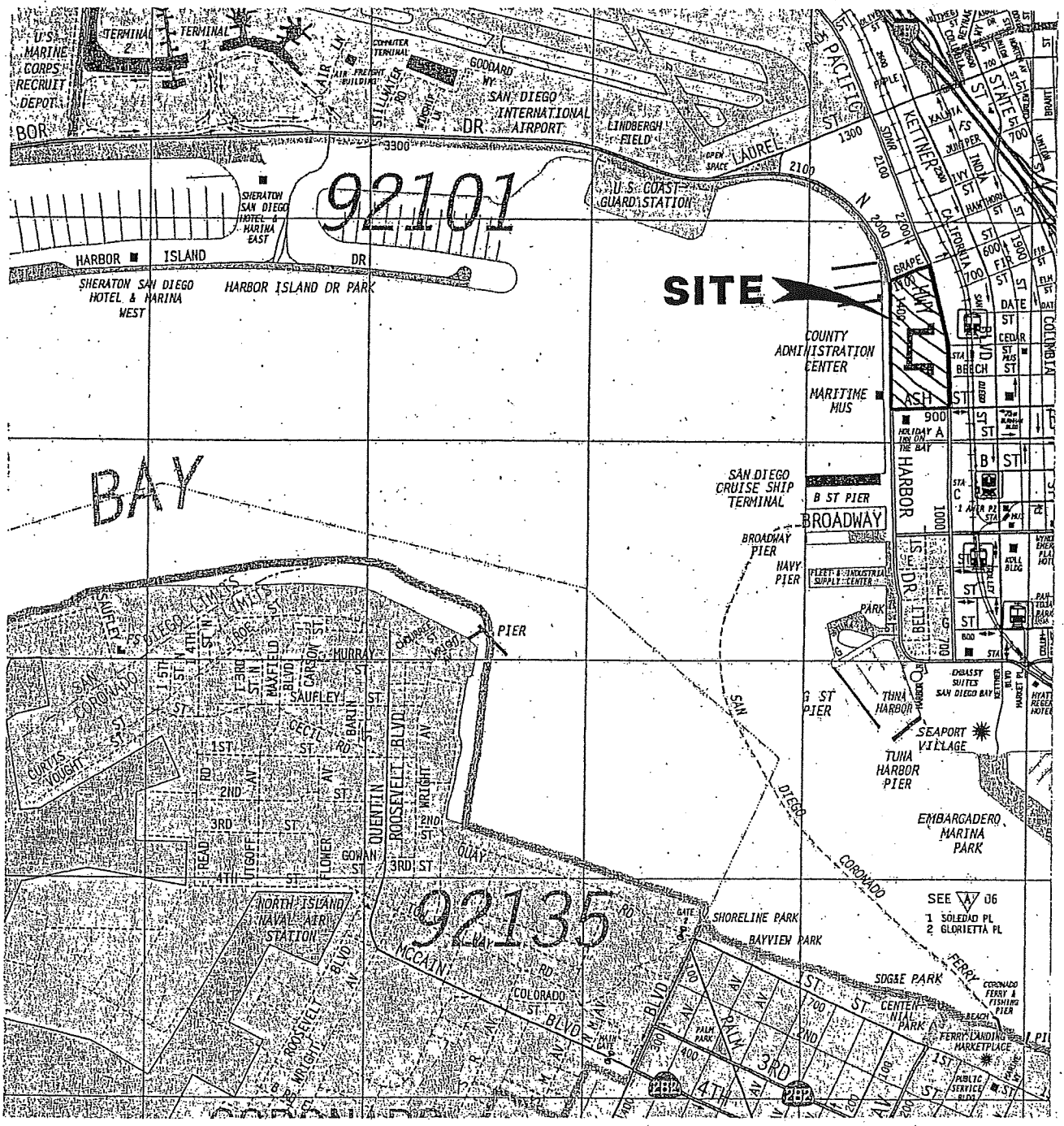
No variation proposed.

10. What procedures will be used to ensure no contamination will be introduced by the drilling equipment?

Drill rig to be checked for significant leaks. All drill flights and sampling equipment to be cleaned prior to use.

11. What methods will be used to clean sampling equipment? Sampling equipment to be steam cleaned inbetween sampling.

12. What cleaning method will be used to clean casing and screen prior to installation? No well casing and screen to be installed.



SOURCE: 2002 THOMAS BROTHERS MAP
SAN DIEGO COUNTY, CALIFORNIA

REPRODUCED WITH PERMISSION GRANTED BY THOMAS BORTHERS MAPS. THIS MAP IS COPYRIGHT BY THOMAS BROS. MAPS. IT IS UNLAWFUL TO COPY OR REPRODUCE ALL OR ANY PART THEREOF, WHETHER FOR PERSONAL USE OR RESALE, WITHOUT PERMISSION.

N

NO SCALE

GEOCON
INCORPORATED
GEOTECHNICAL CONSULTANTS
6960 FLANDERS DRIVE - SAN DIEGO, CALIFORNIA 92121 - 2974
PHONE 858 558-6900 - FAX 858 558-6159

KC/AML		DSK/E0000

VICINITY MAP

COUNTY ADMINISTRATION CENTER
WATERFRONT PARK
SAN DIEGO, CALIFORNIA

DATE 09-10-02	PROJECT NO. 06850 - 22 - 01	FIG. 1

E:/GEOTECH/PLATE/GVICMP.DWG/aml

GEOCON
CONSULTANTS, INC.
ENVIRONMENTAL ■ GEOTECHNICAL ■ MATERIALS

RECEIVED
2002 SEP 16 AM 9 01
D. E. H.
MAILROOM

Project No. 09271-06-01
September 10, 2002

HAND-DELIVERED

Well Permit Clerk
County of San Diego
Department of Environmental Health
Land and Water Quality Division
Post Office Box 129261
San Diego, California 92112-9261

Subject: COUNTY ADMINISTRATION CENTER
APN 533-590-01
NORTH HARBOR DRIVE
SAN DIEGO, CALIFORNIA
PERMIT APPLICATION FOR SOIL BORINGS

To Whom It May Concern:

Enclosed please find one original and two copies of the permit application to drill 2 direct-push borings in the eastern parking lot of the County Administration Center. Also enclosed are figures depicting the site location and the approximate location of the proposed borings.

Based on the fee schedule included as page 3 of the permit application, the fee for 2 borings has been calculated to be $190. Accordingly, a check for that amount is enclosed.

If you should have any questions, please contact Mr. Phillip S. Rosenberg at (858) 558-6100.

Sincerely,

GEOCON CONSULTANTS, INC.

Phillip S. Rosenberg, RG, CEG, CHG
Senior Geologist

PSR:sc

(3) Addressee
(1) County of San Diego Department of General Services
Attention: Mr. Jeff Redlitz

Enclosures

6970 Flanders Drive ■ San Diego, California 92121-2974 ■ Telephone (858) 558-6100 ■ Fax (858) 558-8437

APPENDIX C

PROJECT NO. 09271-06-01

DEPTH IN FEET	PENETRAT. RESIST. BLOWS/FT.	SAMPLE NO.	LITHOLOGY	BORING/WELL NO. GHP 1	WELL CONSTRUCTION	HEADSPACE (PPM)
				DATE DRILLED 10-01-2002 WATER LEVEL (ATD) 11.7'		
				EQUIPMENT STRATAPROBE DRILLER HP LABS		
				SOIL DESCRIPTION		
				ASPHALT CONCRETE (4")		
1						
2				**FILL** Medium brown, dry to damp, medium dense, Silty SAND [SM] with shell fragments, no odor		
3						
4						
5						ND
6						
7						
8						
9						
10		GHP-10-1 09:15				
11		CACW-1 09:32		Medium brown, damp, medium dense, Silty fine SAND [SM], no odor		ND
12						
13						
14						
15				BORING TERMINATED AT 15 FEET Groundwater at 11.7 feet Hole abandoned with approximately 12.5 pounds of enviroplug No. 16 bentonite		
16						
17						
18						
19						
20						
21						
22						
23						
24						

Log of Boring GHP 1, page 1 of 1

ENV_WELL CACEN.GPJ 10/22/02

CASING ELEVATION: N/A	QUANTITY OF FILTER MATERIAL: N/A
DIAMETER & TYPE OF CASING: N/A	WELL SEAL & INTERVAL: N/A
CASING INTERVAL: N/A	WELL SEAL QUANTITY: N/A
WELL SCREEN: N/A	ANNULUS SEAL/INTERVAL: **ENVIROPLUG #16, 0-15'**
SCREEN INTERVAL: N/A	ADDITIVES: N/A
WELL COVER: N/A	WELL DEPTH: NA
FILTERPACK/INTERVAL: N/A	ENGINEER/GEOLOGIST: **PSR**

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

PROJECT NO. 09271-06-01

BORING/WELL NO. GHP 2

DATE DRILLED 10-01-2002 WATER LEVEL (ATD) 12.2'

EQUIPMENT STRATAPROBE DRILLER HP LABS

DEPTH IN FEET	PENETRAT. RESIST. BLOWS/FT.	SAMPLE NO.	LITHOLOGY	SOIL DESCRIPTION	WELL CONSTRUCTION	HEADSPACE (PPM)
				ASPHALT CONCRETE (3.5")		
1						
2				**FILL** Medium to dark brown, damp, medium dense, Silty fine SAND [SM]. Abundant gravel and cobble in upper 1 foot, no odor		
3						
4						ND
5						
6						
7						
8				Light to medium brown, damp, medium dense, Silty fine SAND [SM] with abundant shell fragments, no odor		
9						
10						ND
11						
12		CACW-2 10:43		▼		
13						
14						
15				BORING TERMINATED AT 15 FEET Groundwater at 12.2 feet Approximately 12.5 pounds of enviroplug No. 16 bentonite		
16						
17						
18						
19						
20						
21						
22						
23						
24						

Log of Boring GHP 2, page 1 of 1

ENV_WELL CACEN.GPJ 10/22/02

CASING ELEVATION:	N/A	QUANTITY OF FILTER MATERIAL:	N/A
DIAMETER & TYPE OF CASING:	N/A	WELL SEAL & INTERVAL:	N/A
CASING INTERVAL:	N/A	WELL SEAL QUANTITY:	N/A
WELL SCREEN:	N/A	ANNULUS SEAL/INTERVAL:	**ENVIROPLUG #16, 0-15'**
SCREEN INTERVAL:	N/A	ADDITIVES:	N/A
WELL COVER:	N/A	WELL DEPTH:	N/A
FILTERPACK/INTERVAL:	N/A	ENGINEER/GEOLOGIST:	PSR

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

APPENDIX D

October 07, 2002

Phil Rosenberg
Geocon Environmental
6970 Flanders Drive
San Diego, CA 92121
TEL: (858) 558-6100
FAX: (858) 558-8437

ELAP No.: 1838
NELAP No.: 02107CA
Workorder No.: 059137

RE: County Administration Bldg, 0971-06-01

Attention: Phil Rosenberg

Enclosed are the results for sample(s) received on October 02, 2002 by Advanced Technology Laboratories and tested for the parameters indicated in the enclosed chain of custody.

Thank you for the opportunity to service the needs of your company.

Please feel free to call me at (562)989-4045 if I can be of further assistance to your company.

Sincerely,

J Kelley for

Eddie F. Rodriguez
Laboratory Director

This cover letter is an integral part of this analytical report.

CHAIN OF CUSTODY RECORD

Advanced Technology Laboratories
3275 Walnut Avenue
Signal Hill, CA 90807
(562) 989-4045 • FAX (562) 989-4040

FOR LABORATORY USE ONLY:

P.O.#:
Logged By: [signature] Date: 10/2/02 Time:

Method of Transport: Walk-in ☐ Courier ☑ GSO UPS ☐ FED. EXP. ☐ ATL ☐

Sample Condition Upon Receipt
1. CHILLED 4.6°C Y☑ N☐
2. HEADSPACE (VOA) Y☑ N☐
3. CONTAINER INTACT Y☑ N☐
4. SEALED Y☐ N☑
5. # OF SPLS MATCH COC Y☑ N☐
6. PRESERVED Y☑ N☐

Client: GEOCON ENVIRONMENTAL - SAN DIEGO
Attn: Phil Rosenberg
Address: 6970 Flanders Drive
City San Diego State CA Zip Code 92121
TEL: (858) 558-6100
FAX: (858) 558-8437

Project Name: County Administration Bldg Project #: 0971-06-01 Sampler: (Printed Name) CGB / MTL (Signature)

Relinquished by: (Signature and Printed Name) Chad Beaver Date: 10/1-02 Time: 5:00 Received by: (Signature and Printed Name) Alan Escamilla Date: 10/1 Time: 5:10
Relinquished by: (Signature and Printed Name) Date: Time: Received by: (Signature and Printed Name) [signature] Date: 10/2/02 Time: 8:05 AM
Relinquished by: (Signature and Printed Name) Date: Time: Received by: (Signature and Printed Name) Date: Time:

I hereby authorize ATL to perform the work indicated below:
Project Mgr /Submitter: Phillip S. Rosenberg (Print Name) 10/1/02 (Date) [signature] (Signature)

Send Report To: Attn: Co: Client Address City State Zip

Bill To: Attn: Co: Client Address City State Zip

Special Instructions/Comments:

Unless otherwise requested, all samples will be disposed 45 days after receipt.

Sample Archive/Disposal:
☑ Laboratory Standard
☐ Other
☐ Return To:
* $10.00 FEE PER HAZARDOUS SAMPLE DISPOSAL.

Circle or Add Analysis(es) Requested

CIRCLE APPROPRIATE MATRIX: SOLID • SOIL • SLUDGE; OIL • SOLVENT • LIQUID; WATER • WASTEWATER; DRINKING WATER; AIR; WIPE • FILTER; OTHER

QA/QC: RTNE ☑ RWQCB ☐ WIP ☐ NAVY ☐ CT ☐ OTHER

ITEM	LAB USE ONLY: Batch #: Lab No.	Sample Description: Sample I.D.	Date	Time	8081 / 8082 (Pesticides/PCB-GC)	8260 (Volatiles-GC/MS)	625 / 8270 (BNA-GC/MS)	Metals-Total (CAC-6010 / 7000)	8015M TPHG/BTEX (COMBINATION)	8015M TPH/D (Diesel-GC)	8015M TPH full range	TDS	pH	TAT	Container(s) #	Type	PRESERVATION	REMARKS
	059137-001A/B	CACW1	10/1	9:30		X	X	X			X			E	4	V G	H	
	1C/D	CACW1	10/1	9:31										E	2	L G	C	
	1E	CACW1		932										E	2	P P	N	
	1F	CACW1		9:33										E	1	P P	C	
	059137-002A/B	CACW2		942										E	4	V G	H	
	2C/D	CACW2		948										E	2	L G	C	
	2E	CACW2		944										E	2	P P	N	
	2F	CACW2		945										E	1	P P	C	
	059137-003A/B	CACW3		1033										E	4	V G	H	
	3C/D	CACW3		1035										E	2	L G	C	

• TAT starts 8 a.m. following day if samples received after 5 p.m.

TAT: A= Overnight ≤ 24 hr B= Emergency Next workday C= Critical 2 Workdays D= Urgent 3 Workdays E= Routine 7 Workdays

Preservatives: H=Hcl N=HNO_3 S=H_2SO_4 C=4°C Z=$Zn(AC)_2$ O=NaOH T=$Na_2S_2O_3$

C[illegible]er T[illegible] T=[illegible] V=[illegible] L=[illegible] P=P[illegible] J=Ja[illegible] [illegible]=Tedl[illegible] G=Gla[illegible] P=Pl[illegible] M=Metal

DISTRIBUTION: White with report Yellow to folder Pink to submitter

CHAIN OF CUSTODY RECORD

Pg 1 of —

Advanced Technology Laboratories
3275 Walnut Avenue
Signal Hill, CA 90807
(562) 989-4045 • FAX (562) 989-4040

FOR LABORATORY USE ONLY:

P.O.#:
Logged By: PCSese Date: 10/2/02 Time:

Method of Transport: Walk-in ☐ Courier ☑ GSO UPS ☐ FED. EXP. ☐ ATL ☐

Sample Condition Upon Receipt
1. CHILLED 4.6°C Y☑ N☐
2. HEADSPACE (VOA) Y☐ N☑
3. CONTAINER INTACT Y☑ N☐
4. SEALED Y☐ N☑
5. # OF SPLS MATCH COC Y☑ N☐
6. PRESERVED Y☑ N☐

Client: GEOCON ENVIRONMENTAL - SAN DIEGO
Attn: Phil Rosenberg
Address: 6970 Flanders Drive
City San Diego State CA Zip Code 92121
TEL: (858) 558-6100
FAX: (858) 558-8437

Project Name: County Administration Bldg Project #: 0971-06-01 Sampler: (Printed Name) CGB/MTL (Signature)

Relinquished by: (Signature and Printed Name) Chad Beasel Date: 10-1-02 Time: 5:00p-X Received by: (Signature and Printed Name) Alan Escamilla Date: 10/1 Time: 509
Relinquished by: (Signature and Printed Name) Date: Time: Received by: (Signature and Printed Name) PCSese Date: 10/2/02 Time: 8:25 AM
Relinquished by: (Signature and Printed Name) Date: Time: Received by: (Signature and Printed Name) Date: Time:

I hereby authorize ATL to perform the work indicated below:
Project Mgr /Submitter:
Phillip S. Rosenberg 10/1/02
Print Name Date
Signature

Send Report To: Attn: Co: Client Address City State Zip

Bill To: Attn: Co: Client Address City State Zip

Special Instructions/Comments:

Unless otherwise requested, all samples will be disposed 45 days after receipt.

Sample Archive/Disposal:
☑ Laboratory Standard
☐ Other
☐ Return To:
* $10.00 FEE PER HAZARDOUS SAMPLE DISPOSAL.

Circle or Add Analysis(es) Requested

CIRCLE APPROPRIATE MATRIX

ITEM	LAB USE ONLY: Batch #: Lab No.	Sample Description: Sample I.D.	Date	Time	8081 / 8082 (Pesticides/PCB-GC)	8260 (Volatiles-GC/MS)	625 / 8270 (BNA-GC/MS)	Metals-Total (CAC-6010 / 7000)	8015M TPHG/BTEX (COMBINATION)	8015M TPH/D (Diesel-GC)	8015M TPH/D Gauge	TDS	PH	SOLID • SOIL • SLUDGE	OIL • SOLVENT • LIQUID	WATER • WASTEWATER	DRINKING WATER	AIR	WIPE • FILTER	OTHER	TAT	Container(s) #	Container(s) Type	PRESERVATION	QA/QC RTNE ☒ RWQCB ☐ WIP ☐ NAVY ☐ CT ☐ OTHER	REMARKS
	3E	CACW3	10/1	10:37		X	X	X			+	+									Σ	2	P	P	N	
	3F	CACW3		1039																	Σ	1	P	P	C	
	059137-004A/B	CACW4		1120																	Σ	4	V	G	H	
	059137-004C/D	CACW4		1121																	Σ	2	L	G	C	
	4E	CACW4		1122																	Σ	2	P	P	N	
	4F	CACW4		11:23																	Σ	1	P	P	C	

• TAT starts 8 a.m. following day if samples received after 5 p.m.

TAT: A= Overnight ≤ 24 hr B= Emergency Next workday C= Critical 2 Workdays D= Urgent 3 Workdays E= Routine 7 Workdays

Container Types: T=Tube V=VOA L=Liter P=Pint J=Jar B=Tedlar G=Glass P=Plastic M=Metal

Preservatives: H=Hcl N=HNO_3 S=H_2SO_4 C=4°C Z=$Zn(AC)_2$ O=NaOH T=$Na_2S_2O_3$

DISTRIBUTION: White with report Yellow to folder Pink to submitter

Advanced Technology Laboratories

Date: *07-Oct-02*

CLIENT:	Geocon Environmental	**Client Sample ID:**	CACW1
Lab Order:	059137		
Project:	County Administration Bldg, 0971-06-01	**Collection Date:**	10/1/2002 9:30:00 AM
Lab ID:	059137-001A	**Matrix:**	WATER

VOLATILE ORGANIC COMPOUNDS BY GC/MS

EPA 8260B

RunID: MS2_021002A QC Batch: Q02VW218 Analyst: **GG**

Analyses	Result	Limit	Qual	Units	DF	Date Analyzed
1,1,1,2-Tetrachloroethane	ND	5.0		µg/L	1	10/3/2002
1,1,1-Trichloroethane	ND	5.0		µg/L	1	10/3/2002
1,1,2,2-Tetrachloroethane	ND	5.0		µg/L	1	10/3/2002
1,1,2-Trichloroethane	ND	5.0		µg/L	1	10/3/2002
1,1-Dichloroethane	ND	5.0		µg/L	1	10/3/2002
1,1-Dichloroethene	ND	5.0		µg/L	1	10/3/2002
1,1-Dichloropropene	ND	5.0		µg/L	1	10/3/2002
1,2,3-Trichlorobenzene	ND	5.0		µg/L	1	10/3/2002
1,2,3-Trichloropropane	ND	5.0		µg/L	1	10/3/2002
1,2,4-Trichlorobenzene	ND	5.0		µg/L	1	10/3/2002
1,2,4-Trimethylbenzene	ND	5.0		µg/L	1	10/3/2002
1,2-Dibromo-3-chloropropane	ND	5.0		µg/L	1	10/3/2002
1,2-Dibromoethane	ND	5.0		µg/L	1	10/3/2002
1,2-Dichlorobenzene	ND	5.0		µg/L	1	10/3/2002
1,2-Dichloroethane	ND	5.0		µg/L	1	10/3/2002
1,2-Dichloropropane	ND	5.0		µg/L	1	10/3/2002
1,3,5-Trimethylbenzene	ND	5.0		µg/L	1	10/3/2002
1,3-Dichlorobenzene	ND	5.0		µg/L	1	10/3/2002
1,3-Dichloropropane	ND	5.0		µg/L	1	10/3/2002
1,4-Dichlorobenzene	ND	5.0		µg/L	1	10/3/2002
2,2-Dichloropropane	ND	5.0		µg/L	1	10/3/2002
2-Chlorotoluene	ND	5.0		µg/L	1	10/3/2002
4-Chlorotoluene	ND	5.0		µg/L	1	10/3/2002
4-Isopropyltoluene	ND	5.0		µg/L	1	10/3/2002
Benzene	ND	5.0		µg/L	1	10/3/2002
Bromobenzene	ND	5.0		µg/L	1	10/3/2002
Bromodichloromethane	ND	5.0		µg/L	1	10/3/2002
Bromoform	ND	5.0		µg/L	1	10/3/2002
Bromomethane	ND	5.0		µg/L	1	10/3/2002
Carbon tetrachloride	ND	5.0		µg/L	1	10/3/2002
Chlorobenzene	ND	5.0		µg/L	1	10/3/2002
Chloroethane	ND	5.0		µg/L	1	10/3/2002
Chloroform	ND	5.0		µg/L	1	10/3/2002
Chloromethane	ND	5.0		µg/L	1	10/3/2002
cis-1,2-Dichloroethene	15	5.0		µg/L	1	10/3/2002
Dibromochloromethane	ND	5.0		µg/L	1	10/3/2002
Dibromomethane	ND	5.0		µg/L	1	10/3/2002

Qualifiers:

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J - Analyte detected below quantitation limits
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Advanced Technology Laboratories
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Advanced Technology Laboratories

Date: *07-Oct-02*

CLIENT:	Geocon Environmental	**Client Sample ID:**	CACW1
Lab Order:	059137		
Project:	County Administration Bldg, 0971-06-01	**Collection Date:**	10/1/2002 9:30:00 AM
Lab ID:	059137-001A	**Matrix:**	WATER

Analyses	Result	Limit	Qual	Units	DF	Date Analyzed
VOLATILE ORGANIC COMPOUNDS BY GC/MS						
			EPA 8260B			
RunID: MS2_021002A	QC Batch: Q02VW218					Analyst: **GG**
Dichlorodifluoromethane	ND	5.0		µg/L	1	10/3/2002
Ethylbenzene	ND	5.0		µg/L	1	10/3/2002
Hexachlorobutadiene	ND	5.0		µg/L	1	10/3/2002
Isopropylbenzene	ND	5.0		µg/L	1	10/3/2002
m,p-Xylene	ND	5.0		µg/L	1	10/3/2002
Methylene chloride	ND	5.0		µg/L	1	10/3/2002
n-Butylbenzene	ND	5.0		µg/L	1	10/3/2002
n-Propylbenzene	ND	5.0		µg/L	1	10/3/2002
Naphthalene	ND	5.0		µg/L	1	10/3/2002
o-Xylene	ND	5.0		µg/L	1	10/3/2002
sec-Butylbenzene	ND	5.0		µg/L	1	10/3/2002
Styrene	ND	5.0		µg/L	1	10/3/2002
tert-Butylbenzene	ND	5.0		µg/L	1	10/3/2002
Tetrachloroethene	ND	5.0		µg/L	1	10/3/2002
Toluene	ND	5.0		µg/L	1	10/3/2002
trans-1,2-Dichloroethene	ND	5.0		µg/L	1	10/3/2002
Trichloroethene	ND	5.0		µg/L	1	10/3/2002
Trichlorofluoromethane	ND	5.0		µg/L	1	10/3/2002
Vinyl chloride	ND	5.0		µg/L	1	10/3/2002

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E - Value above quantitation range
Results are wet unless otherwise specified

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Advanced Technology Laboratories

Date: *07-Oct-02*

CLIENT:	Geocon Environmental	**Client Sample ID:**	CACW1
Lab Order:	059137		
Project:	County Administration Bldg, 0971-06-01	**Collection Date:**	10/1/2002 9:30:00 AM
Lab ID:	059137-001B	**Matrix:**	WATER

Analyses	Result	Limit	Qual	Units	DF	Date Analyzed
HYDROCARBON CHAIN IDENTIFICATION				**EPA 8015B**		
RunID: GC6_021003A	QC Batch: I02VW148					Analyst: **JPC**
T/R Hydrocarbons: C5-C12	0.40	0.20		mg/L	1	10/3/2002

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Advanced Technology Laboratories

Date: *07-Oct-02*

CLIENT:	Geocon Environmental	**Client Sample ID:**	CACW1
Lab Order:	059137		
Project:	County Administration Bldg, 0971-06-01	**Collection Date:**	10/1/2002 9:31:00 AM
Lab ID:	059137-001C	**Matrix:**	WATER

SEMIVOLATILE ORGANIC COMPOUNDS BY GC/MS
(EPA 3510C) **EPA 8270C**

RunID: MS6_021002A QC Batch: 10880 Analyst: IG

Analyses	Result	Limit	Qual	Units	DF	Date Analyzed
1,2,4-Trichlorobenzene	ND	10		µg/L	1	10/2/2002
1,2-Dichlorobenzene	ND	10		µg/L	1	10/2/2002
1,3-Dichlorobenzene	ND	10		µg/L	1	10/2/2002
1,4-Dichlorobenzene	ND	10		µg/L	1	10/2/2002
2,4,5-Trichlorophenol	ND	10		µg/L	1	10/2/2002
2,4,6-Trichlorophenol	ND	10		µg/L	1	10/2/2002
2,4-Dichlorophenol	ND	10		µg/L	1	10/2/2002
2,4-Dimethylphenol	ND	10		µg/L	1	10/2/2002
2,4-Dinitrophenol	ND	50		µg/L	1	10/2/2002
2,4-Dinitrotoluene	ND	10		µg/L	1	10/2/2002
2,6-Dinitrotoluene	ND	10		µg/L	1	10/2/2002
2-Chloronaphthalene	ND	10		µg/L	1	10/2/2002
2-Chlorophenol	ND	10		µg/L	1	10/2/2002
2-Methylnaphthalene	ND	10		µg/L	1	10/2/2002
2-Nitroaniline	ND	50		µg/L	1	10/2/2002
2-Nitrophenol	ND	10		µg/L	1	10/2/2002
3,3'-Dichlorobenzidine	ND	20		µg/L	1	10/2/2002
3-Nitroaniline	ND	50		µg/L	1	10/2/2002
4,6-Dinitro-2-methylphenol	ND	50		µg/L	1	10/2/2002
4-Bromophenyl-phenylether	ND	10		µg/L	1	10/2/2002
4-Chloro-3-methylphenol	ND	50		µg/L	1	10/2/2002
4-Chloroaniline	ND	20		µg/L	1	10/2/2002
4-Chlorophenyl-phenylether	ND	10		µg/L	1	10/2/2002
4-Nitroaniline	ND	20		µg/L	1	10/2/2002
4-Nitrophenol	ND	50		µg/L	1	10/2/2002
Acenaphthene	ND	10		µg/L	1	10/2/2002
Acenaphthylene	ND	10		µg/L	1	10/2/2002
Anthracene	ND	10		µg/L	1	10/2/2002
Benzidine (M)	ND	50		µg/L	1	10/2/2002
Benzo(a)anthracene	ND	10		µg/L	1	10/2/2002
Benzo(a)pyrene	ND	10		µg/L	1	10/2/2002
Benzo(b)fluoranthene	ND	10		µg/L	1	10/2/2002
Benzo(g,h,i)perylene	ND	10		µg/L	1	10/2/2002
Benzo(k)fluoranthene	ND	10		µg/L	1	10/2/2002
Benzoic acid	ND	50		µg/L	1	10/2/2002
Benzyl alcohol	ND	20		µg/L	1	10/2/2002
Bis(2-chloroethoxy)methane	ND	10		µg/L	1	10/2/2002

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Advanced Technology Laboratories
3275 Walnut Avenue Signal Hill, CA 90807 Tel: 562 989-4045 Fax: 562 989-4040

Advanced Technology Laboratories

Date: *07-Oct-02*

CLIENT:	Geocon Environmental	**Client Sample ID:**	CACW1
Lab Order:	059137		
Project:	County Administration Bldg, 0971-06-01	**Collection Date:**	10/1/2002 9:31:00 AM
Lab ID:	059137-001C	**Matrix:**	WATER

SEMIVOLATILE ORGANIC COMPOUNDS BY GC/MS
(EPA 3510C) **EPA 8270C**

RunID: MS6_021002A QC Batch: 10880 Analyst: **IG**

Analyses	Result	Limit	Qual	Units	DF	Date Analyzed
Bis(2-chloroethyl)ether	ND	10		µg/L	1	10/2/2002
Bis(2-chloroisopropyl)ether	ND	10		µg/L	1	10/2/2002
Bis(2-ethylhexyl)phthalate	ND	10		µg/L	1	10/2/2002
Butylbenzylphthalate	ND	10		µg/L	1	10/2/2002
Chrysene	ND	10		µg/L	1	10/2/2002
Di-n-butylphthalate	ND	10		µg/L	1	10/2/2002
Di-n-octylphthalate	ND	10		µg/L	1	10/2/2002
Dibenz(a,h)anthracene	ND	10		µg/L	1	10/2/2002
Dibenzofuran	ND	10		µg/L	1	10/2/2002
Diethylphthalate	ND	10		µg/L	1	10/2/2002
Dimethylphthalate	ND	10		µg/L	1	10/2/2002
Fluoranthene	ND	10		µg/L	1	10/2/2002
Fluorene	ND	10		µg/L	1	10/2/2002
Hexachlorobenzene	ND	10		µg/L	1	10/2/2002
Hexachlorobutadiene	ND	20		µg/L	1	10/2/2002
Hexachlorocyclopentadiene	ND	10		µg/L	1	10/2/2002
Hexachloroethane	ND	10		µg/L	1	10/2/2002
Indeno(1,2,3-cd)pyrene	ND	10		µg/L	1	10/2/2002
Isophorone	ND	10		µg/L	1	10/2/2002
N-Nitrosodi-n-propylamine	ND	10		µg/L	1	10/2/2002
N-Nitrosodiphenylamine	ND	10		µg/L	1	10/2/2002
Naphthalene	ND	10		µg/L	1	10/2/2002
Nitrobenzene	ND	10		µg/L	1	10/2/2002
Pentachlorophenol	ND	50		µg/L	1	10/2/2002
Phenanthrene	ND	10		µg/L	1	10/2/2002
Phenol	ND	10		µg/L	1	10/2/2002
Pyrene	ND	10		µg/L	1	10/2/2002
2-Methylphenol	ND	10		µg/L	1	10/2/2002
4-Methylphenol	ND	10		µg/L	1	10/2/2002

Qualifiers:
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B - Analyte detected in the associated Method Blank
DO - Surrogate Diluted Out
S - Spike/Surrogate outside of limits due to matrix interfere
H - Sample exceeded analytical holding time
E - Value above quantitation range
Results are wet unless otherwise specified

Advanced Technology Laboratories
3275 Walnut Avenue, Signal Hill, CA 90807 Tel: 562 989-4045 Fax: 562 989-4040

Advanced Technology Laboratories

Date: *07-Oct-02*

CLIENT:	Geocon Environmental	**Client Sample ID:**	CACW1
Lab Order:	059137		
Project:	County Administration Bldg, 0971-06-01	**Collection Date:**	10/1/2002 9:31:00 AM
Lab ID:	059137-001D	**Matrix:**	WATER

Analyses	Result	Limit	Qual	Units	DF	Date Analyzed
HYDROCARBON CHAIN IDENTIFICATION						
(EPA 3510C)				**EPA 8015B**		
RunID: GC7_021002A	QC Batch: 10881					Analyst: **IG**
T/R Hydrocarbons: >C32	ND	0.20		mg/L	1	10/2/2002
T/R Hydrocarbons: C10-C12	ND	0.20		mg/L	1	10/2/2002
T/R Hydrocarbons: C13-C15	ND	0.20		mg/L	1	10/2/2002
T/R Hydrocarbons: C16-C22	ND	0.20		mg/L	1	10/2/2002
T/R Hydrocarbons: C23-C32	ND	0.20		mg/L	1	10/2/2002

Qualifiers:

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DO - Surrogate Diluted Out
S - Spike/Surrogate outside of limits due to matrix interfere
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E - Value above quantitation range
Results are wet unless otherwise specified

Advanced Technology Laboratories
3275 Walnut Avenue, Signal Hill, CA 90807 Tel: 562 989-4045 Fax: 562 989-4040

Advanced Technology Laboratories

Date: *07-Oct-02*

CLIENT:	Geocon Environmental	**Client Sample ID:**	CACW1
Lab Order:	059137		
Project:	County Administration Bldg, 0971-06-01	**Collection Date:**	10/1/2002 9:32:00 AM
Lab ID:	059137-001E	**Matrix:**	WATER

Analyses	Result	Limit	Qual	Units	DF	Date Analyzed
ICP METALS						
	(EPA 3010A)			**EPA 6010B**		
RunID: ICP2_021003C	QC Batch: 10879					Analyst: **RQ**
Antimony	ND	0.0050		mg/L	1	10/3/2002
Arsenic	0.020	0.0050		mg/L	1	10/3/2002
Barium	0.23	0.0030		mg/L	1	10/3/2002
Beryllium	ND	0.0030		mg/L	1	10/3/2002
Cadmium	ND	0.0030		mg/L	1	10/3/2002
Chromium	0.030	0.0030		mg/L	1	10/3/2002
Cobalt	0.010	0.0030		mg/L	1	10/3/2002
Copper	0.010	0.0030		mg/L	1	10/3/2002
Lead	0.0082	0.0050		mg/L	1	10/3/2002
Molybdenum	0.020	0.0050		mg/L	1	10/3/2002
Nickel	0.010	0.0030		mg/L	1	10/3/2002
Selenium	ND	0.0050		mg/L	1	10/3/2002
Silver	ND	0.0030		mg/L	1	10/3/2002
Thallium	ND	0.0050		mg/L	1	10/3/2002
Vanadium	0.080	0.0030		mg/L	1	10/3/2002
Zinc	0.090	0.010		mg/L	1	10/3/2002
MERCURY BY COLD VAPOR TECHNIQUE						
	(EPA 7470)			**EPA 7470A**		
RunID: AA1_021004C	QC Batch: 10876					Analyst: **NS**
Mercury	ND	0.20		µg/L	1	10/4/2002

Qualifiers:

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E - Value above quantitation range
Results are wet unless otherwise specified

Advanced Technology Laboratories
3275 Walnut Avenue, Signal Hill, CA 90807 Tel: 562 989-4045 Fax: 562 989-4040

Advanced Technology Laboratories

Date: *07-Oct-02*

CLIENT:	Geocon Environmental	**Client Sample ID:**	CACW1
Lab Order:	059137		
Project:	County Administration Bldg, 0971-06-01	**Collection Date:**	10/1/2002 9:33:00 AM
Lab ID:	059137-001F	**Matrix:**	WATER

Analyses	Result	Limit	Qual	Units	DF	Date Analyzed
PH						
				EPA 150.1		
RunID: PH1_021002A	QC Batch: R21624					Analyst: **TT**
pH	7.12	0.10		pH Units	1	10/2/2002
TOTAL FILTERABLE RESIDUE IN WATER						
				EPA 160.1		
RunID: WETCHEM_021004B	QC Batch: R21699					Analyst: **MFP**
Total Dissolved Solids (Residue, Filterable)	2300	10		mg/L	1	10/4/2002

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Advanced Technology Laboratories

Date: *07-Oct-02*

CLIENT:	Geocon Environmental	**Client Sample ID:**	CACW2
Lab Order:	059137		
Project:	County Administration Bldg, 0971-06-01	**Collection Date:**	10/1/2002 9:42:00 AM
Lab ID:	059137-002A	**Matrix:**	WATER

VOLATILE ORGANIC COMPOUNDS BY GC/MS

EPA 8260B

RunID: MS2_021002A QC Batch: Q02VW218 Analyst: **GG**

Analyses	Result	Limit	Qual	Units	DF	Date Analyzed
1,1,1,2-Tetrachloroethane	ND	5.0		µg/L	1	10/3/2002
1,1,1-Trichloroethane	ND	5.0		µg/L	1	10/3/2002
1,1,2,2-Tetrachloroethane	ND	5.0		µg/L	1	10/3/2002
1,1,2-Trichloroethane	ND	5.0		µg/L	1	10/3/2002
1,1-Dichloroethane	ND	5.0		µg/L	1	10/3/2002
1,1-Dichloroethene	ND	5.0		µg/L	1	10/3/2002
1,1-Dichloropropene	ND	5.0		µg/L	1	10/3/2002
1,2,3-Trichlorobenzene	ND	5.0		µg/L	1	10/3/2002
1,2,3-Trichloropropane	ND	5.0		µg/L	1	10/3/2002
1,2,4-Trichlorobenzene	ND	5.0		µg/L	1	10/3/2002
1,2,4-Trimethylbenzene	ND	5.0		µg/L	1	10/3/2002
1,2-Dibromo-3-chloropropane	ND	5.0		µg/L	1	10/3/2002
1,2-Dibromoethane	ND	5.0		µg/L	1	10/3/2002
1,2-Dichlorobenzene	ND	5.0		µg/L	1	10/3/2002
1,2-Dichloroethane	ND	5.0		µg/L	1	10/3/2002
1,2-Dichloropropane	ND	5.0		µg/L	1	10/3/2002
1,3,5-Trimethylbenzene	ND	5.0		µg/L	1	10/3/2002
1,3-Dichlorobenzene	ND	5.0		µg/L	1	10/3/2002
1,3-Dichloropropane	ND	5.0		µg/L	1	10/3/2002
1,4-Dichlorobenzene	ND	5.0		µg/L	1	10/3/2002
2,2-Dichloropropane	ND	5.0		µg/L	1	10/3/2002
2-Chlorotoluene	ND	5.0		µg/L	1	10/3/2002
4-Chlorotoluene	ND	5.0		µg/L	1	10/3/2002
4-Isopropyltoluene	ND	5.0		µg/L	1	10/3/2002
Benzene	ND	5.0		µg/L	1	10/3/2002
Bromobenzene	ND	5.0		µg/L	1	10/3/2002
Bromodichloromethane	ND	5.0		µg/L	1	10/3/2002
Bromoform	ND	5.0		µg/L	1	10/3/2002
Bromomethane	ND	5.0		µg/L	1	10/3/2002
Carbon tetrachloride	ND	5.0		µg/L	1	10/3/2002
Chlorobenzene	ND	5.0		µg/L	1	10/3/2002
Chloroethane	ND	5.0		µg/L	1	10/3/2002
Chloroform	ND	5.0		µg/L	1	10/3/2002
Chloromethane	ND	5.0		µg/L	1	10/3/2002
cis-1,2-Dichloroethene	ND	5.0		µg/L	1	10/3/2002
Dibromochloromethane	ND	5.0		µg/L	1	10/3/2002
Dibromomethane	ND	5.0		µg/L	1	10/3/2002

Qualifiers:

ND - Not Detected at the Reporting Limit
J - Analyte detected below quantitation limits
B - Analyte detected in the associated Method Blank
DO - Surrogate Diluted Out
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H - Sample exceeded analytical holding time
E - Value above quantitation range
Results are wet unless otherwise specified

Advanced Technology Laboratories
3275 Walnut Avenue Signal Hill CA 90807 Tel: 562 989-4045 Fax: 562 989-4040

Advanced Technology Laboratories

Date: *07-Oct-02*

CLIENT:	Geocon Environmental	**Client Sample ID:**	CACW2
Lab Order:	059137		
Project:	County Administration Bldg, 0971-06-01	**Collection Date:**	10/1/2002 9:42:00 AM
Lab ID:	059137-002A	**Matrix:**	WATER

Analyses	Result	Limit	Qual	Units	DF	Date Analyzed
VOLATILE ORGANIC COMPOUNDS BY GC/MS						
				EPA 8260B		
RunID: MS2_021002A	QC Batch: Q02VW218					Analyst: **GG**
Dichlorodifluoromethane	ND	5.0		µg/L	1	10/3/2002
Ethylbenzene	ND	5.0		µg/L	1	10/3/2002
Hexachlorobutadiene	ND	5.0		µg/L	1	10/3/2002
Isopropylbenzene	ND	5.0		µg/L	1	10/3/2002
m,p-Xylene	ND	5.0		µg/L	1	10/3/2002
Methylene chloride	ND	5.0		µg/L	1	10/3/2002
n-Butylbenzene	ND	5.0		µg/L	1	10/3/2002
n-Propylbenzene	ND	5.0		µg/L	1	10/3/2002
Naphthalene	ND	5.0		µg/L	1	10/3/2002
o-Xylene	ND	5.0		µg/L	1	10/3/2002
sec-Butylbenzene	ND	5.0		µg/L	1	10/3/2002
Styrene	ND	5.0		µg/L	1	10/3/2002
tert-Butylbenzene	ND	5.0		µg/L	1	10/3/2002
Tetrachloroethene	ND	5.0		µg/L	1	10/3/2002
Toluene	ND	5.0		µg/L	1	10/3/2002
trans-1,2-Dichloroethene	ND	5.0		µg/L	1	10/3/2002
Trichloroethene	ND	5.0		µg/L	1	10/3/2002
Trichlorofluoromethane	ND	5.0		µg/L	1	10/3/2002
Vinyl chloride	ND	5.0		µg/L	1	10/3/2002

Qualifiers:

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B - Analyte detected in the associated Method Blank
DO - Surrogate Diluted Out
S - Spike/Surrogate outside of limits due to matrix interfere
H - Sample exceeded analytical holding time
E - Value above quantitation range
Results are wet unless otherwise specified

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Advanced Technology Laboratories

Date: *07-Oct-02*

CLIENT:	Geocon Environmental	**Client Sample ID:**	CACW2
Lab Order:	059137		
Project:	County Administration Bldg, 0971-06-01	**Collection Date:**	10/1/2002 9:42:00 AM
Lab ID:	059137-002B	**Matrix:**	WATER

Analyses	Result	Limit	Qual	Units	DF	Date Analyzed
HYDROCARBON CHAIN IDENTIFICATION						
				EPA 8015B		
RunID: GC6_021003A	QC Batch: I02VW148					Analyst: **JPC**
T/R Hydrocarbons: C5-C12	ND	0.20		mg/L	1	10/3/2002

Qualifiers:

ND - Not Detected at the Reporting Limit
J - Analyte detected below quantitation limits
B - Analyte detected in the associated Method Blank
DO - Surrogate Diluted Out
S - Spike/Surrogate outside of limits due to matrix interfere
H - Sample exceeded analytical holding time
E - Value above quantitation range
Results are wet unless otherwise specified

Advanced Technology Laboratories

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Advanced Technology Laboratories

Date: *07-Oct-02*

CLIENT:	Geocon Environmental	**Client Sample ID:**	CACW2
Lab Order:	059137		
Project:	County Administration Bldg, 0971-06-01	**Collection Date:**	10/1/2002 9:48:00 AM
Lab ID:	059137-002C	**Matrix:**	WATER

SEMIVOLATILE ORGANIC COMPOUNDS BY GC/MS
(EPA 3510C) **EPA 8270C**

RunID: MS6_021002A QC Batch: 10880 Analyst: IG

Analyses	Result	Limit	Qual	Units	DF	Date Analyzed
1,2,4-Trichlorobenzene	ND	10		µg/L	1	10/2/2002
1,2-Dichlorobenzene	ND	10		µg/L	1	10/2/2002
1,3-Dichlorobenzene	ND	10		µg/L	1	10/2/2002
1,4-Dichlorobenzene	ND	10		µg/L	1	10/2/2002
2,4,5-Trichlorophenol	ND	10		µg/L	1	10/2/2002
2,4,6-Trichlorophenol	ND	10		µg/L	1	10/2/2002
2,4-Dichlorophenol	ND	10		µg/L	1	10/2/2002
2,4-Dimethylphenol	ND	10		µg/L	1	10/2/2002
2,4-Dinitrophenol	ND	50		µg/L	1	10/2/2002
2,4-Dinitrotoluene	ND	10		µg/L	1	10/2/2002
2,6-Dinitrotoluene	ND	10		µg/L	1	10/2/2002
2-Chloronaphthalene	ND	10		µg/L	1	10/2/2002
2-Chlorophenol	ND	10		µg/L	1	10/2/2002
2-Methylnaphthalene	ND	10		µg/L	1	10/2/2002
2-Nitroaniline	ND	50		µg/L	1	10/2/2002
2-Nitrophenol	ND	10		µg/L	1	10/2/2002
3,3'-Dichlorobenzidine	ND	20		µg/L	1	10/2/2002
3-Nitroaniline	ND	50		µg/L	1	10/2/2002
4,6-Dinitro-2-methylphenol	ND	50		µg/L	1	10/2/2002
4-Bromophenyl-phenylether	ND	10		µg/L	1	10/2/2002
4-Chloro-3-methylphenol	ND	50		µg/L	1	10/2/2002
4-Chloroaniline	ND	20		µg/L	1	10/2/2002
4-Chlorophenyl-phenylether	ND	10		µg/L	1	10/2/2002
4-Nitroaniline	ND	20		µg/L	1	10/2/2002
4-Nitrophenol	ND	50		µg/L	1	10/2/2002
Acenaphthene	ND	10		µg/L	1	10/2/2002
Acenaphthylene	ND	10		µg/L	1	10/2/2002
Anthracene	ND	10		µg/L	1	10/2/2002
Benzidine (M)	ND	50		µg/L	1	10/2/2002
Benzo(a)anthracene	ND	10		µg/L	1	10/2/2002
Benzo(a)pyrene	ND	10		µg/L	1	10/2/2002
Benzo(b)fluoranthene	ND	10		µg/L	1	10/2/2002
Benzo(g,h,i)perylene	ND	10		µg/L	1	10/2/2002
Benzo(k)fluoranthene	ND	10		µg/L	1	10/2/2002
Benzoic acid	ND	50		µg/L	1	10/2/2002
Benzyl alcohol	ND	20		µg/L	1	10/2/2002
Bis(2-chloroethoxy)methane	ND	10		µg/L	1	10/2/2002

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Advanced Technology Laboratories
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Advanced Technology Laboratories

Date: *07-Oct-02*

CLIENT:	Geocon Environmental	**Client Sample ID:**	CACW2
Lab Order:	059137		
Project:	County Administration Bldg, 0971-06-01	**Collection Date:**	10/1/2002 9:48:00 AM
Lab ID:	059137-002C	**Matrix:**	WATER

SEMIVOLATILE ORGANIC COMPOUNDS BY GC/MS
(EPA 3510C) **EPA 8270C**

RunID: MS6_021002A QC Batch: 10880 Analyst: **IG**

Analyses	Result	Limit	Qual	Units	DF	Date Analyzed
Bis(2-chloroethyl)ether	ND	10		µg/L	1	10/2/2002
Bis(2-chloroisopropyl)ether	ND	10		µg/L	1	10/2/2002
Bis(2-ethylhexyl)phthalate	ND	10		µg/L	1	10/2/2002
Butylbenzylphthalate	ND	10		µg/L	1	10/2/2002
Chrysene	ND	10		µg/L	1	10/2/2002
Di-n-butylphthalate	ND	10		µg/L	1	10/2/2002
Di-n-octylphthalate	ND	10		µg/L	1	10/2/2002
Dibenz(a,h)anthracene	ND	10		µg/L	1	10/2/2002
Dibenzofuran	ND	10		µg/L	1	10/2/2002
Diethylphthalate	ND	10		µg/L	1	10/2/2002
Dimethylphthalate	ND	10		µg/L	1	10/2/2002
Fluoranthene	ND	10		µg/L	1	10/2/2002
Fluorene	ND	10		µg/L	1	10/2/2002
Hexachlorobenzene	ND	10		µg/L	1	10/2/2002
Hexachlorobutadiene	ND	20		µg/L	1	10/2/2002
Hexachlorocyclopentadiene	ND	10		µg/L	1	10/2/2002
Hexachloroethane	ND	10		µg/L	1	10/2/2002
Indeno(1,2,3-cd)pyrene	ND	10		µg/L	1	10/2/2002
Isophorone	ND	10		µg/L	1	10/2/2002
N-Nitrosodi-n-propylamine	ND	10		µg/L	1	10/2/2002
N-Nitrosodiphenylamine	ND	10		µg/L	1	10/2/2002
Naphthalene	ND	10		µg/L	1	10/2/2002
Nitrobenzene	ND	10		µg/L	1	10/2/2002
Pentachlorophenol	ND	50		µg/L	1	10/2/2002
Phenanthrene	ND	10		µg/L	1	10/2/2002
Phenol	ND	10		µg/L	1	10/2/2002
Pyrene	ND	10		µg/L	1	10/2/2002
2-Methylphenol	ND	10		µg/L	1	10/2/2002
4-Methylphenol	ND	10		µg/L	1	10/2/2002

Qualifiers:
ND - Not Detected at the Reporting Limit
J - Analyte detected below quantitation limits
B - Analyte detected in the associated Method Blank
DO - Surrogate Diluted Out
S - Spike/Surrogate outside of limits due to matrix interfere
H - Sample exceeded analytical holding time
E - Value above quantitation range
Results are wet unless otherwise specified

Advanced Technology Laboratories
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Advanced Technology Laboratories

Date: *07-Oct-02*

CLIENT:	Geocon Environmental	**Client Sample ID:**	CACW2
Lab Order:	059137		
Project:	County Administration Bldg, 0971-06-01	**Collection Date:**	10/1/2002 9:48:00 AM
Lab ID:	059137-002D	**Matrix:**	WATER

Analyses	Result	Limit	Qual	Units	DF	Date Analyzed
HYDROCARBON CHAIN IDENTIFICATION						
(EPA 3510C)				**EPA 8015B**		
RunID: GC7_021002A	QC Batch: 10881					Analyst: **IG**
T/R Hydrocarbons: >C32	ND	0.20		mg/L	1	10/2/2002
T/R Hydrocarbons: C10-C12	ND	0.20		mg/L	1	10/2/2002
T/R Hydrocarbons: C13-C15	ND	0.20		mg/L	1	10/2/2002
T/R Hydrocarbons: C16-C22	ND	0.20		mg/L	1	10/2/2002
T/R Hydrocarbons: C23-C32	ND	0.20		mg/L	1	10/2/2002

Qualifiers:

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S - Spike/Surrogate outside of limits due to matrix interfere
H - Sample exceeded analytical holding time
E - Value above quantitation range
Results are wet unless otherwise specified

Advanced Technology Laboratories
3275 Walnut Avenue Signal Hill, CA 90807 Tel: 562 989-4045 Fax: 562 989-4040

Advanced Technology Laboratories

Date: *07-Oct-02*

CLIENT:	Geocon Environmental	**Client Sample ID:**	CACW2
Lab Order:	059137		
Project:	County Administration Bldg, 0971-06-01	**Collection Date:**	10/1/2002 9:44:00 AM
Lab ID:	059137-002E	**Matrix:**	WATER

Analyses	Result	Limit	Qual	Units	DF	Date Analyzed
ICP METALS						
	(EPA 3010A)			**EPA 6010B**		
RunID: ICP2_021003C	QC Batch: 10879					Analyst: **RQ**
Antimony	ND	0.0050		mg/L	1	10/3/2002
Arsenic	0.010	0.0050		mg/L	1	10/3/2002
Barium	0.22	0.0030		mg/L	1	10/3/2002
Beryllium	ND	0.0030		mg/L	1	10/3/2002
Cadmium	ND	0.0030		mg/L	1	10/3/2002
Chromium	0.020	0.0030		mg/L	1	10/3/2002
Cobalt	0.0079	0.0030		mg/L	1	10/3/2002
Copper	0.0089	0.0030		mg/L	1	10/3/2002
Lead	ND	0.0050		mg/L	1	10/3/2002
Molybdenum	0.0098	0.0050		mg/L	1	10/3/2002
Nickel	0.0064	0.0030		mg/L	1	10/3/2002
Selenium	ND	0.0050		mg/L	1	10/3/2002
Silver	ND	0.0030		mg/L	1	10/3/2002
Thallium	ND	0.0050		mg/L	1	10/3/2002
Vanadium	0.040	0.0030		mg/L	1	10/3/2002
Zinc	0.030	0.010		mg/L	1	10/3/2002
MERCURY BY COLD VAPOR TECHNIQUE						
	(EPA 7470)			**EPA 7470A**		
RunID: AA1_021004C	QC Batch: 10876					Analyst: **NS**
Mercury	ND	0.20		µg/L	1	10/4/2002

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S - Spike/Surrogate outside of limits due to matrix interfere
H - Sample exceeded analytical holding time
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Advanced Technology Laboratories

Date: *07-Oct-02*

CLIENT:	Geocon Environmental	**Client Sample ID:**	CACW2
Lab Order:	059137		
Project:	County Administration Bldg, 0971-06-01	**Collection Date:**	10/1/2002 9:45:00 AM
Lab ID:	059137-002F	**Matrix:**	WATER

Analyses	Result	Limit	Qual	Units	DF	Date Analyzed
PH						
				EPA 150.1		
RunID: PH1_021002A QC Batch: R21624						Analyst: **TT**
pH	7.37	0.10		pH Units	1	10/2/2002
TOTAL FILTERABLE RESIDUE IN WATER						
				EPA 160.1		
RunID: WETCHEM_021004B QC Batch: R21699						Analyst: **MFP**
Total Dissolved Solids (Residue, Filterable)	1700	10		mg/L	1	10/4/2002

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Date: *07-Oct-02*

CLIENT:	Geocon Environmental	**Client Sample ID:**	CACW3
Lab Order:	059137		
Project:	County Administration Bldg, 0971-06-01	**Collection Date:**	10/1/2002 10:33:00 AM
Lab ID:	059137-003A	**Matrix:**	WATER

VOLATILE ORGANIC COMPOUNDS BY GC/MS

EPA 8260B

RunID: MS2_021002A QC Batch: Q02VW218 Analyst: **GG**

Analyses	Result	Limit	Qual	Units	DF	Date Analyzed
1,1,1,2-Tetrachloroethane	ND	5.0		µg/L	1	10/3/2002
1,1,1-Trichloroethane	ND	5.0		µg/L	1	10/3/2002
1,1,2,2-Tetrachloroethane	ND	5.0		µg/L	1	10/3/2002
1,1,2-Trichloroethane	ND	5.0		µg/L	1	10/3/2002
1,1-Dichloroethane	ND	5.0		µg/L	1	10/3/2002
1,1-Dichloroethene	ND	5.0		µg/L	1	10/3/2002
1,1-Dichloropropene	ND	5.0		µg/L	1	10/3/2002
1,2,3-Trichlorobenzene	ND	5.0		µg/L	1	10/3/2002
1,2,3-Trichloropropane	ND	5.0		µg/L	1	10/3/2002
1,2,4-Trichlorobenzene	ND	5.0		µg/L	1	10/3/2002
1,2,4-Trimethylbenzene	ND	5.0		µg/L	1	10/3/2002
1,2-Dibromo-3-chloropropane	ND	5.0		µg/L	1	10/3/2002
1,2-Dibromoethane	ND	5.0		µg/L	1	10/3/2002
1,2-Dichlorobenzene	ND	5.0		µg/L	1	10/3/2002
1,2-Dichloroethane	ND	5.0		µg/L	1	10/3/2002
1,2-Dichloropropane	ND	5.0		µg/L	1	10/3/2002
1,3,5-Trimethylbenzene	ND	5.0		µg/L	1	10/3/2002
1,3-Dichlorobenzene	ND	5.0		µg/L	1	10/3/2002
1,3-Dichloropropane	ND	5.0		µg/L	1	10/3/2002
1,4-Dichlorobenzene	ND	5.0		µg/L	1	10/3/2002
2,2-Dichloropropane	ND	5.0		µg/L	1	10/3/2002
2-Chlorotoluene	ND	5.0		µg/L	1	10/3/2002
4-Chlorotoluene	ND	5.0		µg/L	1	10/3/2002
4-Isopropyltoluene	ND	5.0		µg/L	1	10/3/2002
Benzene	ND	5.0		µg/L	1	10/3/2002
Bromobenzene	ND	5.0		µg/L	1	10/3/2002
Bromodichloromethane	ND	5.0		µg/L	1	10/3/2002
Bromoform	ND	5.0		µg/L	1	10/3/2002
Bromomethane	ND	5.0		µg/L	1	10/3/2002
Carbon tetrachloride	ND	5.0		µg/L	1	10/3/2002
Chlorobenzene	ND	5.0		µg/L	1	10/3/2002
Chloroethane	ND	5.0		µg/L	1	10/3/2002
Chloroform	ND	5.0		µg/L	1	10/3/2002
Chloromethane	ND	5.0		µg/L	1	10/3/2002
cis-1,2-Dichloroethene	ND	5.0		µg/L	1	10/3/2002
Dibromochloromethane	ND	5.0		µg/L	1	10/3/2002
Dibromomethane	ND	5.0		µg/L	1	10/3/2002

Qualifiers:

ND - Not Detected at the Reporting Limit
J - Analyte detected below quantitation limits
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Advanced Technology Laboratories

Date: *07-Oct-02*

CLIENT:	Geocon Environmental	**Client Sample ID:**	CACW3
Lab Order:	059137		
Project:	County Administration Bldg, 0971-06-01	**Collection Date:**	10/1/2002 10:33:00 AM
Lab ID:	059137-003A	**Matrix:**	WATER

Analyses	Result	Limit	Qual	Units	DF	Date Analyzed
VOLATILE ORGANIC COMPOUNDS BY GC/MS						
				EPA 8260B		
RunID: MS2_021002A	QC Batch: Q02VW218					Analyst: **GG**
Dichlorodifluoromethane	ND	5.0		µg/L	1	10/3/2002
Ethylbenzene	ND	5.0		µg/L	1	10/3/2002
Hexachlorobutadiene	ND	5.0		µg/L	1	10/3/2002
Isopropylbenzene	ND	5.0		µg/L	1	10/3/2002
m,p-Xylene	ND	5.0		µg/L	1	10/3/2002
Methylene chloride	ND	5.0		µg/L	1	10/3/2002
n-Butylbenzene	ND	5.0		µg/L	1	10/3/2002
n-Propylbenzene	ND	5.0		µg/L	1	10/3/2002
Naphthalene	ND	5.0		µg/L	1	10/3/2002
o-Xylene	ND	5.0		µg/L	1	10/3/2002
sec-Butylbenzene	ND	5.0		µg/L	1	10/3/2002
Styrene	ND	5.0		µg/L	1	10/3/2002
tert-Butylbenzene	ND	5.0		µg/L	1	10/3/2002
Tetrachloroethene	ND	5.0		µg/L	1	10/3/2002
Toluene	ND	5.0		µg/L	1	10/3/2002
trans-1,2-Dichloroethene	ND	5.0		µg/L	1	10/3/2002
Trichloroethene	ND	5.0		µg/L	1	10/3/2002
Trichlorofluoromethane	ND	5.0		µg/L	1	10/3/2002
Vinyl chloride	ND	5.0		µg/L	1	10/3/2002

Qualifiers:

ND - Not Detected at the Reporting Limit
J - Analyte detected below quantitation limits
B - Analyte detected in the associated Method Blank
DO - Surrogate Diluted Out
S - Spike/Surrogate outside of limits due to matrix interfere
H - Sample exceeded analytical holding time
E - Value above quantitation range
Results are wet unless otherwise specified

Advanced Technology Laboratories
3275 Walnut Avenue Signal Hill, CA 90807 Tel: 562 989-4045 Fax: 562 989-4040

Advanced Technology Laboratories

Date: *07-Oct-02*

CLIENT:	Geocon Environmental	**Client Sample ID:**	CACW3
Lab Order:	059137		
Project:	County Administration Bldg, 0971-06-01	**Collection Date:**	10/1/2002 10:33:00 AM
Lab ID:	059137-003B	**Matrix:**	WATER

Analyses	Result	Limit	Qual	Units	DF	Date Analyzed
HYDROCARBON CHAIN IDENTIFICATION						
				EPA 8015B		
RunID: GC6_021003A	QC Batch: I02VW148					Analyst: **JPC**
T/R Hydrocarbons: C5-C12	ND	0.20		mg/L	1	10/3/2002

Qualifiers:

ND - Not Detected at the Reporting Limit
J - Analyte detected below quantitation limits
B - Analyte detected in the associated Method Blank
DO - Surrogate Diluted Out
S - Spike/Surrogate outside of limits due to matrix interfere
H - Sample exceeded analytical holding time
E - Value above quantitation range
Results are wet unless otherwise specified

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Advanced Technology Laboratories

Date: *07-Oct-02*

CLIENT:	Geocon Environmental	**Client Sample ID:**	CACW3
Lab Order:	059137		
Project:	County Administration Bldg, 0971-06-01	**Collection Date:**	10/1/2002 10:35:00 AM
Lab ID:	059137-003C	**Matrix:**	WATER

SEMIVOLATILE ORGANIC COMPOUNDS BY GC/MS
(EPA 3510C) **EPA 8270C**

RunID: MS6_021002A QC Batch: 10880 Analyst: **IG**

Analyses	Result	Limit	Qual	Units	DF	Date Analyzed
1,2,4-Trichlorobenzene	ND	10		µg/L	1	10/2/2002
1,2-Dichlorobenzene	ND	10		µg/L	1	10/2/2002
1,3-Dichlorobenzene	ND	10		µg/L	1	10/2/2002
1,4-Dichlorobenzene	ND	10		µg/L	1	10/2/2002
2,4,5-Trichlorophenol	ND	10		µg/L	1	10/2/2002
2,4,6-Trichlorophenol	ND	10		µg/L	1	10/2/2002
2,4-Dichlorophenol	ND	10		µg/L	1	10/2/2002
2,4-Dimethylphenol	ND	10		µg/L	1	10/2/2002
2,4-Dinitrophenol	ND	50		µg/L	1	10/2/2002
2,4-Dinitrotoluene	ND	10		µg/L	1	10/2/2002
2,6-Dinitrotoluene	ND	10		µg/L	1	10/2/2002
2-Chloronaphthalene	ND	10		µg/L	1	10/2/2002
2-Chlorophenol	ND	10		µg/L	1	10/2/2002
2-Methylnaphthalene	ND	10		µg/L	1	10/2/2002
2-Nitroaniline	ND	50		µg/L	1	10/2/2002
2-Nitrophenol	ND	10		µg/L	1	10/2/2002
3,3'-Dichlorobenzidine	ND	20		µg/L	1	10/2/2002
3-Nitroaniline	ND	50		µg/L	1	10/2/2002
4,6-Dinitro-2-methylphenol	ND	50		µg/L	1	10/2/2002
4-Bromophenyl-phenylether	ND	10		µg/L	1	10/2/2002
4-Chloro-3-methylphenol	ND	50		µg/L	1	10/2/2002
4-Chloroaniline	ND	20		µg/L	1	10/2/2002
4-Chlorophenyl-phenylether	ND	10		µg/L	1	10/2/2002
4-Nitroaniline	ND	20		µg/L	1	10/2/2002
4-Nitrophenol	ND	50		µg/L	1	10/2/2002
Acenaphthene	ND	10		µg/L	1	10/2/2002
Acenaphthylene	ND	10		µg/L	1	10/2/2002
Anthracene	ND	10		µg/L	1	10/2/2002
Benzidine (M)	ND	50		µg/L	1	10/2/2002
Benzo(a)anthracene	ND	10		µg/L	1	10/2/2002
Benzo(a)pyrene	ND	10		µg/L	1	10/2/2002
Benzo(b)fluoranthene	ND	10		µg/L	1	10/2/2002
Benzo(g,h,i)perylene	ND	10		µg/L	1	10/2/2002
Benzo(k)fluoranthene	ND	10		µg/L	1	10/2/2002
Benzoic acid	ND	50		µg/L	1	10/2/2002
Benzyl alcohol	ND	20		µg/L	1	10/2/2002
Bis(2-chloroethoxy)methane	ND	10		µg/L	1	10/2/2002

Qualifiers:
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Advanced Technology Laboratories

Date: *07-Oct-02*

CLIENT:	Geocon Environmental	**Client Sample ID:**	CACW3
Lab Order:	059137		
Project:	County Administration Bldg, 0971-06-01	**Collection Date:**	10/1/2002 10:35:00 AM
Lab ID:	059137-003C	**Matrix:**	WATER

SEMIVOLATILE ORGANIC COMPOUNDS BY GC/MS
(EPA 3510C) **EPA 8270C**

RunID: MS6_021002A QC Batch: 10880 Analyst: **IG**

Analyses	Result	Limit	Qual	Units	DF	Date Analyzed
Bis(2-chloroethyl)ether	ND	10		µg/L	1	10/2/2002
Bis(2-chloroisopropyl)ether	ND	10		µg/L	1	10/2/2002
Bis(2-ethylhexyl)phthalate	ND	10		µg/L	1	10/2/2002
Butylbenzylphthalate	ND	10		µg/L	1	10/2/2002
Chrysene	ND	10		µg/L	1	10/2/2002
Di-n-butylphthalate	ND	10		µg/L	1	10/2/2002
Di-n-octylphthalate	ND	10		µg/L	1	10/2/2002
Dibenz(a,h)anthracene	ND	10		µg/L	1	10/2/2002
Dibenzofuran	ND	10		µg/L	1	10/2/2002
Diethylphthalate	ND	10		µg/L	1	10/2/2002
Dimethylphthalate	ND	10		µg/L	1	10/2/2002
Fluoranthene	ND	10		µg/L	1	10/2/2002
Fluorene	ND	10		µg/L	1	10/2/2002
Hexachlorobenzene	ND	10		µg/L	1	10/2/2002
Hexachlorobutadiene	ND	20		µg/L	1	10/2/2002
Hexachlorocyclopentadiene	ND	10		µg/L	1	10/2/2002
Hexachloroethane	ND	10		µg/L	1	10/2/2002
Indeno(1,2,3-cd)pyrene	ND	10		µg/L	1	10/2/2002
Isophorone	ND	10		µg/L	1	10/2/2002
N-Nitrosodi-n-propylamine	ND	10		µg/L	1	10/2/2002
N-Nitrosodiphenylamine	ND	10		µg/L	1	10/2/2002
Naphthalene	ND	10		µg/L	1	10/2/2002
Nitrobenzene	ND	10		µg/L	1	10/2/2002
Pentachlorophenol	ND	50		µg/L	1	10/2/2002
Phenanthrene	ND	10		µg/L	1	10/2/2002
Phenol	ND	10		µg/L	1	10/2/2002
Pyrene	ND	10		µg/L	1	10/2/2002
2-Methylphenol	ND	10		µg/L	1	10/2/2002
4-Methylphenol	ND	10		µg/L	1	10/2/2002

Qualifiers:
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J - Analyte detected below quantitation limits
B - Analyte detected in the associated Method Blank
DO - Surrogate Diluted Out
S - Spike/Surrogate outside of limits due to matrix interfere
H - Sample exceeded analytical holding time
E - Value above quantitation range
Results are wet unless otherwise specified

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Advanced Technology Laboratories

Date: *07-Oct-02*

CLIENT:	Geocon Environmental	**Client Sample ID:**	CACW3
Lab Order:	059137		
Project:	County Administration Bldg, 0971-06-01	**Collection Date:**	10/1/2002 10:35:00 AM
Lab ID:	059137-003D	**Matrix:**	WATER

Analyses	Result	Limit	Qual	Units	DF	Date Analyzed
HYDROCARBON CHAIN IDENTIFICATION (EPA 3510C)				**EPA 8015B**		
RunID: GC7_021002A	QC Batch: 10881					Analyst: **IG**
T/R Hydrocarbons: >C32	ND	0.20		mg/L	1	10/2/2002
T/R Hydrocarbons: C10-C12	ND	0.20		mg/L	1	10/2/2002
T/R Hydrocarbons: C13-C15	ND	0.20		mg/L	1	10/2/2002
T/R Hydrocarbons: C16-C22	ND	0.20		mg/L	1	10/2/2002
T/R Hydrocarbons: C23-C32	ND	0.20		mg/L	1	10/2/2002

Qualifiers:

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S - Spike/Surrogate outside of limits due to matrix interfere
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Advanced Technology Laboratories
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Advanced Technology Laboratories

Date: *07-Oct-02*

CLIENT:	Geocon Environmental	**Client Sample ID:**	CACW3
Lab Order:	059137		
Project:	County Administration Bldg, 0971-06-01	**Collection Date:**	10/1/2002 10:37:00 AM
Lab ID:	059137-003E	**Matrix:**	WATER

Analyses	Result	Limit	Qual	Units	DF	Date Analyzed
ICP METALS						
	(EPA 3010A)			**EPA 6010B**		
RunID: ICP2_021003C	QC Batch: 10879					Analyst: **RQ**
Antimony	0.0085	0.0050		mg/L	1	10/3/2002
Arsenic	0.050	0.0050		mg/L	1	10/3/2002
Barium	0.28	0.0030		mg/L	1	10/3/2002
Beryllium	ND	0.0030		mg/L	1	10/3/2002
Cadmium	ND	0.0030		mg/L	1	10/3/2002
Chromium	0.030	0.0030		mg/L	1	10/3/2002
Cobalt	0.010	0.0030		mg/L	1	10/3/2002
Copper	0.29	0.0030		mg/L	1	10/3/2002
Lead	0.37	0.0050		mg/L	1	10/3/2002
Molybdenum	ND	0.0050		mg/L	1	10/3/2002
Nickel	0.010	0.0030		mg/L	1	10/3/2002
Selenium	ND	0.0050		mg/L	1	10/3/2002
Silver	ND	0.0030		mg/L	1	10/3/2002
Thallium	ND	0.0050		mg/L	1	10/3/2002
Vanadium	0.070	0.0030		mg/L	1	10/3/2002
Zinc	0.41	0.010		mg/L	1	10/3/2002
MERCURY BY COLD VAPOR TECHNIQUE						
	(EPA 7470)			**EPA 7470A**		
RunID: AA1_021004C	QC Batch: 10876					Analyst: **NS**
Mercury	0.25	0.20		µg/L	1	10/4/2002

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Advanced Technology Laboratories

Date: *07-Oct-02*

CLIENT:	Geocon Environmental	**Client Sample ID:**	CACW3
Lab Order:	059137		
Project:	County Administration Bldg, 0971-06-01	**Collection Date:**	10/1/2002 10:39:00 AM
Lab ID:	059137-003F	**Matrix:**	WATER

Analyses	Result	Limit	Qual	Units	DF	Date Analyzed
PH						
				EPA 150.1		
RunID: PH1_021002A	QC Batch: R21624					Analyst: **TT**
pH	7.56	0.10		pH Units	1	10/2/2002
TOTAL FILTERABLE RESIDUE IN WATER						
				EPA 160.1		
RunID: WETCHEM_021004B	QC Batch: R21699					Analyst: **MFP**
Total Dissolved Solids (Residue, Filterable)	540	10		mg/L	1	10/4/2002

Qualifiers:	ND - Not Detected at the Reporting Limit	S - Spike/Surrogate outside of limits due to matrix interfere
	J - Analyte detected below quantitation limits	H - Sample exceeded analytical holding time
	B - Analyte detected in the associated Method Blank	E - Value above quantitation range
	DO - Surrogate Diluted Out	Results are wet unless otherwise specified

Advanced Technology Laboratories

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Advanced Technology Laboratories

Date: *07-Oct-02*

CLIENT:	Geocon Environmental	**Client Sample ID:**	CACW4
Lab Order:	059137		
Project:	County Administration Bldg, 0971-06-01	**Collection Date:**	10/1/2002 11:20:00 AM
Lab ID:	059137-004A	**Matrix:**	WATER

VOLATILE ORGANIC COMPOUNDS BY GC/MS

EPA 8260B

RunID: MS2_021002A QC Batch: Q02VW218 Analyst: **GG**

Analyses	Result	Limit	Qual	Units	DF	Date Analyzed
1,1,1,2-Tetrachloroethane	ND	5.0		µg/L	1	10/3/2002
1,1,1-Trichloroethane	ND	5.0		µg/L	1	10/3/2002
1,1,2,2-Tetrachloroethane	ND	5.0		µg/L	1	10/3/2002
1,1,2-Trichloroethane	ND	5.0		µg/L	1	10/3/2002
1,1-Dichloroethane	ND	5.0		µg/L	1	10/3/2002
1,1-Dichloroethene	ND	5.0		µg/L	1	10/3/2002
1,1-Dichloropropene	ND	5.0		µg/L	1	10/3/2002
1,2,3-Trichlorobenzene	ND	5.0		µg/L	1	10/3/2002
1,2,3-Trichloropropane	ND	5.0		µg/L	1	10/3/2002
1,2,4-Trichlorobenzene	ND	5.0		µg/L	1	10/3/2002
1,2,4-Trimethylbenzene	ND	5.0		µg/L	1	10/3/2002
1,2-Dibromo-3-chloropropane	ND	5.0		µg/L	1	10/3/2002
1,2-Dibromoethane	ND	5.0		µg/L	1	10/3/2002
1,2-Dichlorobenzene	ND	5.0		µg/L	1	10/3/2002
1,2-Dichloroethane	ND	5.0		µg/L	1	10/3/2002
1,2-Dichloropropane	ND	5.0		µg/L	1	10/3/2002
1,3,5-Trimethylbenzene	ND	5.0		µg/L	1	10/3/2002
1,3-Dichlorobenzene	ND	5.0		µg/L	1	10/3/2002
1,3-Dichloropropane	ND	5.0		µg/L	1	10/3/2002
1,4-Dichlorobenzene	ND	5.0		µg/L	1	10/3/2002
2,2-Dichloropropane	ND	5.0		µg/L	1	10/3/2002
2-Chlorotoluene	ND	5.0		µg/L	1	10/3/2002
4-Chlorotoluene	ND	5.0		µg/L	1	10/3/2002
4-Isopropyltoluene	ND	5.0		µg/L	1	10/3/2002
Benzene	ND	5.0		µg/L	1	10/3/2002
Bromobenzene	ND	5.0		µg/L	1	10/3/2002
Bromodichloromethane	ND	5.0		µg/L	1	10/3/2002
Bromoform	ND	5.0		µg/L	1	10/3/2002
Bromomethane	ND	5.0		µg/L	1	10/3/2002
Carbon tetrachloride	ND	5.0		µg/L	1	10/3/2002
Chlorobenzene	ND	5.0		µg/L	1	10/3/2002
Chloroethane	ND	5.0		µg/L	1	10/3/2002
Chloroform	ND	5.0		µg/L	1	10/3/2002
Chloromethane	ND	5.0		µg/L	1	10/3/2002
cis-1,2-Dichloroethene	ND	5.0		µg/L	1	10/3/2002
Dibromochloromethane	ND	5.0		µg/L	1	10/3/2002
Dibromomethane	ND	5.0		µg/L	1	10/3/2002

Qualifiers:

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Results are wet unless otherwise specified

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Advanced Technology Laboratories

Date: *07-Oct-02*

CLIENT:	Geocon Environmental	**Client Sample ID:**	CACW4
Lab Order:	059137		
Project:	County Administration Bldg, 0971-06-01	**Collection Date:**	10/1/2002 11:20:00 AM
Lab ID:	059137-004A	**Matrix:**	WATER

Analyses	Result	Limit	Qual	Units	DF	Date Analyzed
VOLATILE ORGANIC COMPOUNDS BY GC/MS						
			EPA 8260B			
RunID: MS2_021002A	QC Batch: Q02VW218					Analyst: **GG**
Dichlorodifluoromethane	ND	5.0		µg/L	1	10/3/2002
Ethylbenzene	ND	5.0		µg/L	1	10/3/2002
Hexachlorobutadiene	ND	5.0		µg/L	1	10/3/2002
Isopropylbenzene	ND	5.0		µg/L	1	10/3/2002
m,p-Xylene	ND	5.0		µg/L	1	10/3/2002
Methylene chloride	ND	5.0		µg/L	1	10/3/2002
n-Butylbenzene	ND	5.0		µg/L	1	10/3/2002
n-Propylbenzene	ND	5.0		µg/L	1	10/3/2002
Naphthalene	ND	5.0		µg/L	1	10/3/2002
o-Xylene	ND	5.0		µg/L	1	10/3/2002
sec-Butylbenzene	ND	5.0		µg/L	1	10/3/2002
Styrene	ND	5.0		µg/L	1	10/3/2002
tert-Butylbenzene	ND	5.0		µg/L	1	10/3/2002
Tetrachloroethene	ND	5.0		µg/L	1	10/3/2002
Toluene	ND	5.0		µg/L	1	10/3/2002
trans-1,2-Dichloroethene	ND	5.0		µg/L	1	10/3/2002
Trichloroethene	ND	5.0		µg/L	1	10/3/2002
Trichlorofluoromethane	ND	5.0		µg/L	1	10/3/2002
Vinyl chloride	ND	5.0		µg/L	1	10/3/2002

Qualifiers:

ND - Not Detected at the Reporting Limit
J - Analyte detected below quantitation limits
B - Analyte detected in the associated Method Blank
DO - Surrogate Diluted Out
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E - Value above quantitation range
Results are wet unless otherwise specified

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Advanced Technology Laboratories

Date: *07-Oct-02*

CLIENT:	Geocon Environmental	**Client Sample ID:**	CACW4
Lab Order:	059137		
Project:	County Administration Bldg, 0971-06-01	**Collection Date:**	10/1/2002 11:20:00 AM
Lab ID:	059137-004B	**Matrix:**	WATER

Analyses	Result	Limit	Qual	Units	DF	Date Analyzed
HYDROCARBON CHAIN IDENTIFICATION						
				EPA 8015B		
RunID: GC6_021003A	QC Batch: I02VW148					Analyst: **JPC**
T/R Hydrocarbons: C5-C12	ND	0.20		mg/L	1	10/3/2002

Qualifiers:

ND - Not Detected at the Reporting Limit
J - Analyte detected below quantitation limits
B - Analyte detected in the associated Method Blank
DO - Surrogate Diluted Out
S - Spike/Surrogate outside of limits due to matrix interfere
H - Sample exceeded analytical holding time
E - Value above quantitation range
Results are wet unless otherwise specified

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Advanced Technology Laboratories

Date: *07-Oct-02*

CLIENT:	Geocon Environmental	**Client Sample ID:**	CACW4
Lab Order:	059137		
Project:	County Administration Bldg, 0971-06-01	**Collection Date:**	10/1/2002 11:21:00 AM
Lab ID:	059137-004C	**Matrix:**	WATER

SEMIVOLATILE ORGANIC COMPOUNDS BY GC/MS

(EPA 3510C) **EPA 8270C**

RunID: MS6_021002A QC Batch: 10880 Analyst: **IG**

Analyses	Result	Limit	Qual	Units	DF	Date Analyzed
1,2,4-Trichlorobenzene	ND	10		µg/L	1	10/2/2002
1,2-Dichlorobenzene	ND	10		µg/L	1	10/2/2002
1,3-Dichlorobenzene	ND	10		µg/L	1	10/2/2002
1,4-Dichlorobenzene	ND	10		µg/L	1	10/2/2002
2,4,5-Trichlorophenol	ND	10		µg/L	1	10/2/2002
2,4,6-Trichlorophenol	ND	10		µg/L	1	10/2/2002
2,4-Dichlorophenol	ND	10		µg/L	1	10/2/2002
2,4-Dimethylphenol	ND	10		µg/L	1	10/2/2002
2,4-Dinitrophenol	ND	50		µg/L	1	10/2/2002
2,4-Dinitrotoluene	ND	10		µg/L	1	10/2/2002
2,6-Dinitrotoluene	ND	10		µg/L	1	10/2/2002
2-Chloronaphthalene	ND	10		µg/L	1	10/2/2002
2-Chlorophenol	ND	10		µg/L	1	10/2/2002
2-Methylnaphthalene	ND	10		µg/L	1	10/2/2002
2-Nitroaniline	ND	50		µg/L	1	10/2/2002
2-Nitrophenol	ND	10		µg/L	1	10/2/2002
3,3´-Dichlorobenzidine	ND	20		µg/L	1	10/2/2002
3-Nitroaniline	ND	50		µg/L	1	10/2/2002
4,6-Dinitro-2-methylphenol	ND	50		µg/L	1	10/2/2002
4-Bromophenyl-phenylether	ND	10		µg/L	1	10/2/2002
4-Chloro-3-methylphenol	ND	50		µg/L	1	10/2/2002
4-Chloroaniline	ND	20		µg/L	1	10/2/2002
4-Chlorophenyl-phenylether	ND	10		µg/L	1	10/2/2002
4-Nitroaniline	ND	20		µg/L	1	10/2/2002
4-Nitrophenol	ND	50		µg/L	1	10/2/2002
Acenaphthene	ND	10		µg/L	1	10/2/2002
Acenaphthylene	ND	10		µg/L	1	10/2/2002
Anthracene	ND	10		µg/L	1	10/2/2002
Benzidine (M)	ND	50		µg/L	1	10/2/2002
Benzo(a)anthracene	ND	10		µg/L	1	10/2/2002
Benzo(a)pyrene	ND	10		µg/L	1	10/2/2002
Benzo(b)fluoranthene	ND	10		µg/L	1	10/2/2002
Benzo(g,h,i)perylene	ND	10		µg/L	1	10/2/2002
Benzo(k)fluoranthene	ND	10		µg/L	1	10/2/2002
Benzoic acid	ND	50		µg/L	1	10/2/2002
Benzyl alcohol	ND	20		µg/L	1	10/2/2002
Bis(2-chloroethoxy)methane	ND	10		µg/L	1	10/2/2002

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Advanced Technology Laboratories
3275 Walnut Avenue Signal Hill, CA 90807 Tel: 562 989-4045 Fax: 562 989-4040

Advanced Technology Laboratories

Date: *07-Oct-02*

CLIENT:	Geocon Environmental	**Client Sample ID:**	CACW4
Lab Order:	059137		
Project:	County Administration Bldg, 0971-06-01	**Collection Date:**	10/1/2002 11:21:00 AM
Lab ID:	059137-004C	**Matrix:**	WATER

SEMIVOLATILE ORGANIC COMPOUNDS BY GC/MS (EPA 3510C) **EPA 8270C**

RunID: MS6_021002A QC Batch: 10880 Analyst: **IG**

Analyses	Result	Limit	Qual	Units	DF	Date Analyzed
Bis(2-chloroethyl)ether	ND	10		µg/L	1	10/2/2002
Bis(2-chloroisopropyl)ether	ND	10		µg/L	1	10/2/2002
Bis(2-ethylhexyl)phthalate	ND	10		µg/L	1	10/2/2002
Butylbenzylphthalate	ND	10		µg/L	1	10/2/2002
Chrysene	ND	10		µg/L	1	10/2/2002
Di-n-butylphthalate	ND	10		µg/L	1	10/2/2002
Di-n-octylphthalate	ND	10		µg/L	1	10/2/2002
Dibenz(a,h)anthracene	ND	10		µg/L	1	10/2/2002
Dibenzofuran	ND	10		µg/L	1	10/2/2002
Diethylphthalate	ND	10		µg/L	1	10/2/2002
Dimethylphthalate	ND	10		µg/L	1	10/2/2002
Fluoranthene	ND	10		µg/L	1	10/2/2002
Fluorene	ND	10		µg/L	1	10/2/2002
Hexachlorobenzene	ND	10		µg/L	1	10/2/2002
Hexachlorobutadiene	ND	20		µg/L	1	10/2/2002
Hexachlorocyclopentadiene	ND	10		µg/L	1	10/2/2002
Hexachloroethane	ND	10		µg/L	1	10/2/2002
Indeno(1,2,3-cd)pyrene	ND	10		µg/L	1	10/2/2002
Isophorone	ND	10		µg/L	1	10/2/2002
N-Nitrosodi-n-propylamine	ND	10		µg/L	1	10/2/2002
N-Nitrosodiphenylamine	ND	10		µg/L	1	10/2/2002
Naphthalene	ND	10		µg/L	1	10/2/2002
Nitrobenzene	ND	10		µg/L	1	10/2/2002
Pentachlorophenol	ND	50		µg/L	1	10/2/2002
Phenanthrene	ND	10		µg/L	1	10/2/2002
Phenol	ND	10		µg/L	1	10/2/2002
Pyrene	ND	10		µg/L	1	10/2/2002
2-Methylphenol	ND	10		µg/L	1	10/2/2002
4-Methylphenol	ND	10		µg/L	1	10/2/2002

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Advanced Technology Laboratories

Date: *07-Oct-02*

CLIENT:	Geocon Environmental	**Client Sample ID:**	CACW4
Lab Order:	059137		
Project:	County Administration Bldg, 0971-06-01	**Collection Date:**	10/1/2002 11:21:00 AM
Lab ID:	059137-004D	**Matrix:**	WATER

Analyses	Result	Limit	Qual	Units	DF	Date Analyzed
HYDROCARBON CHAIN IDENTIFICATION (EPA 3510C) EPA 8015B						
RunID: GC7_021002A QC Batch: 10881						Analyst: **IG**
T/R Hydrocarbons: >C32	ND	0.20		mg/L	1	10/2/2002
T/R Hydrocarbons: C10-C12	0.33	0.20		mg/L	1	10/2/2002
T/R Hydrocarbons: C13-C15	0.92	0.20		mg/L	1	10/2/2002
T/R Hydrocarbons: C16-C22	1.6	0.20		mg/L	1	10/2/2002
T/R Hydrocarbons: C23-C32	0.51	0.20		mg/L	1	10/2/2002

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Advanced Technology Laboratories

Date: *07-Oct-02*

CLIENT:	Geocon Environmental	**Client Sample ID:**	CACW4
Lab Order:	059137		
Project:	County Administration Bldg, 0971-06-01	**Collection Date:**	10/1/2002 11:22:00 AM
Lab ID:	059137-004E	**Matrix:**	WATER

Analyses	Result	Limit	Qual	Units	DF	Date Analyzed
ICP METALS						
	(EPA 3010A)			**EPA 6010B**		
RunID: ICP2_021003C	QC Batch: 10879					Analyst: **RQ**
Antimony	0.010	0.0050		mg/L	1	10/3/2002
Arsenic	0.22	0.0050		mg/L	1	10/3/2002
Barium	1.7	0.0030		mg/L	1	10/3/2002
Beryllium	ND	0.0030		mg/L	1	10/3/2002
Cadmium	ND	0.0030		mg/L	1	10/3/2002
Chromium	0.40	0.0030		mg/L	1	10/3/2002
Cobalt	0.16	0.0030		mg/L	1	10/3/2002
Copper	0.26	0.0030		mg/L	1	10/3/2002
Lead	0.050	0.0050		mg/L	1	10/3/2002
Molybdenum	0.030	0.0050		mg/L	1	10/3/2002
Nickel	0.17	0.0030		mg/L	1	10/3/2002
Selenium	ND	0.0050		mg/L	1	10/3/2002
Silver	ND	0.0030		mg/L	1	10/3/2002
Thallium	0.040	0.0050		mg/L	1	10/3/2002
Vanadium	0.94	0.0030		mg/L	1	10/3/2002
Zinc	1.0	0.010		mg/L	1	10/3/2002
MERCURY BY COLD VAPOR TECHNIQUE						
	(EPA 7470)			**EPA 7470A**		
RunID: AA1_021004C	QC Batch: 10876					Analyst: **NS**
Mercury	ND	0.20		µg/L	1	10/4/2002

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Advanced Technology Laboratories

Date: *07-Oct-02*

CLIENT:	Geocon Environmental	**Client Sample ID:**	CACW4
Lab Order:	059137		
Project:	County Administration Bldg, 0971-06-01	**Collection Date:**	10/1/2002 11:23:00 AM
Lab ID:	059137-004F	**Matrix:**	WATER

Analyses	Result	Limit	Qual	Units	DF	Date Analyzed
PH						
				EPA 150.1		
RunID: PH1_021002A	QC Batch: R21624					Analyst: **TT**
pH	7.13	0.10		pH Units	1	10/2/2002
TOTAL FILTERABLE RESIDUE IN WATER						
				EPA 160.1		
RunID: WETCHEM_021004B	QC Batch: R21699					Analyst: **MFP**
Total Dissolved Solids (Residue, Filterable)	1700	10		mg/L	1	10/4/2002

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Advanced Technology Laboratories

Date: *07-Oct-02*

CLIENT: Geocon Environmental
Work Order: 059137
Project: County Administration Bldg, 0971-06-01

ANALYTICAL QC SUMMARY REPORT

TestCode: 160.1_W

Sample ID **MB-R21699** SampType: **MBLK** TestCode: **160.1_W** Units: **mg/L** Prep Date: Run ID: **WETCHEM_021004B**
Client ID: **ZZZZZ** Batch ID: **R21699** TestNo: **EPA 160.1** Analysis Date: **10/4/2002** SeqNo: **334284**

Analyte	Result	PQL	SPK value	SPK Ref Val	%REC	LowLimit	HighLimit	RPD Ref Val	%RPD	RPDLimit	Qual
Total Dissolved Solids (Residue, Filtera	ND	10									

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CLIENT: Geocon Environmental
Work Order: 059137
Project: County Administration Bldg, 0971-06-01

ANALYTICAL QC SUMMARY REPORT

TestCode: 6010_W

Sample ID **MB-10879** SampType: **MBLK** TestCode: **6010_W** Units: **mg/L** Prep Date: **10/2/2002** Run ID: **ICP2_021003C**
Client ID: **ZZZZZ** Batch ID: **10879** TestNo: **EPA 6010B** **(EPA 3010A)** Analysis Date: **10/3/2002** SeqNo: **333595**

Analyte	Result	PQL	SPK value	SPK Ref Val	%REC	LowLimit	HighLimit	RPD Ref Val	%RPD	RPDLimit	Qual
Antimony	ND	0.0050									
Arsenic	ND	0.0050									
Barium	ND	0.0030									
Beryllium	ND	0.0030									
Cadmium	ND	0.0030									
Chromium	ND	0.0030									
Cobalt	ND	0.0030									
Copper	ND	0.0030									
Lead	ND	0.0050									
Molybdenum	ND	0.0050									
Nickel	ND	0.0030									
Selenium	ND	0.0050									
Silver	ND	0.0030									
Thallium	ND	0.0050									
Vanadium	ND	0.0030									
Zinc	ND	0.010									

Sample ID **LCS-10879** SampType: **LCS** TestCode: **6010_W** Units: **mg/L** Prep Date: **10/2/2002** Run ID: **ICP2_021003C**
Client ID: **ZZZZZ** Batch ID: **10879** TestNo: **EPA 6010B** **(EPA 3010A)** Analysis Date: **10/3/2002** SeqNo: **333596**

Analyte	Result	PQL	SPK value	SPK Ref Val	%REC	LowLimit	HighLimit	RPD Ref Val	%RPD	RPDLimit	Qual
Antimony	1.01	0.0050	1	0	101	80	120	0	0		
Arsenic	1.02	0.0050	1	0	102	80	120	0	0		
Barium	1.09	0.0030	1	0	109	80	120	0	0		
Beryllium	1.02	0.0030	1	0	102	80	120	0	0		
Cadmium	0.99	0.0030	1	0	99	80	120	0	0		
Chromium	1.03	0.0030	1	0	103	80	120	0	0		
Cobalt	0.99	0.0030	1	0	99	80	120	0	0		
Copper	1.02	0.0030	1	0	102	80	120	0	0		
Lead	0.98	0.0050	1	0	98	80	120	0	0		

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Calculations are based on raw values
DO- Surrogate dilute out
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CLIENT: Geocon Environmental
Work Order: 059137
Project: County Administration Bldg, 0971-06-01

ANALYTICAL QC SUMMARY REPORT

TestCode: 6010_W

Sample ID **LCS-10879** SampType: **LCS** TestCode: **6010_W** Units: **mg/L** Prep Date: **10/2/2002** Run ID: **ICP2_021003C**
Client ID: **ZZZZZ** Batch ID: **10879** TestNo: **EPA 6010B** **(EPA 3010A)** Analysis Date: **10/3/2002** SeqNo: **333596**

Analyte	Result	PQL	SPK value	SPK Ref Val	%REC	LowLimit	HighLimit	RPD Ref Val	%RPD	RPDLimit	Qual
Molybdenum	1	0.0050	1	0	100	80	120	0	0		
Nickel	0.98	0.0030	1	0	98	80	120	0	0		
Selenium	1.01	0.0050	1	0	101	80	120	0	0		
Silver	0.9	0.0030	1	0	90	80	120	0	0		
Thallium	1.01	0.0050	1	0	101	80	120	0	0		
Vanadium	1.03	0.0030	1	0	103	80	120	0	0		
Zinc	1	0.010	1	0	100	80	120	0	0		

Sample ID **059137-004EMS** SampType: **MS** TestCode: **6010_W** Units: **mg/L** Prep Date: **10/2/2002** Run ID: **ICP2_021003C**
Client ID: **CACW4** Batch ID: **10879** TestNo: **EPA 6010B** **(EPA 3010A)** Analysis Date: **10/3/2002** SeqNo: **333603**

Analyte	Result	PQL	SPK value	SPK Ref Val	%REC	LowLimit	HighLimit	RPD Ref Val	%RPD	RPDLimit	Qual
Antimony	0.78	0.0050	2.5	0.01	30.8	69	116	0	0		S
Arsenic	2.53	0.0050	2.5	0.22	92.4	67	114	0	0		
Barium	4.15	0.0030	2.5	1.73	96.8	63	125	0	0		
Beryllium	2.25	0.0030	2.5	0	90	60	117	0	0		
Cadmium	2.03	0.0030	2.5	0	81.2	63	123	0	0		
Chromium	2.59	0.0030	2.5	0.4	87.6	68	118	0	0		
Cobalt	2.27	0.0030	2.5	0.16	84.4	68	118	0	0		
Copper	2.76	0.0030	2.5	0.26	100	72	123	0	0		
Lead	2.15	0.0050	2.5	0.05	84	66	118	0	0		
Molybdenum	2.02	0.0050	2.5	0.03	79.6	65	111	0	0		
Nickel	2.29	0.0030	2.5	0.17	84.8	64	121	0	0		
Selenium	2.1	0.0050	2.5	0	84	62	109	0	0		
Silver	2.38	0.0030	2.5	0	95.2	71	137	0	0		
Thallium	2.19	0.0050	2.5	0.04	86	67	122	0	0		
Vanadium	3.22	0.0030	2.5	0.94	91.2	69	118	0	0		
Zinc	3.28	0.010	2.5	1.02	90.4	65	112	0	0		

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CLIENT: Geocon Environmental
Work Order: 059137
Project: County Administration Bldg, 0971-06-01

ANALYTICAL QC SUMMARY REPORT

TestCode: 6010_W

Sample ID **059137-004EMSD** SampType: **MSD** TestCode: **6010_W** Units: **mg/L** Prep Date: **10/2/2002** Run ID: **ICP2_021003C**
Client ID: **CACW4** Batch ID: **10879** TestNo: **EPA 6010B (EPA 3010A)** Analysis Date: **10/3/2002** SeqNo: **333604**

Analyte	Result	PQL	SPK value	SPK Ref Val	%REC	LowLimit	HighLimit	RPD Ref Val	%RPD	RPDLimit	Qual
Antimony	0.93	0.0050	2.5	0.01	36.8	69	116	0.78	17.5	20	S
Arsenic	2.46	0.0050	2.5	0.22	89.6	67	114	2.53	2.81	20	
Barium	3.82	0.0030	2.5	1.73	83.6	63	125	4.15	8.28	20	
Beryllium	2.19	0.0030	2.5	0	87.6	60	117	2.25	2.70	20	
Cadmium	2	0.0030	2.5	0	80	63	123	2.03	1.49	20	
Chromium	2.48	0.0030	2.5	0.4	83.2	68	118	2.59	4.34	20	
Cobalt	2.2	0.0030	2.5	0.16	81.6	68	118	2.27	3.13	20	
Copper	2.63	0.0030	2.5	0.26	94.8	72	123	2.76	4.82	20	
Lead	2.08	0.0050	2.5	0.05	81.2	66	118	2.15	3.31	20	
Molybdenum	2.03	0.0050	2.5	0.03	80	65	111	2.02	0.494	20	
Nickel	2.21	0.0030	2.5	0.17	81.6	64	121	2.29	3.56	20	
Selenium	2.13	0.0050	2.5	0	85.2	62	109	2.1	1.42	20	
Silver	2.3	0.0030	2.5	0	92	71	137	2.38	3.42	20	
Thallium	2.14	0.0050	2.5	0.04	84	67	122	2.19	2.31	20	
Vanadium	3.03	0.0030	2.5	0.94	83.6	69	118	3.22	6.08	20	
Zinc	3.09	0.010	2.5	1.02	82.8	65	112	3.28	5.97	20	

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CLIENT: Geocon Environmental
Work Order: 059137
Project: County Administration Bldg, 0971-06-01

ANALYTICAL QC SUMMARY REPORT

TestCode: 7470_W

Sample ID **MB-10876** SampType: **mblk** TestCode: **7470_W** Units: **µg/L** Prep Date: **10/2/2002** Run ID: **AA1_021004C**
Client ID: **ZZZZZ** Batch ID: **10876** TestNo: **EPA 7470A** **(EPA 7470)** Analysis Date: **10/4/2002** SeqNo: **333760**

Analyte	Result	PQL	SPK value	SPK Ref Val	%REC	LowLimit	HighLimit	RPD Ref Val	%RPD	RPDLimit	Qual
Mercury	ND	0.20									

Sample ID **LCS-10876** SampType: **lcs** TestCode: **7470_W** Units: **µg/L** Prep Date: **10/2/2002** Run ID: **AA1_021004C**
Client ID: **ZZZZZ** Batch ID: **10876** TestNo: **EPA 7470A** **(EPA 7470)** Analysis Date: **10/4/2002** SeqNo: **333759**

Analyte	Result	PQL	SPK value	SPK Ref Val	%REC	LowLimit	HighLimit	RPD Ref Val	%RPD	RPDLimit	Qual
Mercury	25.77	0.20	25	0	103	80	120	0	0		

Sample ID **059137-004EMS** SampType: **MS** TestCode: **7470_W** Units: **µg/L** Prep Date: **10/2/2002** Run ID: **AA1_021004C**
Client ID: **CACW4** Batch ID: **10876** TestNo: **EPA 7470A** **(EPA 7470)** Analysis Date: **10/4/2002** SeqNo: **333757**

Analyte	Result	PQL	SPK value	SPK Ref Val	%REC	LowLimit	HighLimit	RPD Ref Val	%RPD	RPDLimit	Qual
Mercury	27.87	0.20	25	0.05352	111	69	144	0	0		

Sample ID **059137-004EMSD** SampType: **MSD** TestCode: **7470_W** Units: **µg/L** Prep Date: **10/2/2002** Run ID: **AA1_021004C**
Client ID: **CACW4** Batch ID: **10876** TestNo: **EPA 7470A** **(EPA 7470)** Analysis Date: **10/4/2002** SeqNo: **333758**

Analyte	Result	PQL	SPK value	SPK Ref Val	%REC	LowLimit	HighLimit	RPD Ref Val	%RPD	RPDLimit	Qual
Mercury	27.3	0.20	25	0.05352	109	69	144	27.87	2.05	20	

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DO- Surrogate dilute out
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CLIENT: Geocon Environmental
Work Order: 059137
Project: County Administration Bldg, 0971-06-01

ANALYTICAL QC SUMMARY REPORT

TestCode: 8260_W_PRES

Sample ID **Q021002MB1** SampType: **MBLK** TestCode: **8260_W_PRE** Units: **µg/L** Prep Date: Run ID: **MS2_021002A**
Client ID: **ZZZZZ** Batch ID: **Q02VW218** TestNo: **EPA 8260B** Analysis Date: **10/2/2002** SeqNo: **333285**

Analyte	Result	PQL	SPK value	SPK Ref Val	%REC	LowLimit	HighLimit	RPD Ref Val	%RPD	RPDLimit	Qual
1,1,1,2-Tetrachloroethane	ND	5.0									
1,1,1-Trichloroethane	ND	5.0									
1,1,2,2-Tetrachloroethane	ND	5.0									
1,1,2-Trichloroethane	ND	5.0									
1,1-Dichloroethane	ND	5.0									
1,1-Dichloroethene	ND	5.0									
1,1-Dichloropropene	ND	5.0									
1,2,3-Trichlorobenzene	ND	5.0									
1,2,3-Trichloropropane	ND	5.0									
1,2,4-Trichlorobenzene	ND	5.0									
1,2,4-Trimethylbenzene	ND	5.0									
1,2-Dibromo-3-chloropropane	ND	5.0									
1,2-Dibromoethane	ND	5.0									
1,2-Dichlorobenzene	ND	5.0									
1,2-Dichloroethane	ND	5.0									
1,2-Dichloropropane	ND	5.0									
1,3,5-Trimethylbenzene	ND	5.0									
1,3-Dichlorobenzene	ND	5.0									
1,3-Dichloropropane	ND	5.0									
1,4-Dichlorobenzene	ND	5.0									
2,2-Dichloropropane	ND	5.0									
2-Chlorotoluene	ND	5.0									
4-Chlorotoluene	ND	5.0									
4-Isopropyltoluene	ND	5.0									
Benzene	ND	5.0									
Bromobenzene	ND	5.0									
Bromodichloromethane	ND	5.0									
Bromoform	ND	5.0									
Bromomethane	ND	5.0									
Carbon tetrachloride	ND	5.0									

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Calculations are based on raw values
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CLIENT: Geocon Environmental
Work Order: 059137
Project: County Administration Bldg, 0971-06-01

ANALYTICAL QC SUMMARY REPORT

TestCode: 8260_W_PRES

Sample ID **Q021002MB1** SampType: **MBLK** TestCode: **8260_W_PRE** Units: **µg/L** Prep Date: Run ID: **MS2_021002A**
Client ID: **ZZZZZ** Batch ID: **Q02VW218** TestNo: **EPA 8260B** Analysis Date: **10/2/2002** SeqNo: **333285**

Analyte	Result	PQL	SPK value	SPK Ref Val	%REC	LowLimit	HighLimit	RPD Ref Val	%RPD	RPDLimit	Qual
Chlorobenzene	ND	5.0									
Chloroethane	ND	5.0									
Chloroform	ND	5.0									
Chloromethane	ND	5.0									
cis-1,2-Dichloroethene	ND	5.0									
Dibromochloromethane	ND	5.0									
Dibromomethane	ND	5.0									
Dichlorodifluoromethane	ND	5.0									
Ethylbenzene	ND	5.0									
Hexachlorobutadiene	ND	5.0									
Isopropylbenzene	ND	5.0									
m,p-Xylene	ND	5.0									
Methylene chloride	ND	5.0									
n-Butylbenzene	ND	5.0									
n-Propylbenzene	ND	5.0									
Naphthalene	ND	5.0									
o-Xylene	ND	5.0									
sec-Butylbenzene	ND	5.0									
Styrene	ND	5.0									
tert-Butylbenzene	ND	5.0									
Tetrachloroethene	ND	5.0									
Toluene	ND	5.0									
trans-1,2-Dichloroethene	ND	5.0									
Trichloroethene	ND	5.0									
Trichlorofluoromethane	ND	5.0									
Vinyl chloride	ND	5.0									

Qualifiers:
ND - Not Detected at the Reporting Limit
J - Analyte detected below quantitation limits
R - RPD outside accepted recovery limits
S - Spike Recovery outside accepted recovery limits
B - Analyte detected in the associated Method Blank
Calculations are based on raw values
DO- Surrogate dilute out
H - Sample exceeded holding time

Advanced Technology Laboratories
3275 Walnut Avenue Signal Hill, CA 90807 Tel: 562 989-4045 Fax: 562 989-4040

CLIENT: Geocon Environmental
Work Order: 059137
Project: County Administration Bldg, 0971-06-01

ANALYTICAL QC SUMMARY REPORT

TestCode: 8260_W_PRES

Sample ID **Q021002LC1** SampType: **LCS** TestCode: **8260_W_PRE** Units: **µg/L** Prep Date: Run ID: **MS2_021002A**
Client ID: **ZZZZZ** Batch ID: **Q02VW218** TestNo: **EPA 8260B** Analysis Date: **10/2/2002** SeqNo: **333282**

Analyte	Result	PQL	SPK value	SPK Ref Val	%REC	LowLimit	HighLimit	RPD Ref Val	%RPD	RPDLimit	Qual
1,1-Dichloroethene	17.39	5.0	20	0	87	67	130	0	0		
Benzene	18.05	5.0	20	0	90.2	74	132	0	0		
Chlorobenzene	17.02	5.0	20	0	85.1	71	122	0	0		
Toluene	17.68	5.0	20	0	88.4	74	131	0	0		
Trichloroethene	18.52	5.0	20	0	92.6	73	130	0	0		

Sample ID **Q021002MB1** SampType: **MS** TestCode: **8260_W_PRE** Units: **µg/L** Prep Date: Run ID: **MS2_021002A**
Client ID: **ZZZZZ** Batch ID: **Q02VW218** TestNo: **EPA 8260B** Analysis Date: **10/2/2002** SeqNo: **333283**

Analyte	Result	PQL	SPK value	SPK Ref Val	%REC	LowLimit	HighLimit	RPD Ref Val	%RPD	RPDLimit	Qual
1,1-Dichloroethene	21.73	5.0	20	0	109	73	122	0	0		
Benzene	21.76	5.0	20	0	109	81	124	0	0		
Chlorobenzene	20.58	5.0	20	0	103	75	120	0	0		
Toluene	21.34	5.0	20	0	107	81	123	0	0		
Trichloroethene	22.74	5.0	20	0	114	80	122	0	0		

Sample ID **Q021002MB1** SampType: **MSD** TestCode: **8260_W_PRE** Units: **µg/L** Prep Date: Run ID: **MS2_021002A**
Client ID: **ZZZZZ** Batch ID: **Q02VW218** TestNo: **EPA 8260B** Analysis Date: **10/2/2002** SeqNo: **333284**

Analyte	Result	PQL	SPK value	SPK Ref Val	%REC	LowLimit	HighLimit	RPD Ref Val	%RPD	RPDLimit	Qual
1,1-Dichloroethene	22.16	5.0	20	0	111	73	122	21.73	1.96	21	
Benzene	22.46	5.0	20	0	112	81	124	21.76	3.17	19	
Chlorobenzene	21.12	5.0	20	0	106	75	120	20.58	2.59	18	
Toluene	22.08	5.0	20	0	110	81	123	21.34	3.41	20	
Trichloroethene	23.1	5.0	20	0	116	80	122	22.74	1.57	20	

Qualifiers:
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Calculations are based on raw values
DO- Surrogate dilute out
H - Sample exceeded holding time

Advanced Technology Laboratories
3275 Walnut Avenue Signal Hill, CA 90807 Tel: 562 989-4045 Fax: 562 989-4040

CLIENT: Geocon Environmental
Work Order: 059137
Project: County Administration Bldg, 0971-06-01

ANALYTICAL QC SUMMARY REPORT

TestCode: 8270_W_FULL

Sample ID **MB-10880** SampType: **MBLK** TestCode: **8270_W_FUL** Units: **µg/L** Prep Date: **10/2/2002** Run ID: **MS6_021002A**
Client ID: ZZZZZ Batch ID: **10880** TestNo: **EPA 8270C** **(EPA 3510C)** Analysis Date: **10/2/2002** SeqNo: **333305**

Analyte	Result	PQL	SPK value	SPK Ref Val	%REC	LowLimit	HighLimit	RPD Ref Val	%RPD	RPDLimit	Qual
1,2,4-Trichlorobenzene	ND	10									
1,2-Dichlorobenzene	ND	10									
1,3-Dichlorobenzene	ND	10									
1,4-Dichlorobenzene	ND	10									
2,4,5-Trichlorophenol	ND	10									
2,4,6-Trichlorophenol	ND	10									
2,4-Dichlorophenol	ND	10									
2,4-Dimethylphenol	ND	10									
2,4-Dinitrophenol	ND	50									
2,4-Dinitrotoluene	ND	10									
2,6-Dinitrotoluene	ND	10									
2-Chloronaphthalene	ND	10									
2-Chlorophenol	ND	10									
2-Methylnaphthalene	ND	10									
2-Nitroaniline	ND	50									
2-Nitrophenol	ND	10									
3,3´-Dichlorobenzidine	ND	20									
3-Nitroaniline	ND	50									
4,6-Dinitro-2-methylphenol	ND	50									
4-Bromophenyl-phenylether	ND	10									
4-Chloro-3-methylphenol	ND	50									
4-Chloroaniline	ND	20									
4-Chlorophenyl-phenylether	ND	10									
4-Nitroaniline	ND	20									
4-Nitrophenol	ND	50									
Acenaphthene	ND	10									
Acenaphthylene	ND	10									
Anthracene	ND	10									
Benzidine (M)	ND	50									
Benzo(a)anthracene	ND	10									

Qualifiers:
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Calculations are based on raw values
DO- Surrogate dilute out
H - Sample exceeded holding time

Advanced Technology Laboratories
3275 Walnut Avenue Signal Hill, CA 90807 Tel: 562 989-4045 Fax: 562 989-4040

CLIENT: Geocon Environmental
Work Order: 059137
Project: County Administration Bldg, 0971-06-01

ANALYTICAL QC SUMMARY REPORT

TestCode: 8270_W_FULL

Sample ID **MB-10880** SampType: **MBLK** TestCode: **8270_W_FUL** Units: **µg/L** Prep Date: **10/2/2002** Run ID: **MS6_021002A**
Client ID: **ZZZZZ** Batch ID: **10880** TestNo: **EPA 8270C** **(EPA 3510C)** Analysis Date: **10/2/2002** SeqNo: **333305**

Analyte	Result	PQL	SPK value	SPK Ref Val	%REC	LowLimit	HighLimit	RPD Ref Val	%RPD	RPDLimit	Qual
Benzo(a)pyrene	ND	10									
Benzo(b)fluoranthene	ND	10									
Benzo(g,h,i)perylene	ND	10									
Benzo(k)fluoranthene	ND	10									
Benzoic acid	ND	50									
Benzyl alcohol	ND	20									
Bis(2-chloroethoxy)methane	ND	10									
Bis(2-chloroethyl)ether	ND	10									
Bis(2-chloroisopropyl)ether	ND	10									
Bis(2-ethylhexyl)phthalate	ND	10									
Butylbenzylphthalate	ND	10									
Chrysene	ND	10									
Di-n-butylphthalate	ND	10									
Di-n-octylphthalate	ND	10									
Dibenz(a,h)anthracene	ND	10									
Dibenzofuran	ND	10									
Diethylphthalate	ND	10									
Dimethylphthalate	ND	10									
Fluoranthene	ND	10									
Fluorene	ND	10									
Hexachlorobenzene	ND	10									
Hexachlorobutadiene	ND	20									
Hexachlorocyclopentadiene	ND	10									
Hexachloroethane	ND	10									
Indeno(1,2,3-cd)pyrene	ND	10									
Isophorone	ND	10									
N-Nitrosodi-n-propylamine	ND	10									
N-Nitrosodiphenylamine	ND	10									
Naphthalene	ND	10									
Nitrobenzene	ND	10									

Qualifiers:
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J - Analyte detected below quantitation limits
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B - Analyte detected in the associated Method Blank
Calculations are based on raw values
DO- Surrogate dilute out
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Advanced Technology Laboratories
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CLIENT: Geocon Environmental
Work Order: 059137
Project: County Administration Bldg, 0971-06-01

ANALYTICAL QC SUMMARY REPORT

TestCode: 8270_W_FULL

Sample ID **MB-10880** SampType: **MBLK** TestCode: **8270_W_FUL** Units: **µg/L** Prep Date: **10/2/2002** Run ID: **MS6_021002A**
Client ID: **ZZZZZ** Batch ID: **10880** TestNo: **EPA 8270C** **(EPA 3510C)** Analysis Date: **10/2/2002** SeqNo: **333305**

Analyte	Result	PQL	SPK value	SPK Ref Val	%REC	LowLimit	HighLimit	RPD Ref Val	%RPD	RPDLimit	Qual
Pentachlorophenol	ND	50									
Phenanthrene	ND	10									
Phenol	ND	10									
Pyrene	ND	10									
2-Methylphenol	ND	10									
4-Methylphenol	ND	10									

Sample ID **LCS-10880** SampType: **LCS** TestCode: **8270_W_FUL** Units: **µg/L** Prep Date: **10/2/2002** Run ID: **MS6_021002A**
Client ID: **ZZZZZ** Batch ID: **10880** TestNo: **EPA 8270C** **(EPA 3510C)** Analysis Date: **10/2/2002** SeqNo: **333306**

Analyte	Result	PQL	SPK value	SPK Ref Val	%REC	LowLimit	HighLimit	RPD Ref Val	%RPD	RPDLimit	Qual
1,2,4-Trichlorobenzene	72.77	10	100	0	72.8	43	91	0	0		
1,4-Dichlorobenzene	65.67	10	100	0	65.7	34	85	0	0		
2,4-Dinitrotoluene	92.12	10	100	0	92.1	64	112	0	0		
2-Chlorophenol	70.32	10	100	0	70.3	42	88	0	0		
4-Chloro-3-methylphenol	90.41	50	100	0	90.4	55	104	0	0		
4-Nitrophenol	60.73	50	100	0	60.7	16	71	0	0		
Acenaphthene	76.65	10	100	0	76.6	55	93	0	0		
N-Nitrosodi-n-propylamine	74.71	10	100	0	74.7	57	94	0	0		
Pentachlorophenol	102.8	50	100	0	103	47	125	0	0		
Phenol	45.51	10	100	0	45.5	19	48	0	0		
Pyrene	83.89	10	100	0	83.9	63	110	0	0		
2-Methylphenol	69.65	10	100	0	69.6	20	120	0	0		

Sample ID **MB-10880** SampType: **MS** TestCode: **8270_W_FUL** Units: **µg/L** Prep Date: **10/2/2002** Run ID: **MS6_021002A**
Client ID: **ZZZZZ** Batch ID: **10880** TestNo: **EPA 8270C** **(EPA 3510C)** Analysis Date: **10/2/2002** SeqNo: **333307**

Analyte	Result	PQL	SPK value	SPK Ref Val	%REC	LowLimit	HighLimit	RPD Ref Val	%RPD	RPDLimit	Qual
1,2,4-Trichlorobenzene	35.33	10	50	0	70.7	34	90	0	0		
1,4-Dichlorobenzene	32.65	10	50	0	65.3	28	82	0	0		

Qualifiers:
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Calculations are based on raw values
DO- Surrogate dilute out
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Advanced Technology Laboratories
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CLIENT: Geocon Environmental
Work Order: 059137
Project: County Administration Bldg, 0971-06-01

ANALYTICAL QC SUMMARY REPORT

TestCode: 8270_W_FULL

Sample ID **MB-10880** SampType: **MS** TestCode: **8270_W_FUL** Units: **µg/L** Prep Date: **10/2/2002** Run ID: **MS6_021002A**
Client ID: **ZZZZZ** Batch ID: **10880** TestNo: **EPA 8270C** **(EPA 3510C)** Analysis Date: **10/2/2002** SeqNo: **333307**

Analyte	Result	PQL	SPK value	SPK Ref Val	%REC	LowLimit	HighLimit	RPD Ref Val	%RPD	RPDLimit	Qual
2,4-Dinitrotoluene	43.32	10	50	0	86.6	50	114	0	0		
2-Chlorophenol	73.52	10	100	0	73.5	39	91	0	0		
4-Chloro-3-methylphenol	83.06	50	100	0	83.1	44	111	0	0		
4-Nitrophenol	52.15	50	100	0	52.2	12	66	0	0		
Acenaphthene	39.4	10	50	0	78.8	47	95	0	0		
N-Nitrosodi-n-propylamine	38.97	10	50	0	77.9	52	101	0	0		
Pentachlorophenol	96.84	50	100	0	96.8	42	127	0	0		
Phenol	43.73	10	100	0	43.7	11	49	0	0		
Pyrene	45.24	10	50	0	90.5	59	115	0	0		

Sample ID **MB-10880** SampType: **MSD** TestCode: **8270_W_FUL** Units: **µg/L** Prep Date: **10/2/2002** Run ID: **MS6_021002A**
Client ID: **ZZZZZ** Batch ID: **10880** TestNo: **EPA 8270C** **(EPA 3510C)** Analysis Date: **10/2/2002** SeqNo: **333308**

Analyte	Result	PQL	SPK value	SPK Ref Val	%REC	LowLimit	HighLimit	RPD Ref Val	%RPD	RPDLimit	Qual
1,2,4-Trichlorobenzene	35.7	10	50	0	71.4	34	90	35.33	1.04	28	
1,4-Dichlorobenzene	32.67	10	50	0	65.3	28	82	32.65	0.0612	28	
2,4-Dinitrotoluene	42.78	10	50	0	85.6	50	114	43.32	1.25	38	
2-Chlorophenol	73.67	10	100	0	73.7	39	91	73.52	0.204	40	
4-Chloro-3-methylphenol	82.87	50	100	0	82.9	44	111	83.06	0.229	42	
4-Nitrophenol	50.59	50	100	0	50.6	12	66	52.15	3.04	50	
Acenaphthene	40	10	50	0	80	47	95	39.4	1.51	31	
N-Nitrosodi-n-propylamine	37.94	10	50	0	75.9	52	101	38.97	2.68	38	
Pentachlorophenol	93.44	50	100	0	93.4	42	127	96.84	3.57	50	
Phenol	43.72	10	100	0	43.7	11	49	43.73	0.0229	42	
Pyrene	44.31	10	50	0	88.6	59	115	45.24	2.08	31	

Qualifiers:
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S - Spike Recovery outside accepted recovery limits
B - Analyte detected in the associated Method Blank
Calculations are based on raw values
DO- Surrogate dilute out
H - Sample exceeded holding time

Advanced Technology Laboratories
3275 Walnut Avenue Signal Hill, CA 90807 Tel: 562 989-4045 Fax: 562 989-4040

CLIENT: Geocon Environmental
Work Order: 059137
Project: County Administration Bldg, 0971-06-01

ANALYTICAL QC SUMMARY REPORT

TestCode: HC_W_SVOA

Sample ID **MB-10881** SampType: **MBLK** TestCode: **HC_W_SVOA** Units: **mg/L** Prep Date: **10/2/2002** Run ID: **GC7_021002A**
Client ID: **ZZZZZ** Batch ID: **10881** TestNo: **EPA 8015B** **(EPA 3510C)** Analysis Date: **10/2/2002** SeqNo: **333372**

Analyte	Result	PQL	SPK value	SPK Ref Val	%REC	LowLimit	HighLimit	RPD Ref Val	%RPD	RPDLimit	Qual
T/R Hydrocarbons: C10-C12	ND	0.20									
T/R Hydrocarbons: C13-C15	ND	0.20									
T/R Hydrocarbons: C16-C22	ND	0.20									
T/R Hydrocarbons: C23-C32	ND	0.20									
T/R Hydrocarbons: >C32	ND	0.20									

Qualifiers:
ND - Not Detected at the Reporting Limit
J - Analyte detected below quantitation limits
R - RPD outside accepted recovery limits
S - Spike Recovery outside accepted recovery limits
B - Analyte detected in the associated Method Blank
Calculations are based on raw values
DO- Surrogate dilute out
H - Sample exceeded holding time

October 16, 2002

VOC RESULTS SHOWING MTBE

Phil Rosenberg
Geocon Environmental
6970 Flanders Drive
San Diego, CA 92121
TEL: (858) 558-6100
FAX: (858) 558-8437

ELAP No.: 1838
NELAP No.: 02107CA
Workorder No.: 059137

RE: County Administration Bldg, 0971-06-01

Attention: Phil Rosenberg

Enclosed are the results for sample(s) received on October 02, 2002 by Advanced Technology Laboratories and tested for the parameters indicated in the enclosed chain of custody.

This is an amended report. Please disregard all previous documentation that corresponds to the page(s) enclosed.

Thank you for the opportunity to service the needs of your company.

Please feel free to call me at (562)989-4045 if I can be of further assistance to your company.

Sincerely,

for

Eddie F. Rodriguez
Laboratory Director

OCT 21 2002

This cover letter is an integral part of this analytical report.

Advanced Technology Laboratories

Date: *16-Oct-02*

CLIENT: Geocon Environmental
Project: County Administration Bldg, 0971-06-01
Lab Order: 059137

CASE NARRATIVE

Amended report to add MTBE, per client request.

Advanced Technology Laboratories
3275 Walnut Avenue, Signal Hill, CA 90807 Tel: 562 989-4045 Fax: 562 989-4040

Advanced Technology Laboratories

Date: *16-Oct-02*

CLIENT:	Geocon Environmental	**Client Sample ID:**	CACW1
Lab Order:	059137		
Project:	County Administration Bldg, 0971-06-01	**Collection Date:**	10/1/2002 9:30:00 AM
Lab ID:	059137-001A	**Matrix:**	WATER

VOLATILE ORGANIC COMPOUNDS BY GC/MS

EPA 8260B

RunID: MS2_021002A QC Batch: Q02VW218 Analyst: **GG**

Analyses	Result	Limit	Qual	Units	DF	Date Analyzed
1,1,1,2-Tetrachloroethane	ND	5.0		µg/L	1	10/3/2002
1,1,1-Trichloroethane	ND	5.0		µg/L	1	10/3/2002
1,1,2,2-Tetrachloroethane	ND	5.0		µg/L	1	10/3/2002
1,1,2-Trichloroethane	ND	5.0		µg/L	1	10/3/2002
1,1-Dichloroethane	ND	5.0		µg/L	1	10/3/2002
1,1-Dichloroethene	ND	5.0		µg/L	1	10/3/2002
1,1-Dichloropropene	ND	5.0		µg/L	1	10/3/2002
1,2,3-Trichlorobenzene	ND	5.0		µg/L	1	10/3/2002
1,2,3-Trichloropropane	ND	5.0		µg/L	1	10/3/2002
1,2,4-Trichlorobenzene	ND	5.0		µg/L	1	10/3/2002
1,2,4-Trimethylbenzene	ND	5.0		µg/L	1	10/3/2002
1,2-Dibromo-3-chloropropane	ND	5.0		µg/L	1	10/3/2002
1,2-Dibromoethane	ND	5.0		µg/L	1	10/3/2002
1,2-Dichlorobenzene	ND	5.0		µg/L	1	10/3/2002
1,2-Dichloroethane	ND	5.0		µg/L	1	10/3/2002
1,2-Dichloropropane	ND	5.0		µg/L	1	10/3/2002
1,3,5-Trimethylbenzene	ND	5.0		µg/L	1	10/3/2002
1,3-Dichlorobenzene	ND	5.0		µg/L	1	10/3/2002
1,3-Dichloropropane	ND	5.0		µg/L	1	10/3/2002
1,4-Dichlorobenzene	ND	5.0		µg/L	1	10/3/2002
2,2-Dichloropropane	ND	5.0		µg/L	1	10/3/2002
2-Chlorotoluene	ND	5.0		µg/L	1	10/3/2002
4-Chlorotoluene	ND	5.0		µg/L	1	10/3/2002
4-Isopropyltoluene	ND	5.0		µg/L	1	10/3/2002
Benzene	ND	5.0		µg/L	1	10/3/2002
Bromobenzene	ND	5.0		µg/L	1	10/3/2002
Bromodichloromethane	ND	5.0		µg/L	1	10/3/2002
Bromoform	ND	5.0		µg/L	1	10/3/2002
Bromomethane	ND	5.0		µg/L	1	10/3/2002
Carbon tetrachloride	ND	5.0		µg/L	1	10/3/2002
Chlorobenzene	ND	5.0		µg/L	1	10/3/2002
Chloroethane	ND	5.0		µg/L	1	10/3/2002
Chloroform	ND	5.0		µg/L	1	10/3/2002
Chloromethane	ND	5.0		µg/L	1	10/3/2002
cis-1,2-Dichloroethene	15	5.0		µg/L	1	10/3/2002
Dibromochloromethane	ND	5.0		µg/L	1	10/3/2002
Dibromomethane	ND	5.0		µg/L	1	10/3/2002

Qualifiers:

ND - Not Detected at the Reporting Limit
J - Analyte detected below quantitation limits
B - Analyte detected in the associated Method Blank
DO - Surrogate Diluted Out
S - Spike/Surrogate outside of limits due to matrix interfere
H - Sample exceeded analytical holding time
E - Value above quantitation range
Results are wet unless otherwise specified

Advanced Technology Laboratories
3275 Walnut Avenue Signal Hill CA 90807 Tel: 562 989-4045 Fax: 562 989-4040

Advanced Technology Laboratories

Date: *16-Oct-02*

CLIENT:	Geocon Environmental	**Client Sample ID:**	CACW1
Lab Order:	059137		
Project:	County Administration Bldg, 0971-06-01	**Collection Date:**	10/1/2002 9:30:00 AM
Lab ID:	059137-001A	**Matrix:**	WATER

Analyses	Result	Limit	Qual	Units	DF	Date Analyzed
VOLATILE ORGANIC COMPOUNDS BY GC/MS						
			EPA 8260B			
RunID: MS2_021002A	QC Batch: Q02VW218					Analyst: **GG**
Dichlorodifluoromethane	ND	5.0		µg/L	1	10/3/2002
Ethylbenzene	ND	5.0		µg/L	1	10/3/2002
Hexachlorobutadiene	ND	5.0		µg/L	1	10/3/2002
Isopropylbenzene	ND	5.0		µg/L	1	10/3/2002
m,p-Xylene	ND	5.0		µg/L	1	10/3/2002
Methylene chloride	ND	5.0		µg/L	1	10/3/2002
MTBE	410	5.0		µg/L	1	10/3/2002
n-Butylbenzene	ND	5.0		µg/L	1	10/3/2002
n-Propylbenzene	ND	5.0		µg/L	1	10/3/2002
Naphthalene	ND	5.0		µg/L	1	10/3/2002
o-Xylene	ND	5.0		µg/L	1	10/3/2002
sec-Butylbenzene	ND	5.0		µg/L	1	10/3/2002
Styrene	ND	5.0		µg/L	1	10/3/2002
tert-Butylbenzene	ND	5.0		µg/L	1	10/3/2002
Tetrachloroethene	ND	5.0		µg/L	1	10/3/2002
Toluene	ND	5.0		µg/L	1	10/3/2002
trans-1,2-Dichloroethene	ND	5.0		µg/L	1	10/3/2002
Trichloroethene	ND	5.0		µg/L	1	10/3/2002
Trichlorofluoromethane	ND	5.0		µg/L	1	10/3/2002
Vinyl chloride	ND	5.0		µg/L	1	10/3/2002

Qualifiers:

ND - Not Detected at the Reporting Limit
J - Analyte detected below quantitation limits
B - Analyte detected in the associated Method Blank
DO - Surrogate Diluted Out
S - Spike/Surrogate outside of limits due to matrix interfere
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E - Value above quantitation range
Results are wet unless otherwise specified

Advanced Technology Laboratories
3275 Walnut Avenue, Signal Hill, CA 90807 Tel: 562 989-4045 Fax: 562 989-4040

Advanced Technology Laboratories

Date: *16-Oct-02*

CLIENT:	Geocon Environmental	**Client Sample ID:**	CACW2
Lab Order:	059137		
Project:	County Administration Bldg, 0971-06-01	**Collection Date:**	10/1/2002 9:42:00 AM
Lab ID:	059137-002A	**Matrix:**	WATER

VOLATILE ORGANIC COMPOUNDS BY GC/MS

EPA 8260B

RunID: MS2_021002A QC Batch: Q02VW218 Analyst: **GG**

Analyses	Result	Limit	Qual	Units	DF	Date Analyzed
1,1,1,2-Tetrachloroethane	ND	5.0		µg/L	1	10/3/2002
1,1,1-Trichloroethane	ND	5.0		µg/L	1	10/3/2002
1,1,2,2-Tetrachloroethane	ND	5.0		µg/L	1	10/3/2002
1,1,2-Trichloroethane	ND	5.0		µg/L	1	10/3/2002
1,1-Dichloroethane	ND	5.0		µg/L	1	10/3/2002
1,1-Dichloroethene	ND	5.0		µg/L	1	10/3/2002
1,1-Dichloropropene	ND	5.0		µg/L	1	10/3/2002
1,2,3-Trichlorobenzene	ND	5.0		µg/L	1	10/3/2002
1,2,3-Trichloropropane	ND	5.0		µg/L	1	10/3/2002
1,2,4-Trichlorobenzene	ND	5.0		µg/L	1	10/3/2002
1,2,4-Trimethylbenzene	ND	5.0		µg/L	1	10/3/2002
1,2-Dibromo-3-chloropropane	ND	5.0		µg/L	1	10/3/2002
1,2-Dibromoethane	ND	5.0		µg/L	1	10/3/2002
1,2-Dichlorobenzene	ND	5.0		µg/L	1	10/3/2002
1,2-Dichloroethane	ND	5.0		µg/L	1	10/3/2002
1,2-Dichloropropane	ND	5.0		µg/L	1	10/3/2002
1,3,5-Trimethylbenzene	ND	5.0		µg/L	1	10/3/2002
1,3-Dichlorobenzene	ND	5.0		µg/L	1	10/3/2002
1,3-Dichloropropane	ND	5.0		µg/L	1	10/3/2002
1,4-Dichlorobenzene	ND	5.0		µg/L	1	10/3/2002
2,2-Dichloropropane	ND	5.0		µg/L	1	10/3/2002
2-Chlorotoluene	ND	5.0		µg/L	1	10/3/2002
4-Chlorotoluene	ND	5.0		µg/L	1	10/3/2002
4-Isopropyltoluene	ND	5.0		µg/L	1	10/3/2002
Benzene	ND	5.0		µg/L	1	10/3/2002
Bromobenzene	ND	5.0		µg/L	1	10/3/2002
Bromodichloromethane	ND	5.0		µg/L	1	10/3/2002
Bromoform	ND	5.0		µg/L	1	10/3/2002
Bromomethane	ND	5.0		µg/L	1	10/3/2002
Carbon tetrachloride	ND	5.0		µg/L	1	10/3/2002
Chlorobenzene	ND	5.0		µg/L	1	10/3/2002
Chloroethane	ND	5.0		µg/L	1	10/3/2002
Chloroform	ND	5.0		µg/L	1	10/3/2002
Chloromethane	ND	5.0		µg/L	1	10/3/2002
cis-1,2-Dichloroethene	ND	5.0		µg/L	1	10/3/2002
Dibromochloromethane	ND	5.0		µg/L	1	10/3/2002
Dibromomethane	ND	5.0		µg/L	1	10/3/2002

Qualifiers:

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J - Analyte detected below quantitation limits
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DO - Surrogate Diluted Out
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Advanced Technology Laboratories
3275 Walnut Avenue Signal Hill, CA 90807 Tel: 562 989-4045 Fax: 562 989-4040

Advanced Technology Laboratories

Date: *16-Oct-02*

CLIENT:	Geocon Environmental	**Client Sample ID:**	CACW2
Lab Order:	059137		
Project:	County Administration Bldg, 0971-06-01	**Collection Date:**	10/1/2002 9:42:00 AM
Lab ID:	059137-002A	**Matrix:**	WATER

Analyses	Result	Limit	Qual	Units	DF	Date Analyzed
VOLATILE ORGANIC COMPOUNDS BY GC/MS				**EPA 8260B**		
RunID: MS2_021002A QC Batch: Q02VW218						Analyst: **GG**
Dichlorodifluoromethane	ND	5.0		µg/L	1	10/3/2002
Ethylbenzene	ND	5.0		µg/L	1	10/3/2002
Hexachlorobutadiene	ND	5.0		µg/L	1	10/3/2002
Isopropylbenzene	ND	5.0		µg/L	1	10/3/2002
m,p-Xylene	ND	5.0		µg/L	1	10/3/2002
Methylene chloride	ND	5.0		µg/L	1	10/3/2002
MTBE	ND	5.0		µg/L	1	10/3/2002
n-Butylbenzene	ND	5.0		µg/L	1	10/3/2002
n-Propylbenzene	ND	5.0		µg/L	1	10/3/2002
Naphthalene	ND	5.0		µg/L	1	10/3/2002
o-Xylene	ND	5.0		µg/L	1	10/3/2002
sec-Butylbenzene	ND	5.0		µg/L	1	10/3/2002
Styrene	ND	5.0		µg/L	1	10/3/2002
tert-Butylbenzene	ND	5.0		µg/L	1	10/3/2002
Tetrachloroethene	ND	5.0		µg/L	1	10/3/2002
Toluene	ND	5.0		µg/L	1	10/3/2002
trans-1,2-Dichloroethene	ND	5.0		µg/L	1	10/3/2002
Trichloroethene	ND	5.0		µg/L	1	10/3/2002
Trichlorofluoromethane	ND	5.0		µg/L	1	10/3/2002
Vinyl chloride	ND	5.0		µg/L	1	10/3/2002

Qualifiers:

ND - Not Detected at the Reporting Limit
J - Analyte detected below quantitation limits
B - Analyte detected in the associated Method Blank
DO - Surrogate Diluted Out
S - Spike/Surrogate outside of limits due to matrix interfere
H - Sample exceeded analytical holding time
E - Value above quantitation range
Results are wet unless otherwise specified

Advanced Technology Laboratories
3275 Walnut Avenue, Signal Hill, CA 90807 Tel: 562 989-4045 Fax: 562 989-4040

Advanced Technology Laboratories

Date: *16-Oct-02*

CLIENT:	Geocon Environmental	**Client Sample ID:**	CACW3
Lab Order:	059137		
Project:	County Administration Bldg, 0971-06-01	**Collection Date:**	10/1/2002 10:33:00 AM
Lab ID:	059137-003A	**Matrix:**	WATER

Analyses	Result	Limit	Qual	Units	DF	Date Analyzed
VOLATILE ORGANIC COMPOUNDS BY GC/MS						
			EPA 8260B			
RunID: MS2_021002A	QC Batch: Q02VW218					Analyst: **GG**
1,1,1,2-Tetrachloroethane	ND	5.0		µg/L	1	10/3/2002
1,1,1-Trichloroethane	ND	5.0		µg/L	1	10/3/2002
1,1,2,2-Tetrachloroethane	ND	5.0		µg/L	1	10/3/2002
1,1,2-Trichloroethane	ND	5.0		µg/L	1	10/3/2002
1,1-Dichloroethane	ND	5.0		µg/L	1	10/3/2002
1,1-Dichloroethene	ND	5.0		µg/L	1	10/3/2002
1,1-Dichloropropene	ND	5.0		µg/L	1	10/3/2002
1,2,3-Trichlorobenzene	ND	5.0		µg/L	1	10/3/2002
1,2,3-Trichloropropane	ND	5.0		µg/L	1	10/3/2002
1,2,4-Trichlorobenzene	ND	5.0		µg/L	1	10/3/2002
1,2,4-Trimethylbenzene	ND	5.0		µg/L	1	10/3/2002
1,2-Dibromo-3-chloropropane	ND	5.0		µg/L	1	10/3/2002
1,2-Dibromoethane	ND	5.0		µg/L	1	10/3/2002
1,2-Dichlorobenzene	ND	5.0		µg/L	1	10/3/2002
1,2-Dichloroethane	ND	5.0		µg/L	1	10/3/2002
1,2-Dichloropropane	ND	5.0		µg/L	1	10/3/2002
1,3,5-Trimethylbenzene	ND	5.0		µg/L	1	10/3/2002
1,3-Dichlorobenzene	ND	5.0		µg/L	1	10/3/2002
1,3-Dichloropropane	ND	5.0		µg/L	1	10/3/2002
1,4-Dichlorobenzene	ND	5.0		µg/L	1	10/3/2002
2,2-Dichloropropane	ND	5.0		µg/L	1	10/3/2002
2-Chlorotoluene	ND	5.0		µg/L	1	10/3/2002
4-Chlorotoluene	ND	5.0		µg/L	1	10/3/2002
4-Isopropyltoluene	ND	5.0		µg/L	1	10/3/2002
Benzene	ND	5.0		µg/L	1	10/3/2002
Bromobenzene	ND	5.0		µg/L	1	10/3/2002
Bromodichloromethane	ND	5.0		µg/L	1	10/3/2002
Bromoform	ND	5.0		µg/L	1	10/3/2002
Bromomethane	ND	5.0		µg/L	1	10/3/2002
Carbon tetrachloride	ND	5.0		µg/L	1	10/3/2002
Chlorobenzene	ND	5.0		µg/L	1	10/3/2002
Chloroethane	ND	5.0		µg/L	1	10/3/2002
Chloroform	ND	5.0		µg/L	1	10/3/2002
Chloromethane	ND	5.0		µg/L	1	10/3/2002
cis-1,2-Dichloroethene	ND	5.0		µg/L	1	10/3/2002
Dibromochloromethane	ND	5.0		µg/L	1	10/3/2002
Dibromomethane	ND	5.0		µg/L	1	10/3/2002

Qualifiers:

ND - Not Detected at the Reporting Limit
J - Analyte detected below quantitation limits
B - Analyte detected in the associated Method Blank
DO - Surrogate Diluted Out
S - Spike/Surrogate outside of limits due to matrix interfere
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E - Value above quantitation range
Results are wet unless otherwise specified

Advanced Technology Laboratories
3275 Walnut Avenue, Signal Hill, CA 90807 Tel: 562 989-4045 Fax: 562 989-4040

Advanced Technology Laboratories

Date: *16-Oct-02*

CLIENT:	Geocon Environmental	**Client Sample ID:**	CACW3
Lab Order:	059137		
Project:	County Administration Bldg, 0971-06-01	**Collection Date:**	10/1/2002 10:33:00 AM
Lab ID:	059137-003A	**Matrix:**	WATER

Analyses	Result	Limit	Qual	Units	DF	Date Analyzed
VOLATILE ORGANIC COMPOUNDS BY GC/MS						
				EPA 8260B		
RunID: MS2_021002A	QC Batch: Q02VW218					Analyst: **GG**
Dichlorodifluoromethane	ND	5.0		µg/L	1	10/3/2002
Ethylbenzene	ND	5.0		µg/L	1	10/3/2002
Hexachlorobutadiene	ND	5.0		µg/L	1	10/3/2002
Isopropylbenzene	ND	5.0		µg/L	1	10/3/2002
m,p-Xylene	ND	5.0		µg/L	1	10/3/2002
Methylene chloride	ND	5.0		µg/L	1	10/3/2002
MTBE	ND	5.0		µg/L	1	10/3/2002
n-Butylbenzene	ND	5.0		µg/L	1	10/3/2002
n-Propylbenzene	ND	5.0		µg/L	1	10/3/2002
Naphthalene	ND	5.0		µg/L	1	10/3/2002
o-Xylene	ND	5.0		µg/L	1	10/3/2002
sec-Butylbenzene	ND	5.0		µg/L	1	10/3/2002
Styrene	ND	5.0		µg/L	1	10/3/2002
tert-Butylbenzene	ND	5.0		µg/L	1	10/3/2002
Tetrachloroethene	ND	5.0		µg/L	1	10/3/2002
Toluene	ND	5.0		µg/L	1	10/3/2002
trans-1,2-Dichloroethene	ND	5.0		µg/L	1	10/3/2002
Trichloroethene	ND	5.0		µg/L	1	10/3/2002
Trichlorofluoromethane	ND	5.0		µg/L	1	10/3/2002
Vinyl chloride	ND	5.0		µg/L	1	10/3/2002

Qualifiers:

ND - Not Detected at the Reporting Limit
J - Analyte detected below quantitation limits
B - Analyte detected in the associated Method Blank
DO - Surrogate Diluted Out
S - Spike/Surrogate outside of limits due to matrix interfere
H - Sample exceeded analytical holding time
E - Value above quantitation range
Results are wet unless otherwise specified

Advanced Technology Laboratories
3275 Walnut Avenue, Signal Hill, CA 90807 Tel: 562 989-4045 Fax: 562 989-4040

Advanced Technology Laboratories

Date: *16-Oct-02*

CLIENT:	Geocon Environmental	**Client Sample ID:**	CACW4
Lab Order:	059137		
Project:	County Administration Bldg, 0971-06-01	**Collection Date:**	10/1/2002 11:20:00 AM
Lab ID:	059137-004A	**Matrix:**	WATER

VOLATILE ORGANIC COMPOUNDS BY GC/MS

EPA 8260B

RunID: MS2_021002A QC Batch: Q02VW218 Analyst: **GG**

Analyses	Result	Limit	Qual	Units	DF	Date Analyzed
1,1,1,2-Tetrachloroethane	ND	5.0		µg/L	1	10/3/2002
1,1,1-Trichloroethane	ND	5.0		µg/L	1	10/3/2002
1,1,2,2-Tetrachloroethane	ND	5.0		µg/L	1	10/3/2002
1,1,2-Trichloroethane	ND	5.0		µg/L	1	10/3/2002
1,1-Dichloroethane	ND	5.0		µg/L	1	10/3/2002
1,1-Dichloroethene	ND	5.0		µg/L	1	10/3/2002
1,1-Dichloropropene	ND	5.0		µg/L	1	10/3/2002
1,2,3-Trichlorobenzene	ND	5.0		µg/L	1	10/3/2002
1,2,3-Trichloropropane	ND	5.0		µg/L	1	10/3/2002
1,2,4-Trichlorobenzene	ND	5.0		µg/L	1	10/3/2002
1,2,4-Trimethylbenzene	ND	5.0		µg/L	1	10/3/2002
1,2-Dibromo-3-chloropropane	ND	5.0		µg/L	1	10/3/2002
1,2-Dibromoethane	ND	5.0		µg/L	1	10/3/2002
1,2-Dichlorobenzene	ND	5.0		µg/L	1	10/3/2002
1,2-Dichloroethane	ND	5.0		µg/L	1	10/3/2002
1,2-Dichloropropane	ND	5.0		µg/L	1	10/3/2002
1,3,5-Trimethylbenzene	ND	5.0		µg/L	1	10/3/2002
1,3-Dichlorobenzene	ND	5.0		µg/L	1	10/3/2002
1,3-Dichloropropane	ND	5.0		µg/L	1	10/3/2002
1,4-Dichlorobenzene	ND	5.0		µg/L	1	10/3/2002
2,2-Dichloropropane	ND	5.0		µg/L	1	10/3/2002
2-Chlorotoluene	ND	5.0		µg/L	1	10/3/2002
4-Chlorotoluene	ND	5.0		µg/L	1	10/3/2002
4-Isopropyltoluene	ND	5.0		µg/L	1	10/3/2002
Benzene	ND	5.0		µg/L	1	10/3/2002
Bromobenzene	ND	5.0		µg/L	1	10/3/2002
Bromodichloromethane	ND	5.0		µg/L	1	10/3/2002
Bromoform	ND	5.0		µg/L	1	10/3/2002
Bromomethane	ND	5.0		µg/L	1	10/3/2002
Carbon tetrachloride	ND	5.0		µg/L	1	10/3/2002
Chlorobenzene	ND	5.0		µg/L	1	10/3/2002
Chloroethane	ND	5.0		µg/L	1	10/3/2002
Chloroform	ND	5.0		µg/L	1	10/3/2002
Chloromethane	ND	5.0		µg/L	1	10/3/2002
cis-1,2-Dichloroethene	ND	5.0		µg/L	1	10/3/2002
Dibromochloromethane	ND	5.0		µg/L	1	10/3/2002
Dibromomethane	ND	5.0		µg/L	1	10/3/2002

Qualifiers:

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J - Analyte detected below quantitation limits
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Advanced Technology Laboratories
3275 Walnut Avenue, Signal Hill, CA 90807 Tel: 562 989-4045 Fax: 562 989-4040

Advanced Technology Laboratories

Date: *16-Oct-02*

CLIENT:	Geocon Environmental	**Client Sample ID:**	CACW4
Lab Order:	059137		
Project:	County Administration Bldg, 0971-06-01	**Collection Date:**	10/1/2002 11:20:00 AM
Lab ID:	059137-004A	**Matrix:**	WATER

Analyses	Result	Limit	Qual	Units	DF	Date Analyzed
VOLATILE ORGANIC COMPOUNDS BY GC/MS						
			EPA 8260B			
RunID: MS2_021002A	QC Batch: Q02VW218					Analyst: **GG**
Dichlorodifluoromethane	ND	5.0		µg/L	1	10/3/2002
Ethylbenzene	ND	5.0		µg/L	1	10/3/2002
Hexachlorobutadiene	ND	5.0		µg/L	1	10/3/2002
Isopropylbenzene	ND	5.0		µg/L	1	10/3/2002
m,p-Xylene	ND	5.0		µg/L	1	10/3/2002
Methylene chloride	ND	5.0		µg/L	1	10/3/2002
MTBE	ND	5.0		µg/L	1	10/3/2002
n-Butylbenzene	ND	5.0		µg/L	1	10/3/2002
n-Propylbenzene	ND	5.0		µg/L	1	10/3/2002
Naphthalene	ND	5.0		µg/L	1	10/3/2002
o-Xylene	ND	5.0		µg/L	1	10/3/2002
sec-Butylbenzene	ND	5.0		µg/L	1	10/3/2002
Styrene	ND	5.0		µg/L	1	10/3/2002
tert-Butylbenzene	ND	5.0		µg/L	1	10/3/2002
Tetrachloroethene	ND	5.0		µg/L	1	10/3/2002
Toluene	ND	5.0		µg/L	1	10/3/2002
trans-1,2-Dichloroethene	ND	5.0		µg/L	1	10/3/2002
Trichloroethene	ND	5.0		µg/L	1	10/3/2002
Trichlorofluoromethane	ND	5.0		µg/L	1	10/3/2002
Vinyl chloride	ND	5.0		µg/L	1	10/3/2002

Qualifiers:

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Advanced Technology Laboratories
3275 Walnut Avenue Signal Hill CA 90807 Tel: 562 989-4045 Fax: 562 989-4040

Wet Chemistry Technical Batch Review Checklist

FIRST LEVEL REVIEW:

QC Batch Number: R 21959

Analyst: JT/JDL

Date Analyzed: 10/17/02

Method: 376.2

Initial Calibration	Yes	No	N/A
1. Does the r^2 meet method criteria? (0.995)	✓		
Continuing Calibration			
1. Does the MPC (Midpoint Check) meet method criteria?	✓		
2. Do all CCB's meet method criteria? (< DLR)	✓		
Raw Data Information			
1. All samples are within linear range.	✓		
2. Runlog complete and included in package.	✓		
3. Spectrophotometer tape included (Spec work only)	✓		
4. Are all samples analyzed within hold time.	✓		
QC Items			
1. Method blank values are below the DLR (spl hits must be flagged)	✓		
2. LCS compounds within control limits	✓		
3. MS/MSD, RPD's are within control limits	✓		
Miscellaneous			
1. Are Non-Conformances documented			✓

Comments:

SECOND LEVEL REVIEW:

ATL #: 0593

Supervisor's Review	Yes	No	N/A
1. All assigned sample(s) analyzed			
2. Matrix / units correct			
3. Is QC Present and complete?			
4. Are dilutions correct? (calculations)			
5. Are special instructions met?			

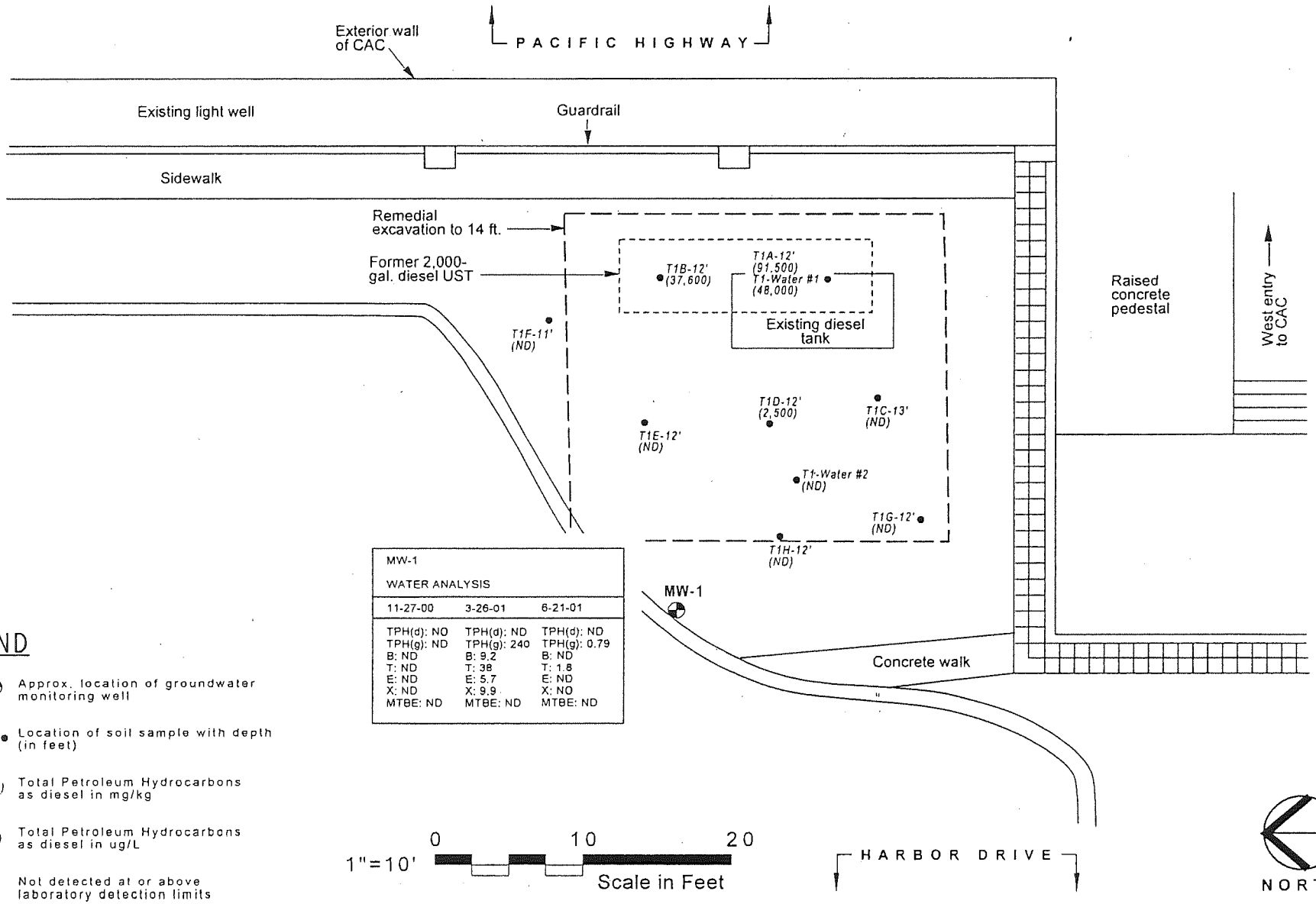
1st Level Reviewer [signature] Date: 10/18/02

2nd Level Reviewer [signature] Date:

Advanced Technology Laboratories

1510 E. 33rd Street Signal Hill, CA 90807 Tel: 562 989-4045 Fax: 562 989-4040

APPENDIX E



MW-1 WATER ANALYSIS		
11-27-00	3-26-01	6-21-01
TPH(d): NO	TPH(d): ND	TPH(d): ND
TPH(g): ND	TPH(g): 240	TPH(g): 0.79
B: ND	B: 9.2	B: ND
T: ND	T: 38	T: 1.8
E: ND	E: 5.7	E: ND
X: ND	X: 9.9	X: NO
MTBE: ND	MTBE: ND	MTBE: ND

LEGEND

MW-1	Approx. location of groundwater monitoring well
T1H-12'	Location of soil sample with depth (in feet)
(2,500)	Total Petroleum Hydrocarbons as diesel in mg/kg
(ND)	Total Petroleum Hydrocarbons as diesel in ug/L
Water	Not detected at or above laboratory detection limits

GROUNDWATER LABORATORY DATA MAP

County of San Diego - Dept. of Public Works
County Administration Center
1600 Pacific Highway
San Diego, California

Project No.	300850002
Scale	1"=10'
Engr./Geol.	TEM
Drafted By	KAM
Date	August 2001

GRADIENT ENGINEERS INC.

Figure No. 3

TABLE 2

Summary of Petroleum Hydrocarbons and Volatile Organic Compounds in Groundwater Sample County Administration Center 1600 Pacific Highway San Diego, California

DATE SAMPLED	TPH_g (µg/L)	TPH_d (mg/L)	B (µg/L)	T (µg/L)	E (µg/L)	X (µg/L)	MTBE (µg/L)	OTHER VOCS (µg/L)
MONITORING WELL MW-1								
11/27/00	<50.0	<0.05	<1.0	<1.0	<1.0	<1.0	<1.0	ND
3/26/01	240	<0.05	9.2	38	5.7	19.8	ND	*2.9
6/21/01	~~0.79~~ <50	~~<0.05~~ .79	<1.0	1.8	<1.0	<1.0	<1.0	ND

Notes:
*1,2,4-Trimethylbenzene
1. Total petroleum hydrocarbons as gasoline (TPH_g) and diesel (TPH_d) by EPA Methods 8015 and 8015B, respectively.
2. B-benzene, T-toluene, E-ethylbenzene, X-xylenes, MTBE-methyl tertiary butyl ether, other VOCs by EPA Method 8260B.

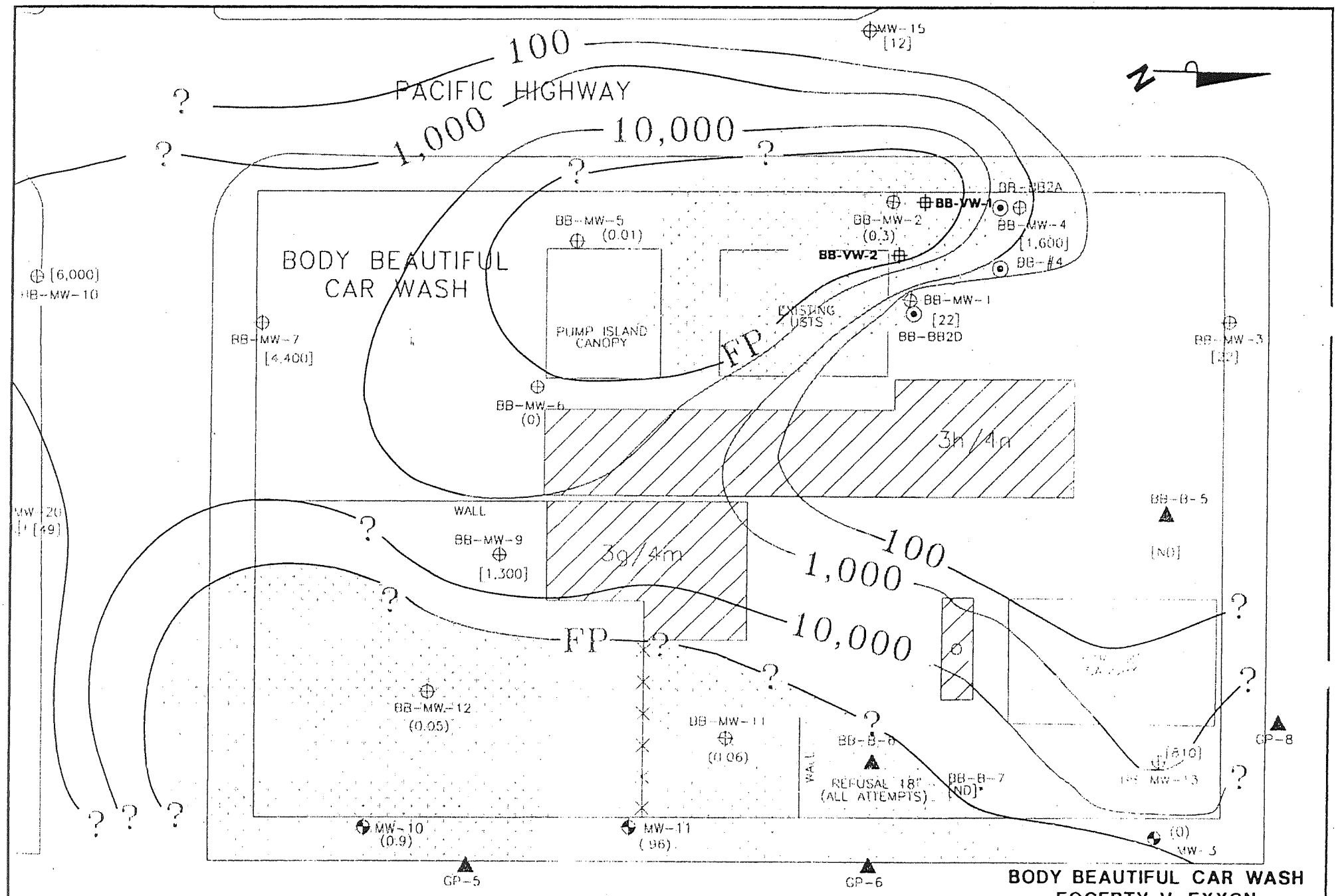
ND: Not detected at or above laboratory detection limits.

TABLE 1

Summary of Depth to Groundwater
County of San Diego
County Administration Center
1600 Pacific Highway
San Diego, California

MONITORING WELL	DATE MEASURED	DEPTH TO GROUNDWATER (Feet below top of PVC Casing)
MW-1	November 27, 2000	11.38
	March 26, 2001	11.45
	June 21, 2001	11.50

APPENDIX F

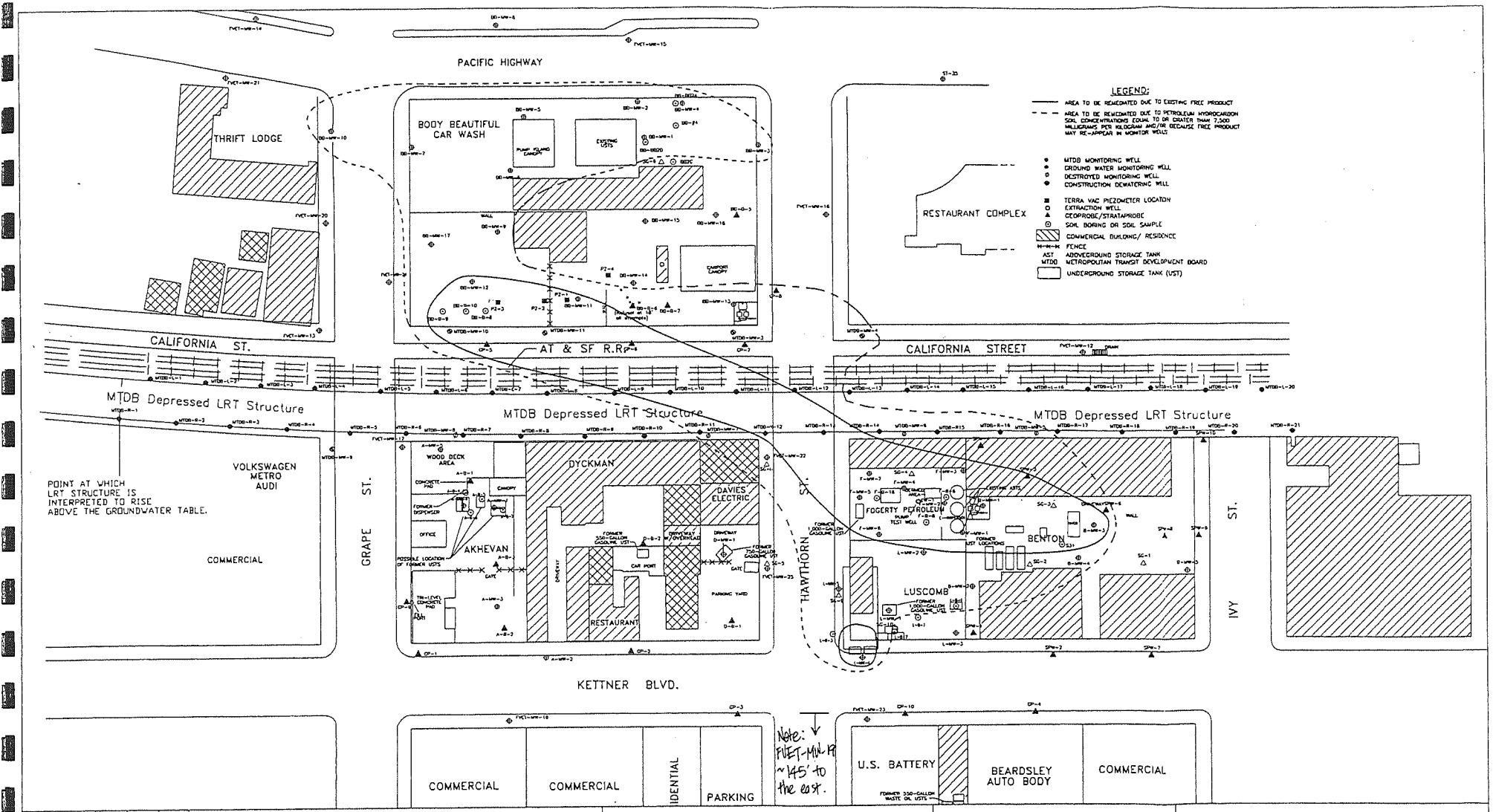


ALTON GEOSCIENCE
SAN DIEGO, CALIFORNIA

FILE NAME: FIG1.DWG PLOT SCALE: 1=480

BODY BEAUTIFUL CAR WASH
FOGERTY V. EXXON
CROSS STREET
San Diego, California

FIGURE 2



REV	DATE	BY	CHECK	APP	DESCRIPTION

Graphic Scale

80 0 40 80 160

(in Feet)

1 inch = 80 ft.

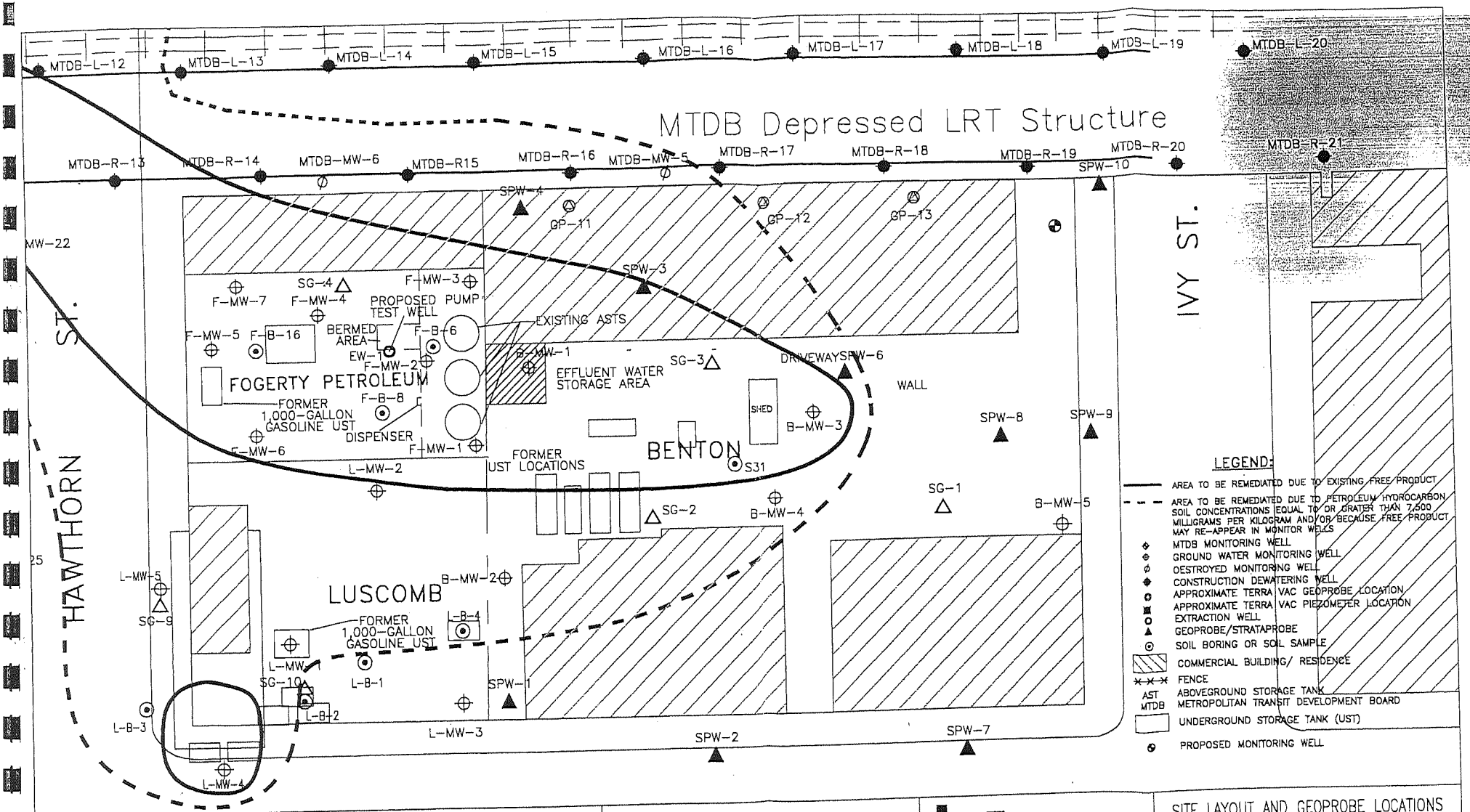
TERRA VAC

1211 N BARSTEN WAY
ANAHEIM, CA 92806

SITE LAYOUT

FOGERTY V. EXXON ET. AL.
SAN DIEGO, CA

DRAWN BY: S.GREEN	CHECKED BY:	PROJECT NO: 31-0335	FIGURE 1
APPROVED BY:	DATE: 3/11/02	SCALE: AS SHOWN	



REV	DATE	BY	CHECK	APP	DESCRIPTION

Graphic Scale

30 0 15 30 60

(In Feet)

1 inch = 30 ft.

TERRA VAC

17821 MITCHELL AVENUE
IRVINE, CA 92614-6003

SITE LAYOUT AND GEOPROBE LOCATIONS
FOGERTY V. EXXON ET AL. TRUST
UNDER SECOND INTERIM ORDER
SAN DIEGO, CA

DRAWN BY: S. GREEN	CHECKED BY: MSJ	PROJECT NO: 31-0302	FIGURE 2
APPROVED BY: MSJ	DATE: 8/28/00	SCALE: AS SHOWN	

▪ APPENDIX F ▪

Askew Building Hazardous Materials Report

Prepared by County of San Diego Department of Environmental Health

Annual Asbestos Notification - Bulk Samples

Building Information:

J.B. Askew Building

1700 Pacific Highway, San Diego

Sample #	*Sample Description*	*Sample Location*
ASKEW-3	Acoustic Spray/	2nd Floor
JBA1	Insulation/ HVAC	Roof, impellur of pump.
JBK1	Fabric/ Expansion Joint	
JBR1	Acoustic Spray/	first floor, entry way
JBR2	Acoustic Spray/	second floor
JBT1	Insulation/ Pipe Run	second floor, main hallway
JBBB-1	Floor Covering/ Tile (Vinyl)	room 301
1	Floor Covering/ Tile (Vinyl) & Mastic	
JB1010.1	Floor Covering/ Tile (Vinyl) & Mastic	Room 107
JB1010.4	Floor Covering/ Tile (Vinyl) & Mastic	from room adjacent to photo lab
JB1010.5	Floor Covering/ Tile (Vinyl) & Mastic	Room F- first floor
JB1010.6	Floor Covering/ Tile (Vinyl) & Mastic	Room R- first floor
JB1122-1	Insulation/ Pipe Run	above hall access, second floor 3" pipe
2	Insulation/ Pipe Run	Around valve.
81892-1	Acoustic Spray/	3rd floor lunchroom, near ceiling access

The above is a summary of building materials that have been sampled and found to be asbestos-containing. This summary does not include suspect building materials that have not been sampled nor materials that have been sampled and found to be non-asbestos containing. If further information is required, please contact the Occupational Health Program at 858-694-2888.

Report Date:07-Aug-00

▪ Appendix G ▪

Will Serve Letters

THE CITY OF SAN DIEGO

September 25, 2002

30

Ms. Christina Keller
BRG Consulting, Inc.
304 Ivy Street
San Diego, CA 92101-2030

Dear Ms. Keller:

Subject: Will Serve Letter - 1600 Pacific Highway, Port Land/ROS Map 6194 (County Administration Building/Civic Center), APN 533-590-01, San Diego County Administrative Center Waterfront Park Master Plan EIR

This letter is to confirm that the above referenced property is within the City of San Diego water service area. The property has existing water facilities for its use in Pacific Highway (12" CI water main) and in North Harbor Drive (16" CI water main). These water mains are complete and will provide adequate potable water service for normal use and fire protection.

New water service connections are available. These connections are requested per required demand. All services are governed by City ordinances and regulations concerning connections, construction, charges/permit fees and matters pertaining thereto.

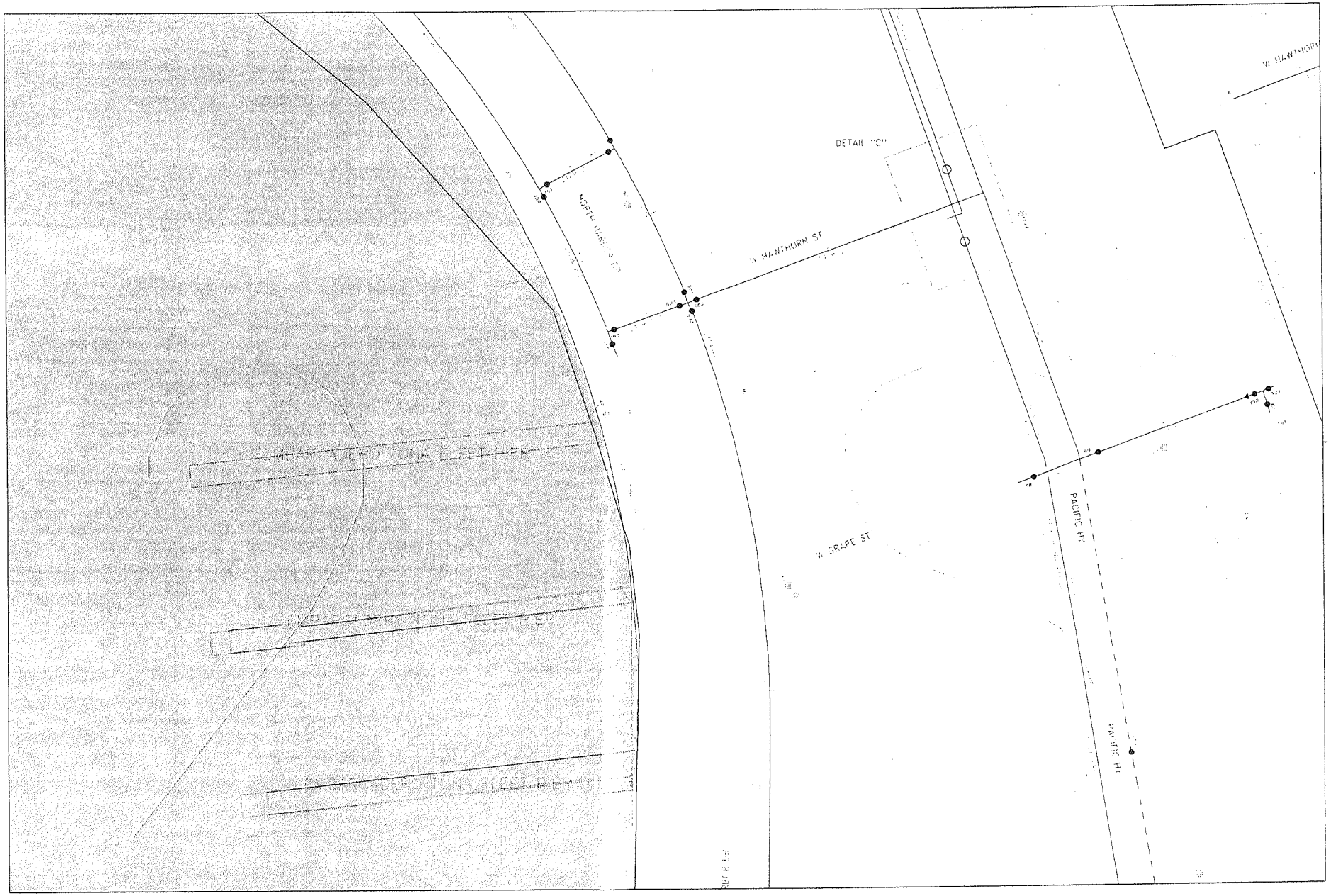
If further information is required, please contact me at (619) 533-5146.

Sincerely,

Rudy Benitez, Jr.

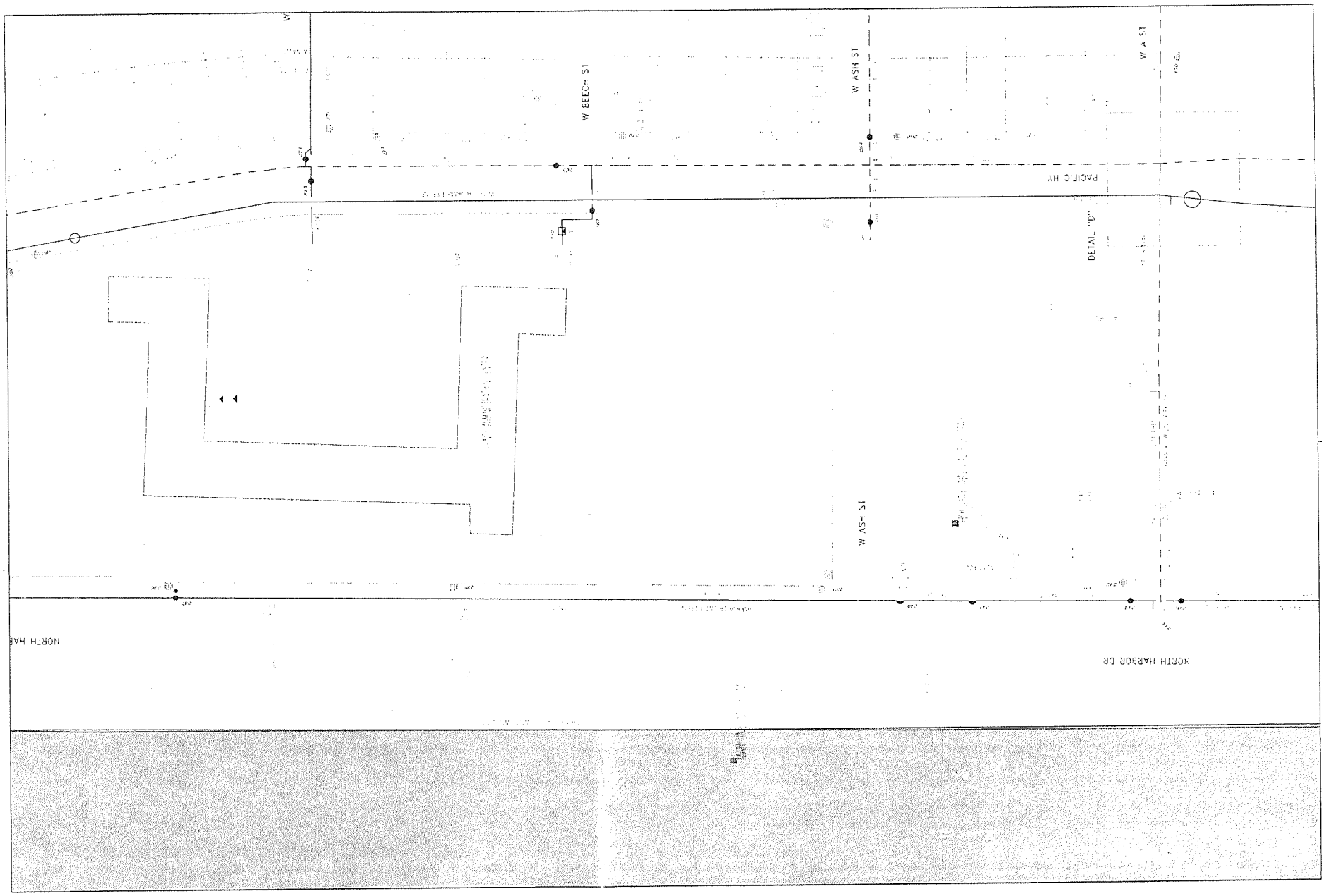
Rudy Benitez, Jr.
Assistant Engineering-Civil

cc: Mark Stone, Deputy Director, Water Department
Bob Didion, Assistant Deputy Director, Development Services Department
Shahin Moshref, Senior Civil Engineer, Development Services Department
Hooman Partow, Associate Engineer-Civil, Development Services Department



09-19-02
Scale in inches: 1:117

City of San Diego, Water Department
Facility Information Management Section



09-19-02
Scale in inches: 1:117

City of San Diego, Water Department
Facility Information Management Section

▪ Appendix H ▪

San Diego Administration Center Nomination for Inclusion on the National Register of Historic Places

SAN DIEGO COUNTY ADMINISTRATION CENTER

NOMINATION FOR INCLUSION ON THE

NATIONAL REGISTER OF HISTORIC PLACES

1988

2138-1087-0000
HSB 203
APN 533-590-01

Staff Comments

San Diego Civic Center

The San Diego Civic Center site consists of 16.738 acres of reclaimed tidelands of San Diego's bayfront. The Civic Center, which originally contained city and county offices, was completed in 1938 with W.P.A. funds. Today it houses only county offices. It is basically a four story with basement building with a ten story central tower. The building is constructed of reinforced concrete with Franciscan pottery inlaid tile work and a Mission tile roof. In style, the building shows the influence of the Streamline Moderne and Spanish Revival. In the 1960s and 1970s, office remodeling was undertaken in many parts of the building and additional stories were added to the wings.

A three story concrete office building constructed in 1958 stands on the northeast corner of the site. In the ~~southwest~~ northeast corner is a small one story concrete block structure with gable roof. The date of this building, which is used for garden equipment, is unknown. Both of these buildings are non-contributing. Ackow

The site features a sculpture -The Guardian of Water- created by the noted American sculptor, Donal Hord, which depicts a pioneer woman holding an olla with water. Hord also designed the pedestal. The landscaping plan was designed by Roland Hoyt, a noted landscape architect.

The Civic Center site appears to be eligible under Criteria A and C. It is a significant example of W.P.A. funded public art, architecture and landscaping. The period of significance extends into 1939 because in June of that year the statue and fountain were put in place. The exceptional importance qualifying the statue and fountain to be part of the nomination is that this work has strong intrinsic merit as a fine example of W.P.A. public art. It was designed by the noted American sculptor, Donal Hord, who was at his creative pinnacle when he designed this work in 1936. Most importantly though the work is an integral part of the resource's total environment and contributes greatly to the overall design which includes the art, architecture and landscaping. The resource is a signficant example of the interaction of three disciplines. Staff recommends listing at the local level of significance.

Cynthia Howse
March 4, 1988

NPS Form 10-900
(Rev. 8-86)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name San Diego Civic Center

other names/site number San Diego County Administration Center

2. Location

street & number 1600 Pacific Highway N/A [ ] not for publication

city, town San Diego N/A [ ] vicinity

state California code 06 county San Diego code 073 zip code 92101

3. Classification

Ownership of Property
- [ ] private
- [X] public-local
- [ ] public-State
- [ ] public-Federal

Category of Property
- [ ] building(s)
- [X] district
- [ ] site
- [ ] structure
- [ ] object

Number of Resources within Property

Contributing	Noncontributing	
1	2	buildings
0	0	sites
0	0	structures
1	0	objects
2	2	Total

Name of related multiple property listing: N/A

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this [ ] nomination [ ] request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property [ ] meets [ ] does not meet the National Register criteria. [ ] See continuation sheet.

Signature of certifying official — Date

State or Federal agency and bureau

In my opinion, the property [ ] meets [ ] does not meet the National Register criteria. [ ] See continuation sheet.

Signature of commenting or other official — Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

- [ ] entered in the National Register. [ ] See continuation sheet.
- [ ] determined eligible for the National Register. [ ] See continuation sheet.
- [ ] determined not eligible for the National Register.
- [ ] removed from the National Register.
- [ ] other, (explain:)

Signature of the Keeper — Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Government/City County
Administrative Offices

Current Functions (enter categories from instructions)

Government/County Administrative
Offices

7. Description

Architectural Classification (enter categories from instructions)

Moderne
Spanish Revival

Materials (enter categories from instructions)

foundation Concrete
walls Concrete
roof Mission tile
other Inlaid tile

Describe present and historic physical appearance.

The San Diego Civic Center site, resting on 16.738 acres of reclaimed tidelands of San Diego's bayfront, consists presently of three buildings: the historic Civic Center structure, which originally contained both city and county offices, begun in 1936 and completed in 1938 with a million dollars contributed from Works Progress Administration funds; a non-historic public health facility (1700 Pacific Highway), erected in 1958, now vacated and slated for demolition; and a non-historic gardener's shed. The site is enclosed by Pacific Highway to the east, Ash Street to the south, Harbor Drive to the west, and Grape Street to the north. Located in a highly commercial area, the site features a historic sculpture, The Guardian of Water, created by noted American sculptor, Donal Hord, emplaced on the western entrance side facing the bay in June, 1939. Financed mostly by W.P.A. funds, the statue and fountain took three years to complete. The landscaping plan, designed by Roland Hoyt, noted landscape architect, and financed also by the W.P.A., provided trees, shrubs, grass, fountains on the eastern side of the site, and annual blooming plant varieties around the main structure and adjacent parking lots. The Civic Center retains a fairly high degree of integrity.

The Civic Center structure, Spanish-Revival with 1930s Streamline Moderne influences, also displays classical Beaux-Arts touches. Constructed of reinforced concrete with Franciscan pottery inlaid tile work on the east and west facades and wing domes, the main portion of the structure is capped with a Mission tile roof. The building was intended to compliment Balboa Park structures. As suggested by John Nolen, a noted Cambridge, Massachusetts landscape architect and planner, this building was placed on the waterfront with the hope that a mall extending eastward would ultimately link it and other civic structures which were to surround the center, with Balboa Park.

However noteworthy the exterior of the building, the interior and structural details prove to be equally as important. Beauty and perseverance were of tremendous concern to the architects and engineers. Quality was not spared in this building, despite the lean years of the Great Depression. The main and second floor lobbies display rich Tennessee Roseal and Vermont Verde antique marble-covered walls, bronze elevator doors and bronze detailing around entrance doors and the second floor lobby area. Original light fixtures of wood and glass remain in these areas. The floors in the lobby and corridor are terrazzo, employed for its durability, with office floor space incorporating brown, marbelized asphalt tile. Moveable partitions of wood and glass separate offices. All

[X] See continuation sheet

interior woodwork including staircases is of Philippine mahogany. Council and Supervisors' chamber doors are covered with cowhide and bronze studs. All ceilings are finished with a sound absorbent plaster which reduces office noise levels.

Engineering history was made with this building when steel piling was employed to bear lateral stresses 1-1/2 times more than any earthquake emergency would require for this basically four-storied structure with basement and ten-storied, 150 foot central tower, with extending north and south facing three and four-storied domed wngs. It was a 544 foot frontage overall and a 244 foot overall depth. The building has a area of 276,668 square feet.

The west facade on Harbor Drive was to provide a welcome respite for seafaring travelers. Visitors and denizens alike would view from this entrance Roland Hoyt's magnificent landscaping surrounding Donal Hord's Guardian of Water sculpture and be enticed onward to the structure itself. The ten-foot tower rising about the entrance is faced with decorative tile as is the inlaid arch above the doors. Above the entrance is inscribed the adage, "The Noblest Motive is the Public Good", suggested by then City Councilman, John Seibert. The main building portions of the west facade, adorned with a Mission tile roof, have always been four-stories in height. The adjoining wings, the westernmost portions to the left and right of the entrance, were originally two-stories, but received additional stories in 1968. Another story was added to the portions of the wings immediately behind the two story sections also in 1968, and match the original four-storied building sections except for the tiled roof.

The south building facade on Ash Street, provides an additional entrance to the structure. This is one of the wing sections which added stories in 1968 to the left and right two-story building portion, and the three-storied almost center section. The east facade faces Pacific Highway, now a main city artery, and encourages one to imagine how beautiful the Civic Center site could have been if a tree-lined paseo would have linked this area with Balboa Park. This facade matches in many ways the west facade with the exception that the adjoining wings extend further out from the main building. (The western wings were to have been enlarged in the 1940s to match the eastern side, but this was never accomplished.) Another difference includes the matched domes atop the wings. As with the west facade, the two- and three-storied building sections have also received an extra story, added in 1968. Above the entrance, the motto, "Good Government Demands the Intelligent Interest of Every Citizen", also suggested by Councilman Seibert.

The northern facade on Grape Street reflects the same additions to the two- and three-storied portions of the wings as does the southern wing. An additional entrance is provided on this portion of the building.

In the 1960s and 1970s, office remodeling was undertaken in many parts of the Civic Center. A cafeteria was added atop the third floor. Light fixtures in some of the corridors were modernized. Carpeting was added. On the first floor light fixtures were modernized and the concession stand in the lobby was renovated. In 1968, the third and fourth floor were added to portions of the north and south wings.

At the northwest corner of the site stands a three-story building constructed in 1958 as the Department of Health Services. Plans for the future indicate the public health department will move to larger quarters and this building will be demolished. This building is of no historic or architectural significance.

At the northeast corner of the site is the garden shop, a one story, concrete block structure with gable roof. It is a repository for the gardening utensils used by gardeners caring for the County Administration Center lawns, and provides through the lath house a refuge to plants needing extra assistance. The garden shop is a utilitarian building which supplements the gardening needs of the historic County Administration Center.

The Civic Center site encompasses 16.738 acres and is nearly flat at an elevation of six feet.

Early grounds landscaping was set out in a hodge-podge fashion, planting initially Washingtonia palms which generated much controversy because they appeared dead or dying. Japanese cherry trees were donated and planted as were Bird of Paradise plants and other varieties of plants. In 1938, it was determined that a landscape architect was needed to plan the ground cover. Roland S. Hoyt was employed that year and completed landscaping tasks on January 22, 1939, at a cost of $129,944, of which the major portion of $100,000 was borne by the W.P.A.

Various varieties of palm trees, varnish trees, Austrailian tee-trees, podocarpus, scarlet bottlebrush, and other types were planted. Shrubs such as natal plum and windmill jasmine were embedded. Annuals such as calendulas and jobelias surrounded east facing borders. Scotch and German marigolds filled the borders around the north parking lot. Flower beds of schizanthus, snapdragon, stock daisies, pansies, and petunias surrounded the building and when they died out, they were replaced with zinnias, carnations, gypsophila, asters and ornamental dahlias. All annuals, under the supervision of head gardener, Pietro Farina, were developed from seed in a county-owned lath house. In 1943, during World War II, Victory Garden beets were grown in the flower beds on the east side of the Civic Center for the Convalescent Children and Children's

Aid Society in San Diego. Cabbages were planted for the same purpose on the west side. The deep rich color of the beet tops added highlights to the gardens which received wide praise from admirers. New palms and other varieties of trees, shrubs, and flowering plants have been added to the grounds since 1939, but the overall impressive beauty and layout design still prevail.

A 22'-3" granite sculpture and fountain enhance the Harbor Drive entry walkway. Created from Lakeside granite by Donal Hord, noted American sculptor, it exhibits a pioneer woman holding an olla filled with water, one of San Diego's most precious resources.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

☐ nationally ☐ statewide ☒ locally

Applicable National Register Criteria ☒ A ☐ B ☒ C ☐ D

Criteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Areas of Significance (enter categories from instructions)	Period of Significance	Significant Dates
Architecture	1936-1939	
Art		
Engineering		
Landscape Architecture		
Community Planning		
Politics/Government		

Cultural Affiliation
N/A

Significant Person
N/A

Architect/Builder
Gill, Louis J.
Hamill, Samuel W.

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The San Diego Civic Center is significant for the following reasons: its association with Franklin Roosevelt's New Deal Works Progress Administration, its importance in John Nolen's 1926 Plan for San Diego, its architectural and structural quality, its symbolic public sculpture, and its landscaping scheme.

President Franklin Roosevelt personally approved the plan for the erection of San Diego's Civic Center and allocated $1 million in funds in 1936 to begin construction of such an edifice. The building, financed predominantly by the Works Progress Administration, a New Deal Agency, was the first of such financed structures to be built within San Diego. The W.P.A. also contributed most of the funds necessary for Donal Hord's Guardian of Water sculpture facing the harbor, and Roland Hoyt's landscaping plan. Franklin Roosevelt dedicated the Civic Center to the people of San Diego in a ceremony on July 16, 1938, approximately five months before its completion.

The placement of the Civic Center on the harbor was suggested by John Nolen, nationally known landscape architect and planner, in his 1926 Plan for San Diego. It was the hope of Nolen and city leaders that other public buildings would be grouped around the Civic Center and a grand paseo extending eastward, would ultimately link the public structures with Balboa Park. However, rising land costs, and the outbreak of World War II, precluded the fulfillment of Nolen's ideas.

The Civic Center, hailed nationally as a splendid example of civic center architecture, was designed by four prominent San Diego architects: Louis J. Gill, F.A.I.A.; Samuel W. Hamill, F.A.I.A.; William T. Johnson, F.A.I.A.; and Richard S. Requa. Louis J. Gill designed the San Diego Zoo as well as many residences, churches and medical centers in the San Diego area. Samuel W. Hamill planned the San Diego Community Concourse, designed the W.P.A. financed War Memorial Building in Balboa Park, as well as the Del Mar Race Track. William T. Johnson created the La Valencia Hotel in La Jolla as well as the Serra Museum in Presidio Park and the Fine Arts and Natural History Museums in

☒ See continuation sheet

Balboa Park. Richard S. Requa was responsible for much of the design of the 1935 World's Fair buildings in Balboa Park. Spanish Revival/Streamline Moderne in style with Beaux-Arts classical touches such as long narrow halls and expansive wings, the building features a 10-story central tower and matched domes on the extending north and south wings. The architects included inlaid Franciscan pottery tile around the east and west entrances and on matched domes on the north and south wings. Interior first and second floor lobbies incorporate Tennessee Roseal and Vermont Verde antique-marble covered walls, bronze elevator doors and detailing around entrance doors and the second floor lobby area. Philippine mahogany was featured on staircases and office walls and partitions. Terrazzo was employed in lobby areas and on stairs. Elegant wood and glass light fixtures adorn the lobby areas. Of structural significance, over 1500 H-shaped steel pilings, incorporated for the first time in a major public building, were driven deep into tidelands soil to protect the structure and its inhabitants from earthquake damages. The Civic Center was constructed in five sections which would move independently in response to serious seismic motions.

The Guardian of Water sculpture and fountain, planned and created by noted Southern California sculptor, Donal Hord, considered one of the greatest American sculptors in 1936, took three years to complete. Hord chose San Diego granite from which he sculpted a pioneer woman holding an olla or water jar on her shoulder which symbolized the guardianship of water exemplifying San Diego's constant task of obtaining and guarding one its most precious resources - water. He also designed the fountain pedestal upon which the granite figure was placed.

Civic Center landscaping, begun in 1938 and completed in 1939, by Roland S. Hoyt, F.A.S.L.A., contributed greatly to the overall beauty and significance of the site. Hoyt's planting surrounded the main structure, as well as the adjacent parking lots. Incorporating various varieties of trees, shrubs, grass and annual flowering plants, Hoyt also created two fountains to beautify the eastern entrance. In 1943, during World War II, Victory Garden beets and cabbages were grown in the flower beds surrounding the fountains for the benefit of the Convalescent Children and Children's Aid Society in San Diego. New palms and other varieties of trees, shrubs, and flowering plants have been implanted on the grounds, but the original layout design is basically unaltered.

Architects of the San Diego County Administration Center:

Samuel Wood Hamill (1903-), a 1927 graduate of the University of California at Berkeley School of Architecture, began his architectural career in San Diego with Richard Requa and served as his partner during the construction of the San Diego Civic Center. Influenced by the 1915 Panama-California Exposition architects, Bertram Goodhue and Carleton Winslow Sr., Hamill incorporated the Spanish Colonial and Spanish Revival styles in many of his works in San Diego. He was the primary architect involved with the planning of the Civic Center. In addition, he coordinated the San Diego Community Concourse and designed the War Memorial Building in Balboa Park and the Del Mar Race

Track. He also created the San Diego County Seal which is featured on the exterior of the San Diego County Administration Building. In 1957, he was elected a fellow of the A.I.A.

Richard S. Requa (1881-1941), attended Norfolk College in Nebraska where he majored in electrical engineering. In 1907, he entered the architectural offices of Irving Gill where he received architectural training which enabled him to start his own practice in 1910 in San Diego. Requa later formed partnerships with Frank Mead, Herbert Jackson, and Samuel Hamill. Influenced by Spanish-American, Indian and North African architectural styles, Requa's work exemplified a combination of these forms. Requa designed the civic centers of Ojai and Rancho Santa Fe in California. He wrote the specifications for the San Diego Civic Center, photographed and supervised much of its construction. He was the Chief Architect of the 1935 San Diego Exposition. In addition, he designed many schools, residences, businesses and civic structures within San Diego County.

William Templeton Johnson (1877-1957), graduated from Columbia University in 1907, then studied at the Beaux Arts in Paris from 1909-1911. He assisted with the design of the San Diego Civic Center. Best known in San Diego for his Mission Revival, Spanish Colonial and Spanish Revival designs, he planned numerous landmarks including the La Valencia Hotel in La Jolla, the Junipero Serra Museum in Presidio Park, the San Diego Trust and Savings Bank and the U.S. Post Office in downtown San Diego. Johnson also designed the Museum of Natural History and Fine Arts Gallery in Balboa Park for the 1935 Exposition. He was elected a fellow of the A.I.A. in 1939.

Louis J. Gill (1885-1969), a 1911 graduate of Syracuse University, came to San Diego that same year. Working in the office of his uncle, Irving J. Gill, he assisted with the plans for numerous San Diego buildings. That partnership dissolved in 1919. Gill was mainly responsible for the administrative duties connected with the erection of the San Diego Civic Center. He was also the designer of many residences, churches and medical centers in San Diego. Best remembered for his design of the San Diego Zoo, he planned the buildings, cages, animal grottos, research hospital and the largest bird cage in the world. Appointed to the California State Board of Architectural Examiners in 1929, Gill was chosen president in 1933. He was elected a fellow of the A.I.A. in 1942.

Landscape Architect of the San Diego County Administration Building:

Roland S. Hoyt (1896-1968), the landscape architect of the San Diego Civic Center, was a graduate of Iowa State College with post graduate work in landscaping at Harvard University. Appointed editor of California Garden, published in San Diego, he served in this position, heading the oldest newspaper of its kind in the U.S., for many years. Landscape architect for Presidio Park and the 1935 San Diego Exposition, he served as

special consultant for the landscaping of Mission Bay Park. Elected in 1964 a fellow of the American Society of Landscape Architects, he was the first San Diegan so honored and one of the first eight in the nation to achieve that status.

Sculptor for the San Diego County Administration Building:

Donal Hord (1902-1966), studied sculpture and art in San Diego; in Santa Barbara at the school of the Arts, and in Mexico where he was inspired by Diego Rivera and David Alfaro Siqueiros. Considered one of the greatest of American sculptors in 1936, he was commissioned by the W.P.A. with the assistance of private funds to create a Civic Center fountain. He chose to create from San Diego County granite a pioneer woman holding an olla on her shoulder which symbolized the guardianship of water exemplifying San Diego's constant task of obtaining and guarding one of its most precious materials - water. Hord received many fellowships, awards and honors for his work, including the Award of Merit Medal of the American Academy of Arts and Letters and the Fine Arts Medal of the [illegible].A. He was named Fellow of the American Sculpture Society, full Academician of the National Academy of Design and named a member of the National Institute of Arts and Letters.

The period of significance extends into 1939 because in June of that year the statue and fountain, designed in 1936, were put in place. The exceptional importance qualifying the statue and fountain to be part of the nomination is that this work has strong intrinsic merit as a fine example of W.P.A. public art. It was designed by the noted American sculptor, Donal Hord, who was at his creative pinnacle when he designed this work in 1936. Most importantly though the work is an integral part of the resource's total environment and contributes greatly to the overall design which includes the art, architecture and landscaping. The resource is a significant example of the interaction of three disciplines. The overall significance of the Civic Center would be diminished without the inclusion of the statue and fountain.

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9. Major Bibliographical References

See attached sheet.

[X] See continuation sheet

Previous documentation on file (NPS):

- [ ] preliminary determination of individual listing (36 CFR 67) has been requested
- [ ] previously listed in the National Register
- [ ] previously determined eligible by the National Register
- [ ] designated a National Historic Landmark
- [ ] recorded by Historic American Buildings Survey # _____
- [ ] recorded by Historic American Engineering Record # _____

Primary location of additional data:

- [ ] State historic preservation office
- [ ] Other State agency
- [ ] Federal agency
- [ ] Local government
- [ ] University
- [ ] Other

Specify repository: _____

10. Geographical Data

Acreage of property 16.738

UTM References

	Zone	Easting	Northing
A	11	483950	3621380
B	11	484040	3621380
C	11	484040	3621230
D	11	483950	3621230

[ ] See continuation sheet

Verbal Boundary Description

Municipal tidelands subdivision tract #1 bordered on the west by Harbor Drive; Pacific Highway on the east; Grape Street on the north; and Ash Street on the south.

[ ] See continuation sheet

Boundary Justification

The boundary includes the parcel that has historically been associated with the property.

[ ] See continuation sheet

11. Form Prepared By

name/title Sylvia Kathleen Fianigan

organization Citizens Coordinate for Centurys

date Revised January 9, 1988

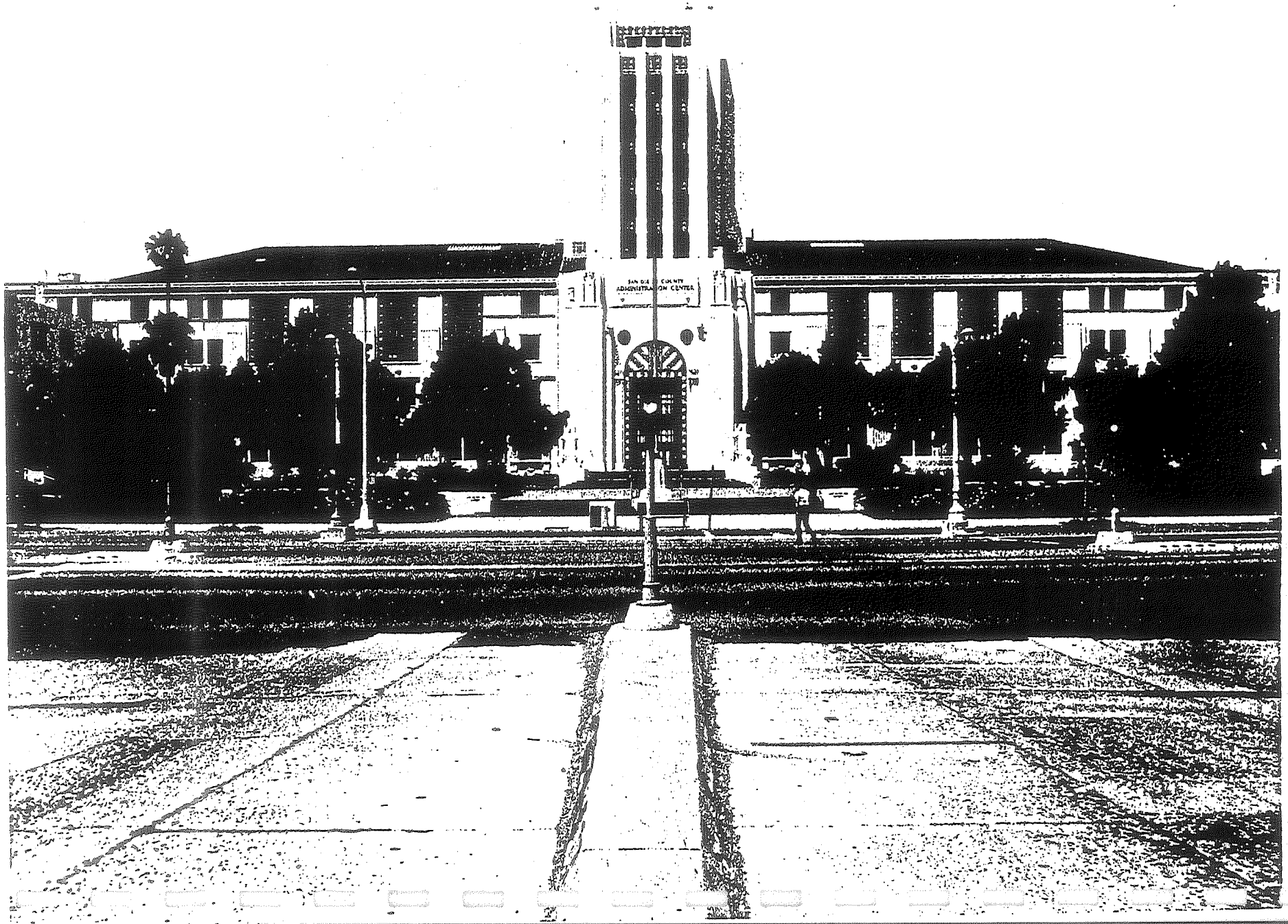
street & number 5700 Baltimore Drive, #6

telephone 619-464-0720

city or town La Mesa

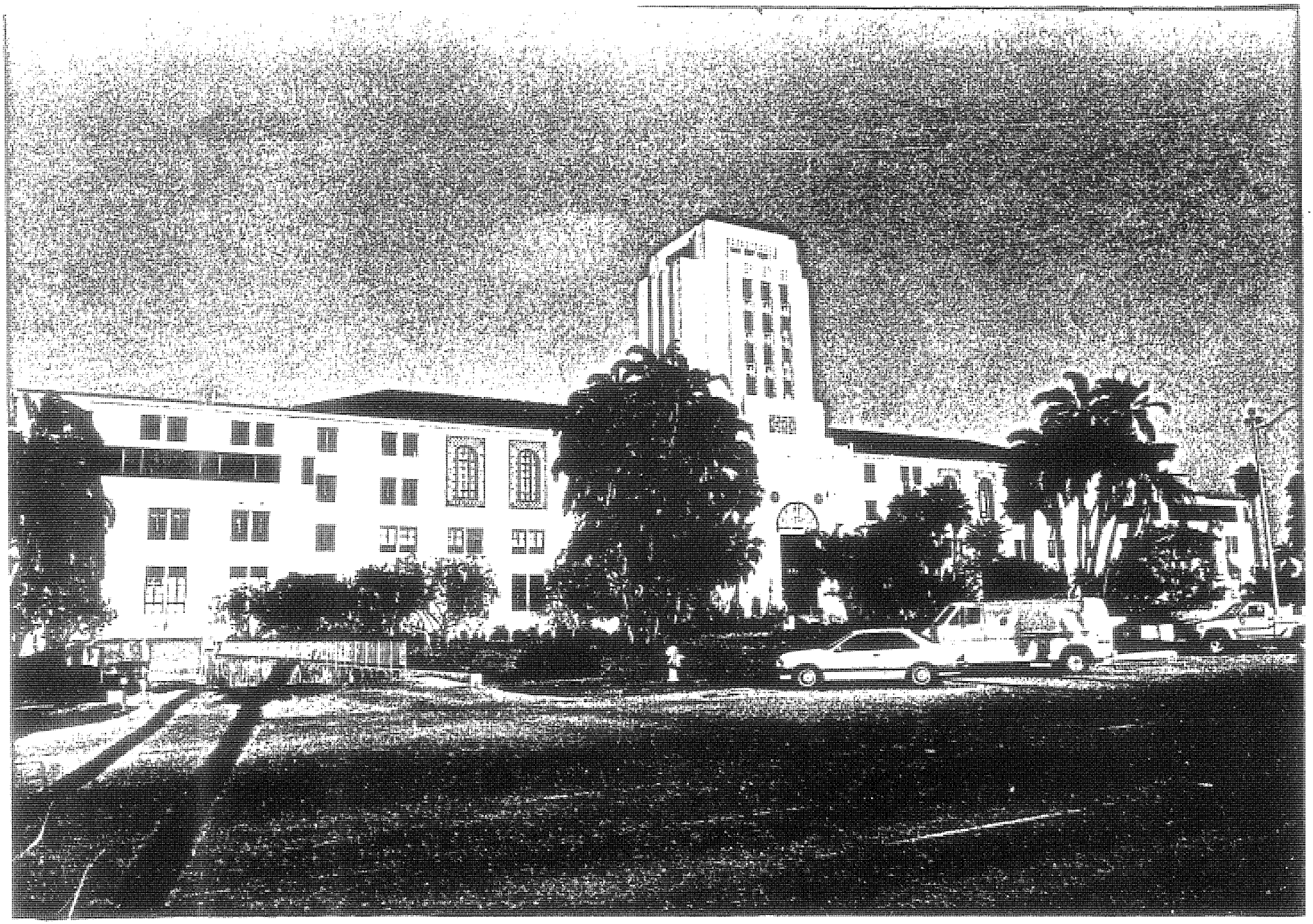
state California

zip code 92042


SAN DIEGO COUNTY
ADMINISTRATION CENTER

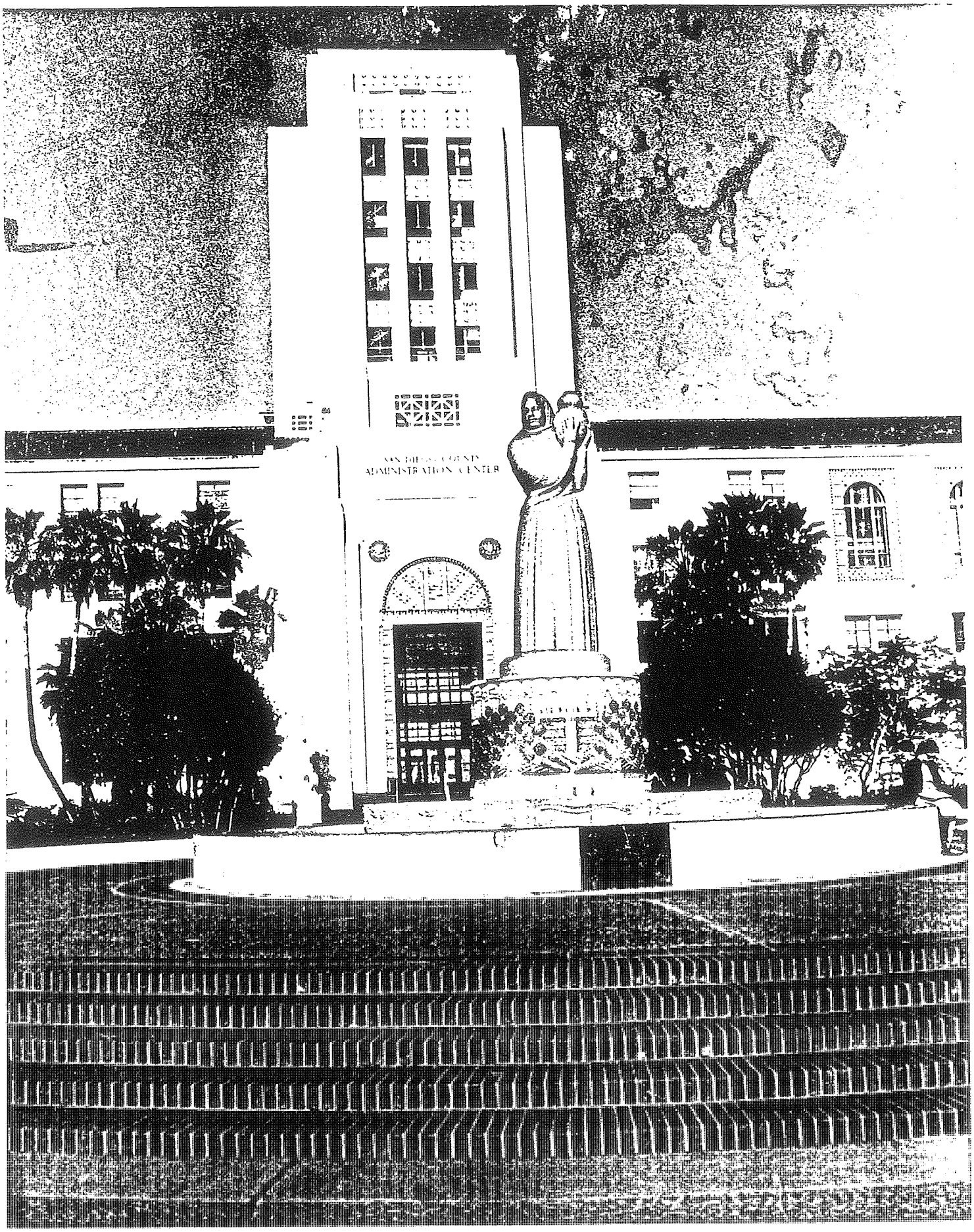
#2 Pacific Highway View, '86

San Diego County Administrative Center
San Diego, California
Sylvia K. Flanigan, Photographer
1986
Negative-Sylvia K. Flanigan
Pacific Highway View-Camera facing east



#5. Harbor Drive view, 1986

San Diego County Administrative Center
San Diego, California
Sylvia K. Flanigan, Photographer
1986
Negative-Sylvia K. Flanigan
Harbor Drive View-Camera facing southeast

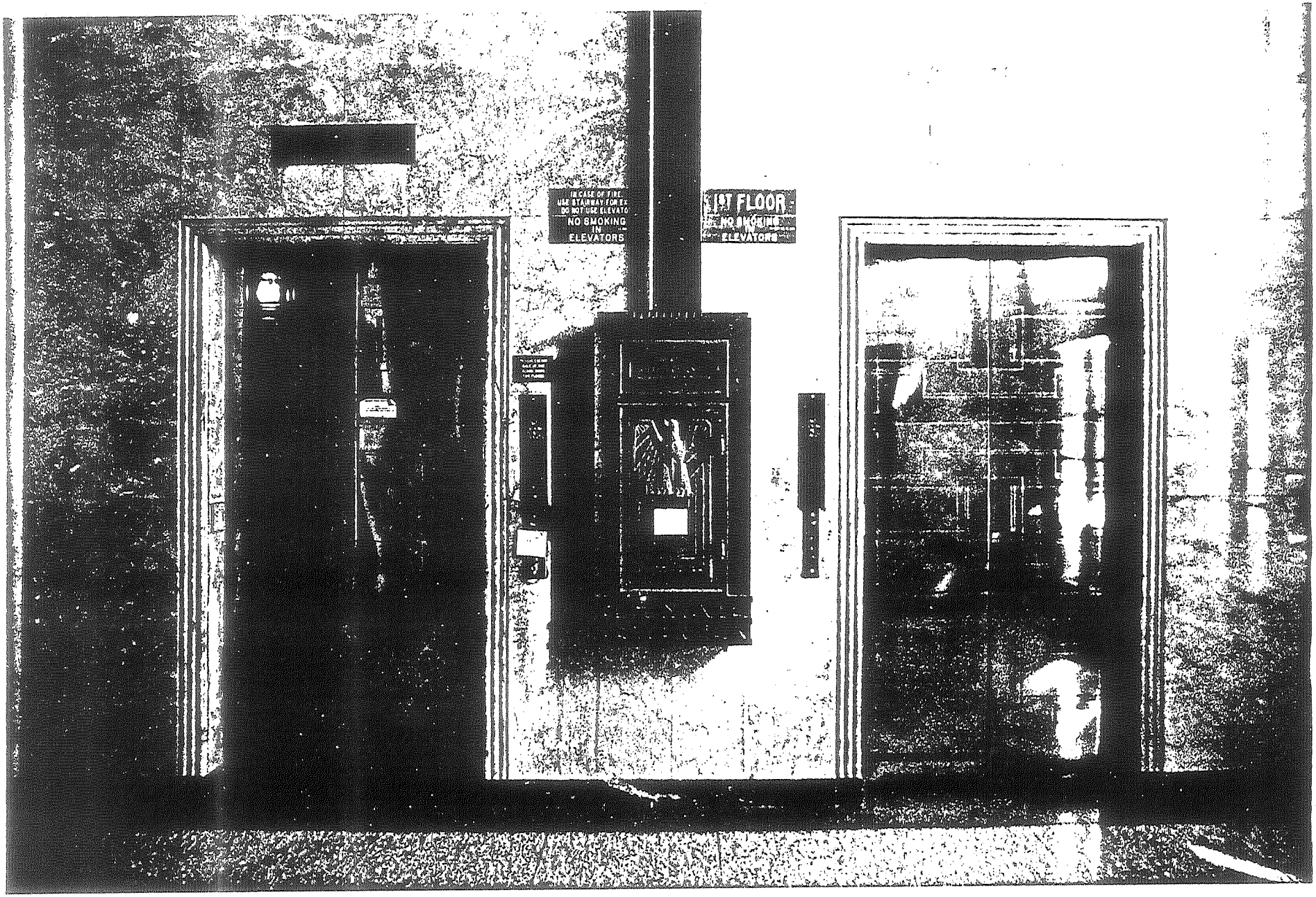

ADMINISTRATION CENTER

er + Sculpture, Harbor Drive View, 1986

San Diego County Administrative Center
San Diego, California
Sylvia K. Flanigan, Photographer
1986
Negative-Sylvia K. Flanigan
Tower and Sculpture, Harbor Drive View-
Camera facing east

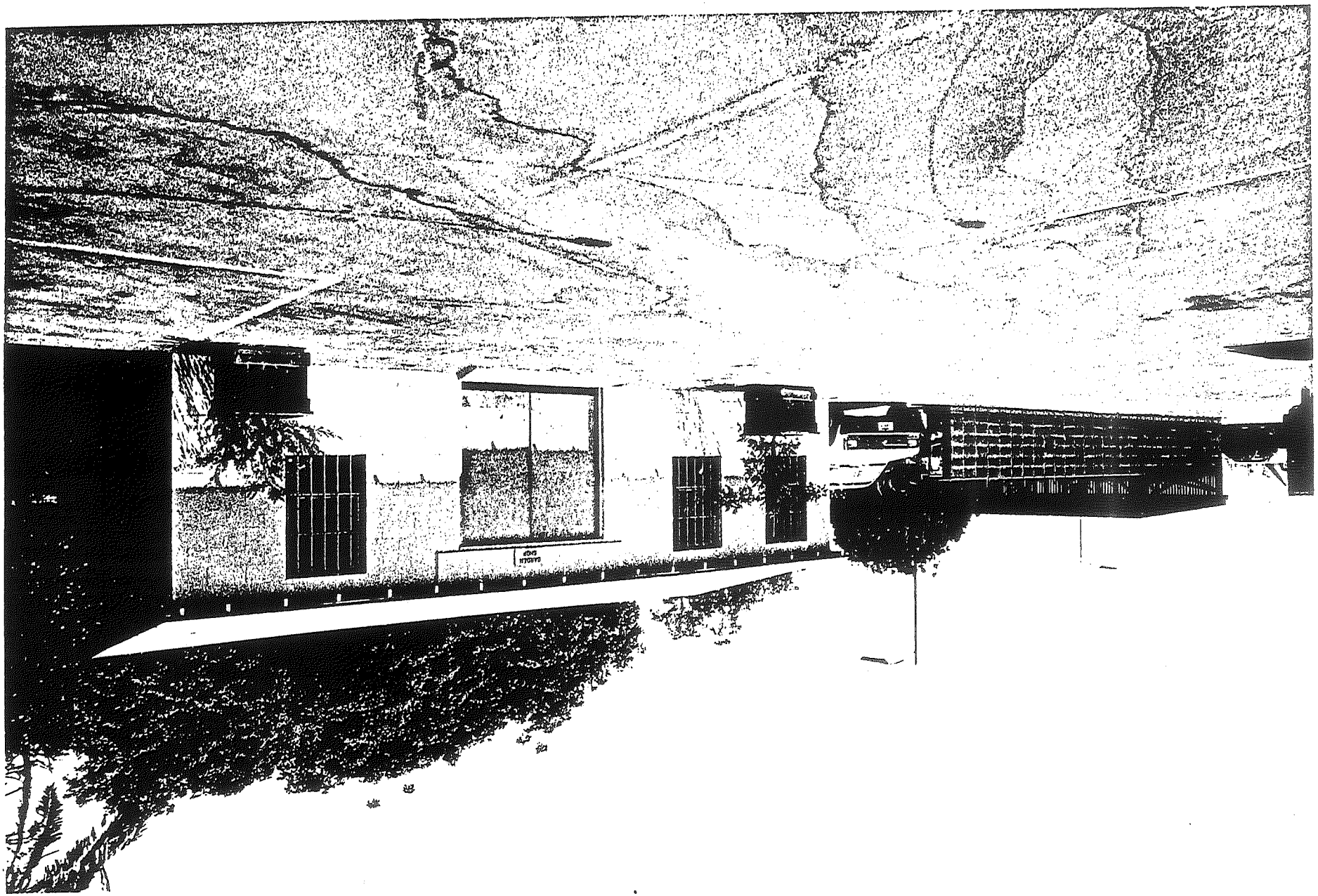
San Diego County Administration Center
San Diego, California
Sylvia K. Flanigan, photographer
1987
Negative - Sylvia K. Flanigan
Lobby Interior, 2nd Floor - Camera facing south.

San Diego County Administrative Center
San Diego, California
Sylvia K. Flanigan, Photographer
1986
Negative-Sylvia K. Flanigan
North Wing-Camera facing southeast


IN CASE OF FIRE
USE STAIRWAY FOR EX
DO NOT USE ELEVATO
NO SMOKING
IN
ELEVATORS
1ST FLOOR
NO SMOKING
IN
ELEVATORS

San Diego County Administration Center
San Diego, California
Sylvia K. Flanigan, photographer
1987
Negative - Sylvia K. Flanigan
Lobby Interior, Main Floor - Camera facing south.

San Diego County Administration Center
San Diego, California
Sylvia K. Flanigan, photographer
1987
Negative - Sylvia K. Flanigan
Lobby Interior, Main Floor - Camera facing south.



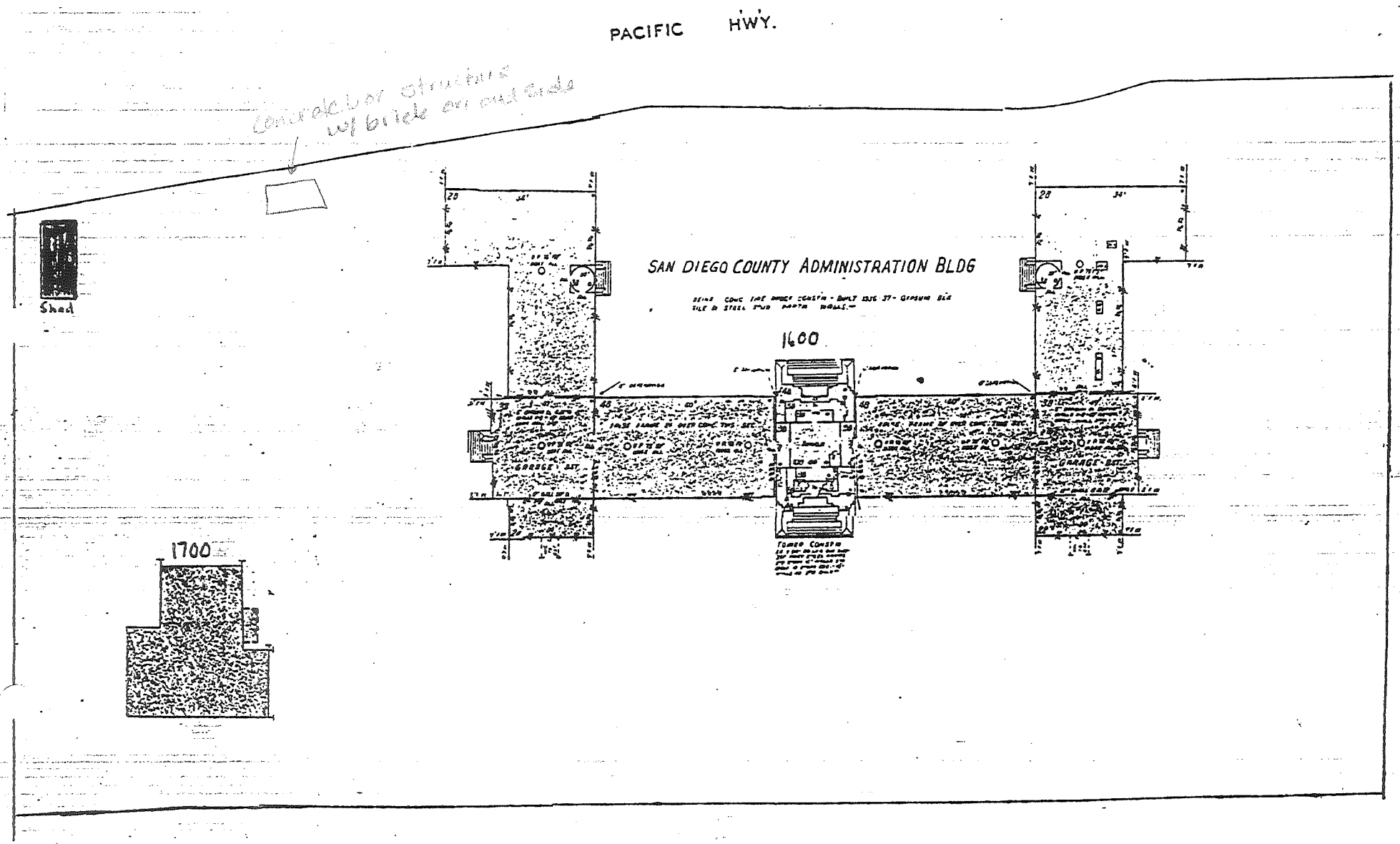
Garden Shop & Lath House
San Diego, California
Sylvia K. Flanigan, Photographer
1986
Negative- Sylvia K. Flanigan
Garden Shop facing south located on
the northeast corner of the property.

Garden Shop - Lath House
San Diego, California
Sylvia K. Flanigan, Photographer
1986
Negative-Sylvia K. Flanigan
Lath house facing east on northeast
corner of property.

ERICKSON
52

#86:15775 Civic Center - San Diego 1938

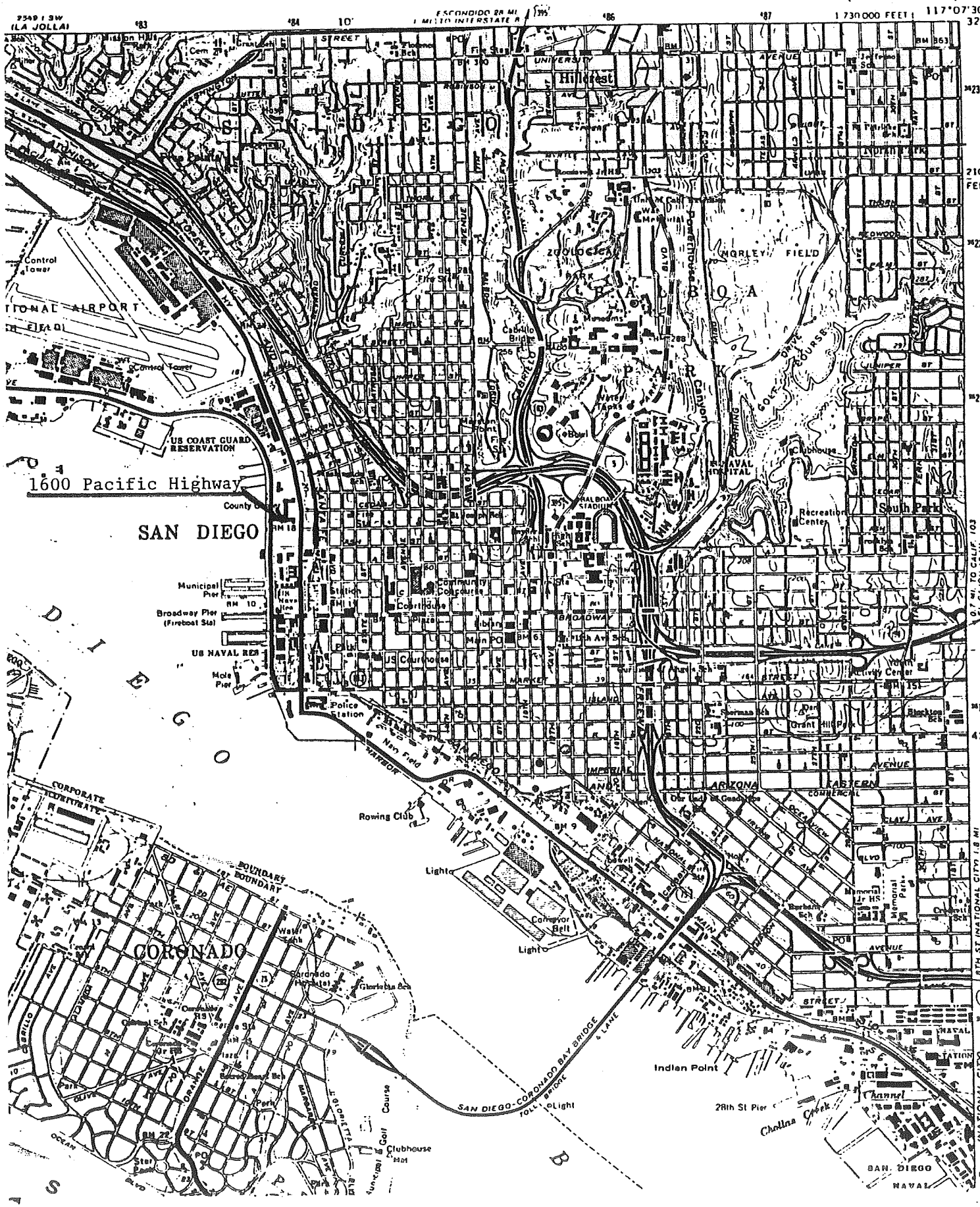
San Diego County Administrative Center
San Diego, California
Photographer Unknown
1938
Negative-San Diego Historical Society
Harbor Drive View-Camera facing northeast
#86:15775



San Diego Civic Center
1600 Pacific Highway
San Diego, San Diego Co.
California

Scale 1/4" = 8'

POINT LOMA QUADRANGLE
CALIFORNIA – SAN DIEGO CO
7.5 MINUTE SERIES (TOPOGRAPHIC)



▪ Appendix I ▪

County Administration Center - Cultural Landscape Report

Prepared by Vonn Marie May

County Administration Center – Cultural Landscape Report

Historical Documentation • Existing Conditions Analysis • Recommendations

June 2002
Vonn Marie May, Landscape Historian

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The WPA in San Diego County – A Brief Account

The Works (Progress) Projects Administration (WPA) was mandated from the Emergency Relief Act of 1935 and provided 4.8 billion dollars for work programs. The largest peacetime appropriations in American history. One-fifth of the nation's labor force between 1935-1943 worked on WPA projects later transitioning into private industry from skills learned in WPA opportunities. After the bombing of Pearl Harbor much of the emphasis in 'labor' skills of the WPA was absorbed by military contracts.

Because of the importance of San Diego as a future strategic military city, the federal government assisted the city in major harbor improvements, civic buildings, educational facilities (SDSU), and the California Pacific Exposition of 1935. Eventually the programs shifted toward national defense projects just prior to the U.S. officially declaring war, and subsequently became the target of criticism for its change in mission. San Diego, however, benefited tremendously from this federal attention by both softening the blow of the Great Depression and ultimately changing the course of the city's built environment.

The WPA, like FERA (Federal Emergency Relief Administration), and CWA (Civil Works Administration) shared projects and budgets with the PWA (Public Works Administration), although the PWA was not a relief organization. Under Title II of the 1933 National Industrial Recovery Act, the majority of the PWA's budget provided for materials rather than manpower. The PWA was administered by a system of 'Districts' that included several counties within a state. State administrators served as liaisons between local planning needs and the disbursement of monies from the federal government.

The most important WPA/PWA projects for the San Diego County region were centered in and around the San Diego harbor. Early projects included; harbor facilities, municipal airport, civic center building (CAC), police headquarters, jails, and municipal courts.

The Civic Center (1938)

Excerpted from: Master's Thesis in History at San Diego State University by Pamela Hart Branton, Spring 1991.

Large or small, social service or construction, no WPA project equaled that of the San Diego Civic Center. This project's roots were directly linked to George W. Marston, who had already initiated numerous civic improvements in the City of San Diego; (San Diego Royal Presidio Park, Balboa Park, restoration of the Mission de Alcala, and sponsoring and promoting the 1908 and 1926 Nolan Plans.) The 1908 Nolan Plan considered the geographic, topographical and climatic features of the city and proposed developments that were compatible with those features and the desires of the people. A major component of this plan was the development of the waterfront.

While city officials were beginning to accept city planning, at least in theory, their major concern during the first quarter of the century was economic growth. They refused to give proper consideration to the Nolan Plan until the city's economic situation was more secure. This did not occur until the 1920s, when the Navy's interest during World War I resulted in a peacetime desire to expand military installations in San Diego.

A new confidence in the city's future led Marston to ask for reconsideration of the Nolen Plan. The City Council was receptive and appropriated $10,000 for an updated study by Nolen. At the heart of the new plan was a comprehensive blending of commerce and recreation, with a civic center complex on the waterfront. Nolan noted that San Diego had needed a civic center for more than twenty-five years and that 'such action would not merely give the city building necessary for its municipal life' but would also arouse civic spirit and impress visitors. At the time, San Diego's city hall, which was located downtown, was a dilapidated, dangerous, inadequate building over a half century old.

The tideland site for a new civic center was narrowly approved in a 1927 election, but bonds to cover the expense of the new city and country civic center, which required a two-thirds vote, were rejected in 1929, 1933, and 1935.

Because the tideland site had been approved by 65 percent of the voters and because no bond issue could be passed, city councilmen and county supervisors cooperated to secure federal funds for construction of the civic center complex. Leading this endeavor was Ralph E. Jenney, director of the California Relief Commission. Jenney

contacted architect Samuel Hamill, a junior partner at the firm of Requa and Johnson. Hamill had been hired by the city to supervise a number of WPA construction crews. He was told that President Roosevelt was interested in a major construction project in San Diego and was asked for the architectural plans that had been drawn for a civic center under the State Emergency Relief Administration, (SERA). This was the beginning of the civic center construction project.

O.P. 65-03-1475, the San Diego Civic Center, was approved by presidential letter of 19 September 1935, only one week after a personal inspection of the site and one month after the city and county filed the application for the project. The initial appropriation was $989,528, while the sponsor, the city of San Diego, with matching funds from the country, pledge slightly over 10 percent.

Support for the project was not universal. Among those opposed were Colonel Earl North, of the Corps of Engineers, and the Federated Trades and Labor Council. The council feared that a security wage would be paid for non-WPA labor on the project rather than prevailing wages in the private sector and that the project required too many skilled laborers. There was no basis for these concerns. Others were concerned if the building could completed on time and on budget.

Despite the complaints, the project proceeded, and ground was broken on 2 December 1935, with about seventy-five men employed. The first portion of the project consisted of excavating test pits and constructing an office and tool shed. Approximately $50,000 of construction materials had already been contracted for, and the relief rolls contained enough labor, skilled and unskilled, to fill the requirements for the project.

The site for the civic center on the waterfront was nineteen acres of recently filled tidelands. The basic design for the building was drawn by a committee of architects, including Richard Requa, Louis Gill, and William Templeton Johnson, who represented the American Institute of Architects.

The civic center was more complex than any other building designed or built by the WPA in San Diego County. The tidelands site and the proximity to Lindbergh Field affected both the structural and aesthetic design and the construction of the building. The site, like that of the airport, was left over fill from dredging projects. The subsoil, therefore, was not secure. This necessitated driving steel pilings deep into the subsoil to support the weight of the building. Steel pilings, rather than wood pilings, were used to prevent shearing in the event of an earthquake.

This was not a matter of adhering to building codes but rather the pride and professionalism of the WPA, and its designers, structural engineers, and architects, all of whom wanted to construct a solid public building.

The tower designed to top the civic center was modeled after Nebraska's capitol (Architect Richard Requa was from Nebraska). It rested on a reinforced concrete slab six feet thick that was set on hydraulically compacted sand for further support. The height of the tower had to be altered because of a strong protest from Reuben H. Fleet of Consolidated Aircraft. Fleet cited the proximity of the tower to the airport and noted the interference it might pose to aircraft. Although the tower was clearly not I the flight pattern, Fleet's concern was given great weight because of his high profile and influence. Sam Hamill lamented the redesign of the tower because he believed the new tower did not complement the design of the building.

The entrance to the civic center is not on ground level, but up a floor because of the low water table. This type of entrance was not in vogue in the 1930's, and some viewed it as antiquated. In reality, it was not a matter of aesthetics but necessity.

The WPA was responsible for the design, grading, and preparation of the site, the basement, and the construction of the first and second floors of the building. By the time the second floor was completed, the relief rolls were thinning out, and it was determined that private contractors could assume the job. Closed bids were given, and the contract was awarded to the lowest bidder, B.O. Larsen Construction Company. The last phase of the project was completed ninety days ahead of schedule by contractor Charles Hoskins.

The completed civic center, however, did not look the way it had been designed. Only two wings of the 'H' configuration of the original design were completed, and the originally designed 225-foot tower was reduced to a 150-foot tower. More significantly, of the five other buildings designed as part of the project, a service building, state office building, hall of justice, civic auditorium, and health services building, only the last was constructed and not as it was designed.

By the time the first floors of the civic center were completed, and the relief rolls were dwindling, the federal government gave the remainder of the monies appropriated to the city and county to complete the project. Primarily because of conflicts between the city and county governments, they decided not to proceed with the additional buildings. One issue was whether a jail should be located at the civic center site. In the end, those against that proposal won, but in the process, the civic center complex was lost.

Inscribed over the civic center portal is a motto suggested by city councilman John Seibert: 'THE NOBLEST MOTIVE IS THE PUBLIC GOOD'. On Saturday, 16 September 1938, President Franklin Delano Roosevelt dedicated the San Diego Civic Center. Roosevelt looked with pride a San Diego's achievement, and noted that 'American democracy will live as long as the people keep in their hearts the motto inscribed.'

The CAC Landscape

Excerpt from: The Public Landscape of the New Deal, Phoebe Cutler, Author

Concern with the land was one of the dominant motifs of the New Deal era. During this time landscape architects assumed a crucial role in the events that mobilized the nation's unemployed, as they administered, supervised, and designed projects for the National Emergency Works Programs. The landscape architects presided over a startling transformation of the public landscape--in league with architects and engineers....the New Deal land programs—are testimony to an unparalleled cooperation between government, craftsman, conservationist, and designer—invoke the romanticism and moral pragmatism of a unique time in our history...these are the 'artifacts of hard times'...and fresh insight into the profession of landscape architecture.

The landscape design of the County Administration Center came about almost as an afterthought. Following the construction of the then Civic Center Building in 1938, the horticultural element of the grounds was left sorely lacking. The structure was surrounded by a generous expanse of cityside and bayside open space. The architects themselves had designed all of the attendant walks, fountains and plazas and prepared a place for the soon to be finished, *Guardian of Water* statue in a handsome and prominent plaza setting facing the San Diego Bay.

Initially Mexican Fan Palms, *Washingtonia robusta*, were placed at the entries, hedgerow plantings were introduced, and a lawn was seeded in that completed this early era of the landscape. There were no planter beds to speak of and within a very short time the palms began to die off. Apparently the landscape was so uninspired and so poorly maintained that a public outcry ensued. The dedication of the civic site by President Franklin Delano Roosevelt came in July of 1938, and by December noted landscape architect Roland Hoyt, an accomplished plantsman and designer, was hired to affect a

landscape befitting the magnificent new civic structure. The WPA funded an extraordinary $100,000 of a total $129,944 for the design and installation of the landscape, that was completed by late 1939.

In a break from tradition, architects Louis J. Gill, William Templeton Johnson, Richard Requa, and Sam Hamill sited the new civic structure away from the downtown area and onto the waterfront overseeing the San Diego Bay. The selection of the site was somewhat precedented by landscape architect John Nolen's 1908 San Diego: A Comprehensive Plan for its Improvement and defined more conclusively by Nolen's follow up; 1926 City Plan for San Diego, California, the new civic site marked a significant change in the built environment of San Diego. Nolen's plans were promoted and funded by philanthropist George W. Marston, and attempted to guide the city toward its urban future.

The 1908 Plan corridor was conceived as a east/west connection to one of the City Park's (now Balboa Park) main entries on Date Street. The rendering shows a block-wide swath from Date to Elm Streets linking Sixth Avenue to the Harbor. Nolen's overriding concept, as he editorialized in 1926, was the blank-slate opportunity San Diego had to bring its civic government buildings and a 'Portal Entrance' to the waterfront. Nolen wrote, *"That the land immediately back of this portal basin be developed as a Civic Center for the City County, State and Government buildings; that an archway be the center of the scheme, with a street running through it to the retail business section over a viaduct, eliminating the railroad grade crossing. That this area be called the Cabrillo Portal Entrance, in honor of the discover of San Diego Bay"*. Nolen was attuned with Marston's deep sympathies toward San Diego's history, having completed the monument to Father Junipero Serra on Presidio hill, essentially the 'Plymouth Rock' of the west coast. Sweeping concepts from two truly visionary civic minded men. Its not clear what happened ten years later when the siting of the civic center found its terminus route along Cedar Street.

Interestingly, Hoyt had past history with both urban planner John Nolen, and city father, George Marston. In 1929 he was commissioned to create a plant palette of both horticultural appropriateness and cultural relevance, for the San Diego Presidio grounds (the first Spanish Presidio in Alta California), one of several significant civic projects conceived and endowed by George W. Marston. He also worked, much later, with architect Sam Hamill on the City of San Diego's 1961 Charles Dail Community Concourse which today houses the city administration, the Mayor and City Council.

Excerpt from: Bridging the Centuries: The Jewel on the Bay, A History Commemorating the 60th Anniversary of The County Administration Center 1938-1998, by the County of San Diego, 1998

Initially, the Civic Center grounds included mostly donated plants, including an array of species such as Birds of Paradise, Japanese cherry trees and twenty-six *Washingtonia* palms. But the grounds were not receiving the care they needed; that became apparent when the palm trees started dying. A landscape architect (Roland Hoyt) was hired to oversee the completion of the grounds in 1938 and finished a year later. The entire landscape project cost $129,944 (of which $100,00 was funded by the WPA)....

The grounds of the building served as a figurative window into the state of the County. The disorder of the original landscape reflected the challenges of a new site, which was then modified to exhibit the grandeur of yet another WPA project. In 1943, during WWII, Victory Garden beets were grown in the flower beds lining the eastern side of the Civic Center; the vegetables were donated to the Convalescent Children's Aid Society in San Diego. Cabbages were planted on the western side of the building for the same purpose, demonstrating how united San Diegans felt under the common apprehensions of wartime America.

New palms and other varieties of trees, shrubs and flowering plants have been added over the decades, but the overall aesthetics of the layout design still prevail. During the 1980's a heightened awareness for water conservation led tot he exchange of some green for cement. The County installed a low-use water demonstration garden on the east side of the complex in 1984 to serve as an example of xeriscape (drought tolerant) techniques for local landowners to utilize. The garden made use of indigenous plants and others that adapted well to San Diego's semi-arid climate. Half a century after its completion, the grounds fuse the initial luxuriance of WPA-era splendor with the contemporary demand for water conservation.

Hoyt's Landscape Plan

Hoyt's design could be construed as being inspired by a variation of the formal Beaux Arts tradition or a late expression of the City Beautiful Movement. It had a formality and simplicity that deferred to the host structure. However, since the architectural team had masterfully completed the hardscape configuration, Hoyt was relegated to the exclusive arrangement of the horticulture. Yet, no one better than Hoyt could have been chosen. He style was informed and

deliberate. Being as much a plant authority as a designer his plan prepared for eventual landscape maturity, displayed effective layering, and placed accent plantings thoughtfully. The intent of the original design was neither to compete with nor obscure views of and from the architecture but to afford a landscape setting that dignified the nature of the public use inside.

Modifications and refinements were made in the following years but for the most part Hoyt's general design and plant selections staid in tact and didn't stray from the original plant palette. As the historic photographs show, very soon after initial planting was accomplished a few elements were added. The sidewalk and ramps design had created a series of quadrant spaces around the building. Within each quadrant, in a centering gesture, a large circular planter bed was introduced and hosted ornamental color and later specimen trees. This appears to be an emulation of the two round fountains found in the East Plaza. Hoyt's signature Senegal Date Palms, *Phoenix reclinata*, were placed on the north and south sides but particular to the west side in line with the "Guardian of Water" statue as though addressing the waterfront. Ornamental plantings of color and accent articulated the West Plaza, also around the statue. The planter beds were minimized along and close to the elevations of the buildings leaving ample room for large stretches of lawn around the entire structure.

The original boundaries of the site were Pacific Highway to the east, the new bulkhead and precursor to Harbor Drive on the west, an extension of West Date Street to the north, and an extension of West Beech Street to the south. The WPA bulkhead at the time terminated on the north side at a cluster of old commercial docks causing West Date Street to bend in avoidance. Today that bend remains an internal County parking lot road. The first parking lots were abbreviated both on the north and south ends of the property. By the mid 1940's both parking lots had built out and extended to Grape Street to the north and Ash Street to the south. Hoyt's beloved Podocarpus tree, that was meant for other placements was introduced along the entire elevation of the East Plaza. Strip landscaping was added and in homage to Hoyt, Senegal Date Palms were added at each far corner, marking the limits of the property.

The site reached handsome maturity and repose by the mid late 1950's. In the early 1960's the City of San Diego vacated the building to take up residence in their new concourse at 202 'C' Street downtown. The County had exclusive right to the property and after the split began to affect upgrades both within the building, the landscape and the addition of the health center annex. Clearly not 'City Beautiful' planning principles but programmatically required. Sometime in the early 1970's the East Plaza received excessive tree plantings, reflecting the trends and tastes of that decade. With the maturing of the Podocarpus, and the later introduction of structurally unstable Coral Trees, *Erythrina spp.*, and

Liquidamber spp., a tree that evokes a New England deciduous canopy, the East Plaza became 'forested' much beyond the 'view-sensitive' Hoyt intentions.

Roland S. Hoyt, Landscape Architect, Horticulturist, Author

"It appears to me that the modern concept of landscape is treading too much to sticks and stones. We overlook the fact that the very definition of a landscape includes the use of plants. We must not forget the value of living things in a landscape, and the inspiration and release which comes from growing plants. The so-called atomic age, an ever increasing artificiality now at hand, will call for closer contact with nature if people are to retain their mental equilibrium. The unsuppressed out-of-doors, National Parks, flowers and dogs, all are needed. This is the tie with the past of the race, and has to do with instinct and free evolution." Roland Hoyt 1951

Excerpt from: Pioneers of American Landscape Design: Roland S. Hoyt (1890-1968), Landscape Architect, Horticulturist, Author, Birnbaum and Karson (Carol Greentree, contributor)

Roland S. Hoyt was born and raised in Iowa. He earned a BS from Iowa State University (1915) and then studied in the Department of Landscape Architecture at Harvard University for two years before his education was interrupted by service in WWI. From 1919 to 1922, he was vice president and manager of the landscape department of Capitol City Nurseries, and in that capacity he helped to design the grounds of Iowa's State capitol.

In 1922, Hoyt went to California as a landscape architect for the Palos Verdes project, directed by the Olmsted Bros. Then in 1926 he moved to San Diego where he worked for the Southland Corporation, a Point Loma development firm, before opening an independent practice two years later. His earliest commissions included the Muirlands, a hilltop residential neighborhood overlooking the La Jolla coast, and Presidio Park, a privately funded preservation enterprise that encompassed the original site of California's first mission and presidio site. At the Presidio Park, Hoyt acted as planting adviser to George Marston, the San Diego civic leader and philanthropist who had engaged John Nolen to create a long-range plan for the city. In the park, Marston built the Serra Museum (1929; Wm. Templeton Johnson, architect), located on a promontory overlooking the San Diego River estuary and Mission Bay, to create a monument to the 'birthplace of Western civilization on the Pacific Coast'. Hoyt, along with Marston and

park supervisor Percy Broell, designed the park in accordance with Nolen's concepts (Nolen being involved in the project from a distance).

As he continued his work in California, Hoyt tabulated notes about the plants that he was using in his landscapes. Tapping his strong background in horticulture, he devised an index card system for his special needs, gradually amassing a compendium of data about the cultural requirements and landscape performance of hundreds of specimens. He published this material as *Planting Lists for Southern California* in 1933. Over the next five years, he refined his reference handbook and reissued it as *Checklists for Ornamental Plants of Subtropical Regions* in 1938.

Hoyt participated in the landscape design of the 1935-1936 California Pacific International Exposition, and he also worked on several other large commissions—among the San Diego State University campus and navy housing projects. From 1938 through 1944, Hoyt edited California Garden, the long-lived magazine of the San Diego Floral Association. Afterward, he was a frequent contributor, producing illustrated articles about unusual plants, neighborhood planning, and urban ecology.

Hoyt served as a member of the San Diego Parks Commission (1943-1947) and, after 1947, as consulting landscape architect for the city's largest recreation area, Mission Bay Park. In 1960, when the Salk Institute was established, Hoyt designed the campus surrounding Louis Kahn's striking science complex with an arboretum-like setting of uncommon eucalyptus varieties. His last large commission was the 1964 downtown Civic Concourse, now a mature oasis in a hardscape of high-rise offices. In 1964, he was elected a Fellow of the American Society of Landscape Architects.

Excerpt from: Southern California Gardens: An Illustrated History, University of California Press, Berkeley, 1961, Victoria Padilla, Chapter 'The Period of Expanding Industrialism, 1935-1958:

In San Diego County Roland Hoyt has been the leading figure in landscape planning since the early 'twenties. Trained at Harvard University and once affiliated with the world-renowned firm of the Olmsted Brothers of Boston, Hoyt has been well grounded in the rudiments of his art and the fundamentals of horticulture. So well acquainted is he with the horticultural materials suitable for planting in the south that he has published a checklist of subtropical plants, an invaluable aid to gardeners in this region. Not only has Roland Hoyt been responsible for

some of the finest private gardens in Coronado, San Diego, La Jolla, and Rancho Santa Fe, but he has been an outstanding force in the civic beautification program of San Diego.

With George Marston, he planned Presidio Park (the site of the original mission), transforming the once-bare hillside into an area of superlative loveliness. In his search for appropriate plantings for this park, Hoyt went as far afield as the Balearic Isles, the home of Father Junipero Serra. As a consultant with the San Diego Planning Commission, Hoyt has been active in promoting street-tee plantings and park improvement. His latest assignment has been the landscaping of Mission Bay Park, a multi-million dollar venture that promises to be extremely important horticulturally. Such a project could be in no better hands than those of Roland Hoyt—landscape architect, writer, plantsman, and civic figure.

Excerpt from: Southern California Gardens: An Illustrated History, University of California Press, Berkeley, 1961, Victoria Padilla, Chapter The Golden Age, 1900-1930:

The San Diego Floral Association, still an active force in its community, was organized to promote a knowledge of floriculture, to stimulate an intelligent love of flowers, and to beautify the houses, schools, and public grounds of San Diego. Under the deft and enthusiastic leadership of such talented horticulturists as Kate O. Sessions, and Alfred D. Robinson, the newly founded group prospered; One of the organization's means of furthering knowledge of proper gardening techniques and arousing curiosity in little-known plants was the publication of California Garden, a monthly magazine designed especially for the gardeners of southwestern California.

This periodical filled a long-felt need and was the only magazine of its kind to continue uninterruptedly through the years. Its founder-editor was Alfred D. Robinson, begonia specialist and owner of the Rosecroft Nursery in Point Loma, who helped the periodical during its first, difficult years. Later Mrs. Mary A. Greer, Roland Hoyt, (editor of California Garden Magazine from April 1939 through August 1943, contributing editor through the 1960's) and others of exceptional talent carried on the work started by Robinson.

John Nolen, Landscape Architect and Urban Planner

Excerpt from: Pioneers of American Landscape Design: John Nolen (1869-1937), Landscape Architect, Planner, Author, Birnbaum and Karson (Frank B. Burgraff, contributor)

John Nolen was born in Philadelphia, Pennsylvania. (After early schooling and executive assistant level and teaching positions) in 1903, at the age of thirty-four, with a wife and two children, Nolen decided to pursue landscape architecture as profession. He left his University of Pennsylvania teaching position, sold his house in Ardmore to pay his expenses, and enrolled in the landscape architecture program at Harvard. There his design instructors included Frederick Law Olmsted Jr. and Arthur Shurcliff. He studied horticulture and herbaceous plants with B.M. Watson. Nolen opened an office on Harvard Square in Cambridge in 1905. He graduated at the head of his class the same year despite the fact that he was excused from his final examinations to undertake a commission for a new park in Charlotte, North Caroline, on the recommendation of Harvard president Charles Eliot.

Nolen continued to study planning throughout his career, making a dozen trips to European countries for this purpose. In 1931 he was awarded a grant to study city planning in Germany and attended the first all Union Convention on City Planning in Russia open to foreign specialists.

Although many of Nolen's first commissions involved park design, he also laid out subdivisions and soon was engaged in city planning, beginning a plan for the partially developed town of Kingsport, Tennessee, in 1905. Eventually Nolen and his firm completed over 450 projects, including comprehensive plans for 29 cities and 27 new towns (7 for the federal government), and he acted as a consultant to 17 states and regional government agencies. Typically, Nolen provided planning services to a city over a period of years. For example, he prepared the first of a succession of seven reports and plans for Little Rock, Arkansas, in 1913, the last in 1930 (In San Diego he prepared plans in 1908 and 1926).

In 1918, Nolen served on the advisory committee of the emergency Fleet Corporation's Housing Division, a government agency created to provide housing for workers in industries vital to the war effort. He was chief of the Bureau of Housing and Town Planning for the Army Education Committee. As a consultant to the U.S. Department of the Interior he completed assignments for the National Park Service, the Natural Resources Committee, and Resettlement Administration (Greenbelt Towns), and the Housing Division of the Public Works

Administration. His 1921 plan for Mariemont, Ohio, directed development of the community from the ground up. He called the Mariemont plan an 'interpretation of Modern City Planning Principles applied to a small Community to produce local happiness a National Exemplar.'

Nolen believed that small towns and relatively small cities had economic and social advantages over larger municipalities, particularly if they had easy access to the larger cities via transportation networks. As early as the 1920's he recognized that the automobile and the airplane would influence the shape of future cities as much as the railroad had earlier. In his 1930 plan for Little Rock he advocated the acquisition of a square mile for a municipal airport event though the city was not yet on a federal highway.

Nolen's primary focus was town planning, but he also pioneered parkway design. He believed that major traffic routes should follow topography and that ring roads or circumferentials should be used to direct traffic around cities to avoid congestion. Parkways, he felt, sustained and increased land values sufficiently that taxes should pay for such improvements. He prepared a study of parkways with Henry Vincent Hubbard, which Hubbard competed after Nolen's death in 1937. A prolific writer, Nolen produced six books and numerous articles on a wide variety of subjects. He also edited and composed an introduction for the 1907 edition of Humphrey Repton's Art of Landscape Gardening.

In addition to his writings, Nolen had a great impact on the landscape architecture profession through his influence on young city planners. Russell VanNest Black, one of the professionals who worked for a time with Nolen's firm, stated in the 1967 edition of Planning and the Planning Profession: 'That office became an institution. From apprenticeships there many young men went out to positions of responsibility and leadership in the planning field—among them, three presidents of the City Planning Institute. Until Harvard inaugurated its School of Planning in 1929, no better training was available than the Nolen office.'

Nolen helped organize and took leading roles in the most influential planning organizations of his day. He became a Fellow of the American Society of Landscape Architects in 1910, having joined the organization in 1905. In 1909 he gave the keynote address at the first National Conference on City Planning in Washington DC. He was president of the National Conference on City Planning in 1926, and in 1931 he became president of the International Federation of Housing and Town Planning. He served as president of the Boston chapter of the ASLA in 1932, and he was director of the American Society of Planning Official and the National Housing Association. Nolen was buried in Mount Auburn Cemetery in Cambridge, Massachusetts.

Excerpt from: Design on Land, Harvard University Press, Cambridge,1973, Norman T. Newton

"City Beautiful!" that would be the watchword, echoing in one form or another through all of Robinson's general writing. His short pieces entitled "The City Beautiful", appeared in newspapers in 1903-1904. Perhaps unfairly, this would be the name bestowed upon all the activity that followed his pleading, the 'City Beautiful" movement.

Robinson became phenomenally busy as a city planning consultant, doing no less than twenty-five reports for as many municipalities from New York to Honolulu. This brought him into frequent contact with the increasing number of landscape architects who had meanwhile begun to include the urban scene in the scope of their practice, though usually with concentration on topography and the utilitarian needs of people rather than on the architectural impressiveness emphasized by Robinson. Of the ASLA founders, Manning, Lowrie, and the younger Olmsted were by now often engaged in city planning projects. In 1903 John Nolen began in Cambridge, Massachusetts, what would soon become his nationwide city planning practice;....In 1909 the national Conference on City Planning was organized, with Olmsted as its first president.

Excerpt from: Design on Land, Harvard University Press, Cambridge,1973, Norman T. Newton Chapter XXXIII. Town Planning in the United States: 1915-1929:

Mariemont's landscape architect John Nolen was regarded by many as the dean of American city planners. He opened his office in 1903; became a member of the ASLA in 1905, a fellow in 1910. Long an advocate of collaboration, he practiced it successfully on several hundred public projects, including the planning or replanning of dozens of cities. Yet the creation of small, totally new towns was his chief delight, and Mariemont was a favorite. Nolen was a faithful and articulate servant of the profession; he lectured often and wrote several books on the city planning aspects of landscape architecture. After three decades of extremely active practice, he died in 1937.

Excerpt from: San Diego Journal of History, Volume XXV Winter 1979 #1, *San Diego's City Park 1902-1910: From Parsons to Balboa*, Gregory Montes

(On the City Beautiful Movement)
....San Diego business people were further driven in their park efforts by the City Beautiful Movement' which grew out of the fully blossomed, post-Civil War, heavily industrializing 'Gilded Age.' That era was crowned at Chicago's World Columbian Exposition in 1893 with its large but harmonious ensemble of imposing Neo-Roman and Neo-Renaissance buildings overlaid with French 'Beaux Arts' white plaster decoration. The 'White City' on the shores of Lake Michigan entranced throngs of visitors with its classical fantasy and sparkling electric light. 'And when (the visitors) returned to their homes in cities all over America they carried with them a starry-eyed excitement over the possibility of emulating in hometowns some of the impressiveness sensed at the Fair'.

For those who could not go to Chicago, a journalist, Charles Mulford Robinson, and Daniel Burnham, chief architect of the exposition, wrote 'The Fair of Spectacle', an illustrated description of the great event. Dazzled himself by the fair, Robinson began advocating a 'City Beautiful' movement for adornment of American cities with ornate, white classical buildings; large Picturesque parks and tree-lined boulevards linking urban nodes. The idea was that such urban beautification would lift the morale, satisfaction, health and productivity of all classes.

The 1893 exposition and Robinson's many articles and books on the City Beautiful had a quick effect. By 1904 there were over 1,200 city-wide and neighborhood civic improvement groups in the United States. San Diego's Park Improvement Committee, formed in 1902, was one of them.....(George White)Marston was a member of the American Civic Association, the national City Beautiful Organization, and in 1920 he was elected one of its five honorary vice-presidents.

George White Marston, Businessman, Philanthropist, Visionary

Marston's civic interests were his real pursuit and were often funded by his business successes. Early interests were; a Free Reading Room Association, the Benevolent Association, volunteer Fire Department, the Chamber of Commerce. Following the turn of the century he became even more prosperous and an important public figure. George W. and wife, Anna Gunn Marston, hosted dignitaries from President Theodore Roosevelt to Booker T. Washington in their home. In a

Journal of San Diego History, George White and Anna Gunn Marston: A Sketch, author Gregg R. Hennessey wrote, *'During the four decades of residency on Seventh* Avenue (now annexed as part of Balboa Park and on the National Register of Historic Places) *became the most prominent and remembered San Diegan of his era. His most renowned legacy was his work to build and preserve public parks and open spaces'.*

Excerpt from: Southern California Gardens, University of California Press, Berkeley and Los Angeles, 1961, Victoria Padilla

'As Santa Barbara found itself in good hands, horticulturally speaking, so was San Diego also fortunate enough to count among its citizens one whose chief concern was the betterment of his community. This was George Marston, an extraordinary civic figure. Having attained considerable wealth as the owner of the city's leading department store, Marston shared his profits with the city to which he felt indebted.

Excerpt from: San Diego Journal of History, Volume XXXVI Spring/Summer 1990 #2 & 3, *The Marston Garden: The Southwest Interprets English Romantic,* Vonn Marie May

"Friend of his fellowmen, lover of all growing things" reads the plaque placed at the Junipero Serra Museum in 1950 to honor San Diego's most endearing and respected city father, George White Marston. He was, among many titles, a businessman, city planner, civic visionary, husband and father, and gentleman who loved and cultivated beauty that was expressed in all growing things.

During his lifetime Marston was responsible for greening and protecting significant numbers of acres. His most noted concerns included the early development of Balboa Park and the Monument to Father Serra on Presidio Hill, the two projects in which he was intimately and generously involved. Other interests also included the restoration of Mission San Diego, the creation and protection of Torrey Pines and Anza Borrego state parks, the preservation of the Pacific Highway from San Diego to Santa Ana, and the early urban plans for San Diego in both 1908 and 1926. He responded to the needs of a newly shaping city while he managed a very successful business, traveled frequently and maintained a genteel family life.

Determined and knowledgeable, Marston sought out the most capable designers and craftspeople for his projects and transformed flat mesas and hillsides of dusty chaparral into world class park environments. He envisioned and worked toward a far-sighted and well planned San Diego and in his lifetime became acquainted with and formed lasting friendships with some of the most revered professionals in the country. What we see throughout his life is how the love for his family, his city, and his affinity for the aesthetic created San Diego's First Citizen and as noted Town Planner John Nolen wrote, *"the Pioneer of City Planning for San Diego."*

"Guardian of Water" by Sculptor Donal Hord

Excerpted from: National Register of Historic Places Nomination Form, 1988. S. Kathleen Flanigan, Author

Donal Hord (1902-1966), studied sculpture and art in San Diego, in Santa Barbara at the School of the Arts, and in Mexico where he was inspired by Diego Rivera and David Alfaro Siqueiros. Considered one of the greatest of American sculptors in 1936, he was commissioned by the WPA with the assistance of private funds to create a Civic Center fountain. He chose to create from San Diego County granite a pioneer woman holding an olla on her should which symbolized the guardianship of water exemplifying San Diego's constant task of obtaining and guarding one of its most precious materials—water. Hord received many fellowships, awards and honors for his work, including the Award of Merit Medal of the Academy of Arts and Letters and the Fine Arts Medal of the American Institute of Architects. He was named a Fellow of the American Sculpture Society, full Academician of the National Academy of Design and named a member of the National Institute of Arts and Letters.

Excerpted from: Master's Thesis in History at San Diego State University by Pamela Hart Branton, Spring 1991.

Guardian of Water, Hord's (next) work, was similar to *La Tehuana*, and was also a fountain sculpture. *Guardian of Water* was carved from a twenty-two ton, twelve foot high block of white granite from a quarry near Lakeside, California. Two WPA artists assisted Hord, but he completed all of the statue's detail. The *Guardian of Water* was a result of a model Hord presented for the planned fountain in front of the Civic Center. The theme for the statue was taken from San Diego's scant sources of water. The sponsor for the project was the Fine Arts Society, with all expenses covered by the WPA.

This project was the most significant of all Federal Art Projects in San Diego County. It was important enough that a Federal Art project photographer was requested to photograph progress on the statue, including early models and sketches. The result was presented in a twenty-three page book produced by the Los Angeles unit of the project. In addition to the still photographs, a movie was made and distributed by the San Diego City Schools Instructional Aids Center.

The fountain surrounding the Guardian of Water, with a circumference of approximately 100 feet, was also part of the Federal Arts Project. The tile work in particular was impressive and complemented that of the façade of the front of the Civic Center.

Although Hord's large public sculptures were his most well known works in San Diego County, he did produce several smaller ones while on the project. One, the Mexican Mother and Child, carved out of pink Tennessee marble, was acquired by President Franklin Delano Roosevelt, who gave it a special place on his desk in his Hyde Park home, where it remains to this day. No other artist on the Federal Art Project was as well known or as respected as Donal Hord, but many others made a positive contribution; some remain nameless or receive little recognition.

Excerpted from: Bridging the Centuries: The Jewel on the Bay, A History Commemorating the 60th Anniversary of The County Administration Center 1938-1998, by the County of San Diego, 1998

The "Guardian of Water" sculpture fountain on the harbor side of the building began as a separate project prior to completion of the Civic Center. Local resident Helen Towle willed more than $30,000 to the San Diego Fine Arts Society, $6,000 of which could be used exclusively for purchasing "works of art of a permanent nature, to be given to the people of San Diego". It was decided that the funds would be best put toward the creation of a public sculpture. The Works Progress Administration supplied the remaining $14,000 necessary to fund a commissioned sculpture by prominent local artist Donal Hord....

Mosaic tiles, also designed by Hord, cover the base of the statue. The mosaic symbolizes clouds in the form of kneeling nudes, who pour water from jars over a dam which flows into a conventionalized citrus fruit orchard. Shapes of dolphins and fish were carved into the interior basin, measuring 17 feet, 6 inches in diameter. The

National Register Criteria (Landscape)

Criteria: The quality of significance in American history, architecture, landscape architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

A. That are associated with events that have made a significant contribution to the broad patters of history; or

B. That are associated with the lives of person significant in our past; or

C. That embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. That have yielded, or may be likely to yield, information important in prehistory or history.

The CAC landscape even with its latter modifications still retains integrity and meets Criteria A, B, and C.

Period of Significance (Landscape)

National Park Service, National Register Nomination definition of period of significance:
Is the length of time when a property was associated with important events, activities, or persons, or attained the characteristics which qualify it for the National Register listing. Period of significance usually begins with the date when significant activities or events began giving the property its historic significance; this is often a date of construction. A significant date is a year when one or more major events directly contributing to the significance of an historic property occurred.

The period of significance for the CAC Landscape is the range from inception in 1939 through the period when the County of San Diego became the exclusive user 1961. Historic photographs show the early beginnings of the landscape through the late 1950's as it reached maturity of design intent.

Original 1939 Roland Hoyt Plant Palette for the Civic Center, San Diego, California

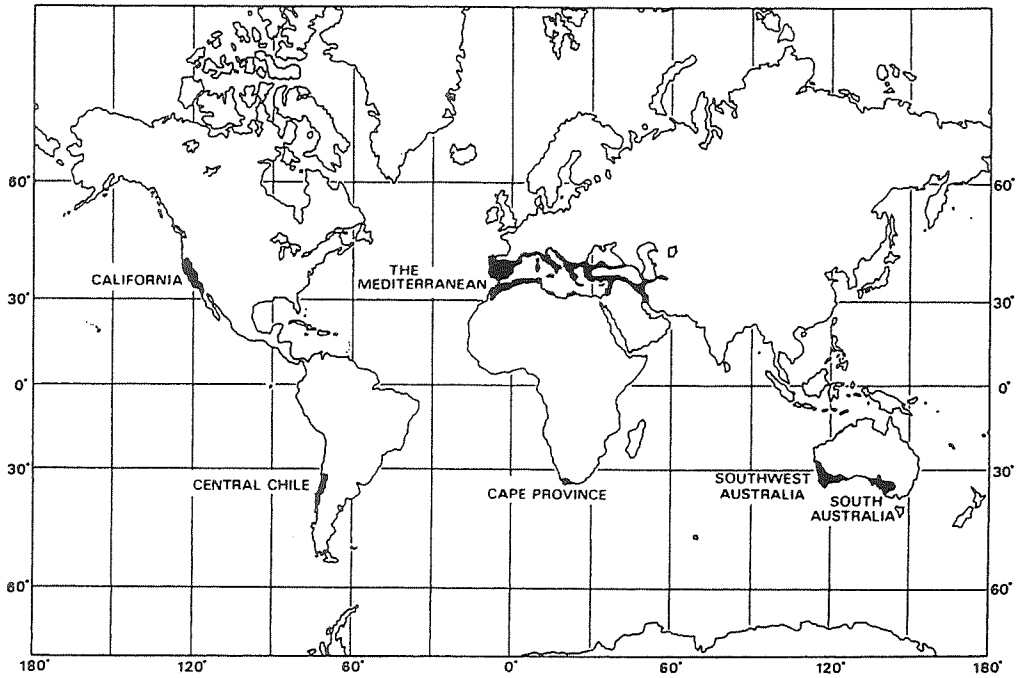
Item	No.	Botanical Name (1939)	Common Name	Botanical Name (Hortus 3rd)	Origin
		TREES			
1	20	Erythea edulis	(Guadalupe Palm)	Brahea edulis	Mexico
2	2	Erythea armata	(Blue Fan Palm)	Brahea armata	Baja CA, Mexico
3	30	Washingtonia robusta	Mexican Fan Palm	Washingtonia robusta	Baja CA, Mexico
4	20	Phoenix reclinata	(Senegal Date Palm)	Phoenix reclinata	North West, Africa
5	9	Trachycarpus fortunei	Windmill Palm	Trachycarpus fortunei	East China, North Burma
6	14	Chamaerops humilis	(European Fan Palm)	Chamaerops humilis	North Mediterranean
7	2	Hymenosporum flavum	(Sweetshade)	Hymenosporum flavum	Australia
8	10	Lagunaria patersoni	(Primrose Tree)	Lagunaria patersoni	East Australia
9	14	Pittosporum undulatum	(Victorian Box)	Pittosporum undulatum	Australia
10	12	Pittosporum viridiflorum	(Cape Pittosporum)	Pittosporum viridiflorum	South Africa
11	24	Pittosporum rhombifolium	(Queensland Pittosporum)	Pittosporum rhombifolium	East Australia
12	4	Eucalyptus ficifolia	Flaming Eucalypt	Eucalyptus ficifolia	West Australia
13	14	Podocarpus elongata	(Fern Pine, Yellowood)	Podocarpus elongata (gracilior)	East Africa
14	39	Cocos plumosa	Queen Palm	Arecastrum romanzoffianum	Southern Brazil

Hoyt's selections of trees and palms are a result of his extensive knowledge of subtropicals and adaptive species to San Diego. His choices were deliberate, well researched, and carefully placed in the landscape to exploit the best characteristics of each plant. He advises his readers and students of horticulture... *"While trees represent only a small portion of the plants to be used in landscape design, they are the most conspicuous, of great value otherwise and should receive close attention in selection. They should be studied to determine what they will contribute to the picture. Have a definite purpose in mind. Use them for enframement, shade, as a specimen or in the background."*

His feelings on the use of palms were... *"Palms—symbolize grandeur and nobility in nature. They are the aristocrats and carry the impression of tropical magnificence to its further extreme. Surely we should plant palms wherever possible, especially around our public buildings, for what better advertisement could we have of our mild climate?"*

Exotic plant introduction source regions having 'parallel' climatological phenomena to southern California also have common characteristics that include; Subtropical margins of the middle latitudes (30°-40°); Along the western sides of continents; Cool summers fronting upon coastal waters; Precipitation generally less than moderate, most occurring during the cooler months with dry summers.

Areas in the world with similar conditions are generally; Central Chile, South Africa, western and southwestern Australia, the borderlands of the Mediterranean Sea in Southern Europe, North Africa and western Asia.



World map of areas with mediterranean climate. (Thrower and Bradbury, 1977).

In his own words, the following are brief descriptions of the trees in the Civic Center's 1939 Plant Palette, from Roland Hoyt's, Planting Lists for Southern California: A Handbook of Ornamental Plants, 1933 and Ornamental Plants for Subtropical Regions, 1938 - Compendium Sections:

Erythea edulis (Brahea edulis), "Guadalupe Island Palm" An excellent fan palm growing to 40 ft., the leaves a clear, bright green the entire year, the petiole breaking easily and shedding readily to leave a clean trunk; growth is very slow and substantial as Erythea armata, but may be hastened with fertilizer and copious watering; light soils best.

Erythea armata (Brahea armata), "Blue Fan Palm" Very apparent beauty revealed here in the clean trunk, to 40', to the compact top of silvery blue fans, while the feathery-tressed inflorescence, the fruiting body is firmly pendant, angling 12-18' toward the ground is something one remembers until the next time it happens. July-September....shows best in the open as a specimen tree, long-lived if slow to develop, and no care or bother in any way; remarkably beautiful tree.

Washingtonia robusta, "Mexican Fan Palm" Native fan palm with a massive stem to 60 ft., the top is large and very coarse, the persistent leaves dying on the tree, to hand indefinitely as a drab, dun or ash-colored mantle; the tree doubtless was meant to retain this beard for old age as it appears crudely undressed and much less gratifying, if indulgent, than where the fans are continually removed; stands all known adversity, including fire.

Phoenix reclinata, "Senegal Palm" One of the most beautiful of the palms, having a comparatively refined head above slender arching stems that rise with a winding twist, frequently 25'+; a natural tendency to sucker at the crown may be encouraged and controlled resulting in plumy clump of much character; surely one of the best and certainly the most practical tree for producing the south-sea motif; somewhat tender and marginal in areas of cold.

Trachycarpus excelsa (fortunei), "Windmill Palm" A slender stem quite fibrous, matted with long hair, inversely tapering to a compact mop of dark fans at 25'; grows almost anywhere and satisfactorily under all conditions except in extreme heat; exceedingly dramatic, picturesque in groups of slating stems.

Chamaerops humilis, "Hair Palm" A small slender fan palm which will make a low bushy clump if the leader is discouraged and unique when used in that manner either naturalistically or in a formal way; very permanent, if somewhat tender.

Hymenosporum flavum, An open-headed tree 40 ft. with pale green foliage and soft, light yellow, honey-scented flowers in the early summer. The branches of this tree come out in a three-forked manner which is conducive to splitting limbs in later life. This may be prevented in a large degree by an early cutting out of the weaker stems at the point where permanent limbs will ultimately originate. This is a very select and useful garden tree and well worth the thinking and physical effort to bring it along for service.

Lagunaria patersoni, "Whitewood" A small shapely tree 35 ft., for very general in ocean communities; attractive dark, olive-green foliage and pale pink, fleshy flowers in late spring and summer; the drab fruit vessels hang on to detract from its appearance and

should be pruned after flowering; does poorly on shallow or sterile soils and shows it in a thinning out of otherwise attractive foliage. A pyramidal tree of considerable merit for streets with a draft of wind.

Pittosporum undulatum, "Victorian Box" An open-headed tree 60 ft., of rapid growth rising in rather definite whorled planes; very satisfactory in performance; very fragrant, light yellow flowers scent the evening air Janaury-February; good broad hedge of some height, ...never a shrub, tortured to fit beneath windows. A street tree if headed high, since it tends to grow low to the ground

Pittosporum viridiflorum, A generously molded shrub or an open-headed tree with strong, irregular limbs to 25', more in very good ground of satisfactory moisture, the dark leaves in large tufts; tree for a narrow street or lane, handsome in deep, fertile soils...otherwise must be fed for growth and color; greenish flowers with gold berries.

Pittosporum rhombifolium, "Diamondleaf-laurel, Erect, symmetrical tree 60 ft. or more with dark green geometric leaves which are glossy; the small white flowers are in clusters, are not conspicuous and scarcely suggest the effectiveness of the light yellow berries that follow; most decidedly an ornamental tree for more general use.

Eucalyptus ficifolia, "Flaming Eucalypt" Substantial round headed tree to 45', a warm, brownish heavy trunk and large, dark, leatherly leaves, extremely showy in bloom; with odd trusses of flowers at any time, it concentrates usually January-February, probably again with a lesser display in September-October...masses all the way through white, pink, rose and scarlet to the most startling crimson; tempermental, its best culture calls for coolness and reasonable moisture in a light fertile soil with drainage...or stands in complete drought in adobe when matured. This tree develops a very sturdy trunk without help, goes into a multiple stem easily and is one of the best for color along the shore in high salt wind; very choice.

Podocarpus elongata, an exceptionally ornamental tree, evergreen and related to the pines; grows to 50 ft., the long, supple, drooping limbs covered with a yew-like, dark green foliage which brings much refinement to a garden; rounded top of turbulent, weaving branches, always in some movement; the leaves will lose color in a poorly drained soil. (

Cocos plumosa, (Arecastrum romanzoffianum)"Queen Palm" Smooth, remotely ringed, shapely bole 50' with an active, open head, a feather-duster top; a tree that is good for restricted root areas, but wanting supplementary plantings to obscure the pole-like later look of the stem, as of street plantings; set this barely below the old soil line in coastal sections only in California.

Item	No.	Botanical Name (1939)	Common Name	Botanical Name (Hortus 3rd)	Origin
		SHRUBS			
25	80	Abelia grandiflora	(Glossy Abelia)	Abelia grandiflora	China
26	100	Coprosma baueri	Varnish Tree (Mirror Plant)	Coprosma repens	Australia
27	69	Melaleuca nesophila	(Western Tea Myrtle)	Melaleuca nesophylla	W Australia
28	79	Melaleuca hyperiscifolia		Melaleuca hypericifolia	New South Wales
29	40	Melaleuca armillaris	(Bracelet)	Melaleuca armillaris	SE Australia
30	120	Hypericum moserianum	Goldflower	Hypericum moseranum	
31	20	Dimorphotheca ecklonis	(Cape Marigold)	Osteospermum Ecklonis	South Africa
32	129	Leptospermum laevigatum	Australian Tea Tree	Leptospermum laevigatum	Australia
33	30	Pyracantha formosana	Firethorn	Pyracantha Koidzumii	SE Eur/Asia
34	29	Grevillea thelemanniana		Grevillea Thelemanniana	S/W Australia
35	30	Hakea elliptica		Hakea elliptica	West Australia
36	30	Polygala dalmaisiana		Polygala Dalmaisiana	
37	30	Psidium cattleianum	Strawberry Guava	Psidium littorale	Brazil
38	15	Plumbago capensis	Cape Leadwort	Plumbago auriculata	South Africa
39	80	Sollya heterophylla	Australian Bluebell	Sollya heterophylla	Australia
40	80	Thunbergia gibsoni		Thunbergia Gregorii	Trop. Africa
41	20	Arbutus unedo	Strawberry Bush (Tree)	Arbutus Unedo	N. Amer/Medit.
42	20	Pittosporum crassifolium	(Karo)	Pittosporum crassifolium	New Zealand
43	20	Cotoneaster simonsi		Cotoneaster Simonsii	Himalayas
44	200	Carissa grandiflora	Natal Plum	Carissa grandiflora	South Africa
45	30	Cassia artemisoides	Wormwood Senna	Cassia artemisioides	East Australia
46	20	Euonymus japonicus	(Spindle Tree)	Euonymus japonica	Japan
47	20	Euonymus silveredge	(Spindle Tree)	Euonymus j. albomarginata	Japan
48	30	Mahernia verticillata	Honeybells	Hermannia verticillata	South Africa
49	40	Veronica imperialis	(Speedwell)	Hebe speciosa	New Zealand
50	30	Veronica glaucophylla	(Speedwell)	Hebe glaucophylla	New Zealand
51	250	Veronica andersoni	(Speedwell)	Hebe Andersonii	New Zealand
52	28	Jasminum floridum	Jasmine	Jasminum floridum	China/Japan
53	15	Cotoneaster pannosa		Cotoneaster pannosus	China
54	135	Pittosporum tobira	Mock Orange	Pittosporum Tobira	China/Japan
55	6	Hakea laurina	Sea Urchin (Tree)	Hakea laurina	West Australia

Item	No.	Botanical Name (1939)	Common Name	Botanical Name (Hortus 3rd)	Origin
56	6	Photinia serrulata		Photinia serrulata	China
57	28	Cocculus laurifolius		Cocculus laurifolius	S Japan/Himalayas
58	30	Streptosolen jamesoni	(Firebush)	Streptosolen Jamesonii	
59	24	Thevetia nereifolia	Yellow Oleander	Thevetia peruviana	Trop Americas
60	34	Tecoma garracha	(Yellowbells)	Tecoma Garrocha	Argentina
61	40	Veronica traversi		Hebe Traversii	New Zealand
62	40	Raphiolepis ovata	(Yedda Hawthorn)	Raphiolepis umbellata	Japan
63	8	Raphiolepis indica	India Hawthorn	Raphiolepis indica	South China
64	12	Cestrum elegans	(Jessamine)	Cestrum elegans	Mexico
65	20	Escallonia Appleblossom		Escallonia langleyensis (cv)	Chile
66	40	Pyrancantha yunnanensis	Firethorn	Pyracantha Fortuneana	China
67	100	Ceratostigma plumbaginoides	(Dwarf Plumbago)	Ceratostigma plumbaginoides	West China
68	10	Melianthus	(Honey Bush)	Melianthus	S Africa/India
69	60	Escallonia langleyensis		Escallonia langleyensis (cv)	Chile
70	45	Ligustrum lucidum	Privet (wax leaf)	Ligustrum lucidum	China/Korea
71	35	Callistemon rigida	Bottlebrush	Callistemon rigidus	New South Wales
72	35	Prunus integrifola	Catalina Cherry	Prunus Lyonii	Catalina Island
73	30	Escallonia glasniviensis		Escallonia spp.	
74	15	Genista monosperma	Bridal Veil	Genista monosperma	Spain
75	60	Leptospermum chapmanni	(NZ Tea Tree)	Leptospermum scoparium (cv)	New Zealand
76	60	Ligustrum ciliatum	Privet	Ligustrum Tschonskii	Japan
77	14	Dracaena australis	(Palm Lily)	Cordyline australis	New Zealand
78	45	Cotoneaster parneyi		Cotoneaster lacteus	West China
79	20	Coronilla glauca	(Crown Vetch)	Coronilla valentina	SE France/Albania
80	15	Spartium junceum	Spanish Broom	Spartium junceum	Mediterranean
81	350	Lantana sellowiana		Lantana montevidensis	South America
82	300	Hibiscus diversifolius		Hibiscus diversifolius	Trop Afr/Asia
83	50	Trachelospermum	Windmill Jasmine	Trachelospermum	SE Asia
84	80	Hardenbergia comptoniana		Hardenbergia Comptoniana	West Australia
85	6	Melaleuca nigricans		Melaleuca spp.	Australia
87	16	Juniperus pfitzeriana	Juniper	Juniperus chinensis (cv)	China
88	10	Laurus nobilis	Classic laurel (Bay)	Laurus nobilis	Mediterranean

Item	No.	Botanical Name (1939)	Common Name	Botanical Name (Hortus 3rd)	Origin
89	70	Pelargoniunm peltatum	Ivyleaf Geranium	Pelargonium peltatum	South Africa
90		Buxus japonica	Boxwood	Buxus microphylla	Japan
91		Myrtus microphyllus	Myrtle	Myrtus communis (cv)	Mediterranean
92	37	Cistus maculatus	Rock Rose	Cistus maculatus	Mediterranean
101	50	Penstemon heterophyllus		Penstemon heteophyllus	North America
102	60	Statice hybrida	Sea Lavender	Limonium spp.	
103	30	Leonotis leonurus	Lion's Tail (Ear)	Leonotis Leonurus	South Africa
104	40	Libonia floribunda		Justicia Rizzinii	Brazil
105	40	Reinwardtia indica	Winter Flax(Yellow)	Reinwardtia indica	N India/China
106	12	Strelitzia nicholli	(Bird of Paradise Tree)	Strelitzia Nicolai	South Africa
107	24	Strelitzia reginae	Bird of Paradise	Strelitzia reginae	South Africa

For purposes of analysis, Roland Hoyt's design for the Civic Center is divided into four areas; The West Plaza, the East Plaza, the South Parking Area, and the North Parking Area.

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Figure 7	San Diego: A Comprehensive Plan for its Improvement, John Nolen – 1908
Figure 8	American Society of Landscape Architects: National Works Program – 1935

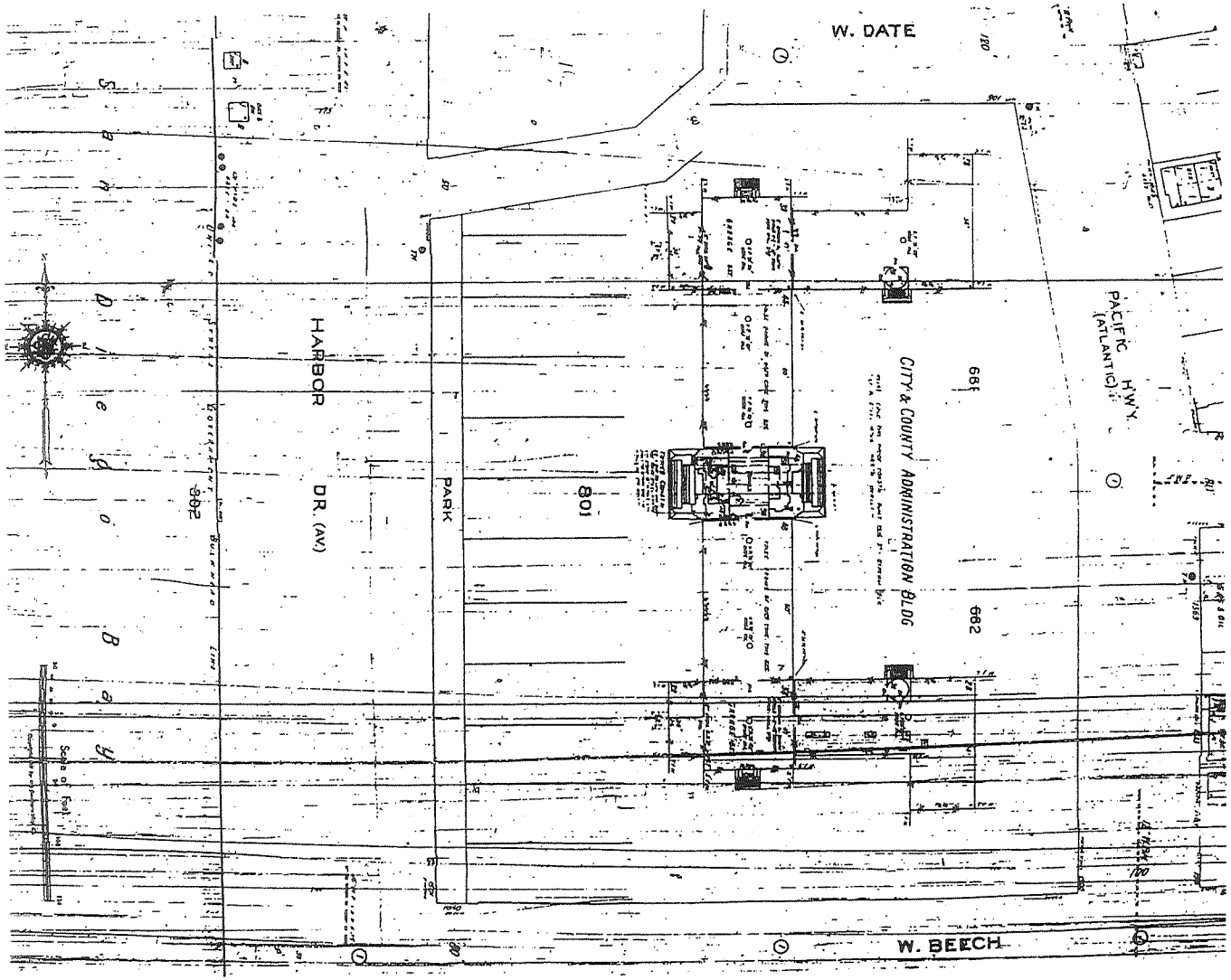

Figure 1– Sanborn Fire Map - Circa 1940 – (Microfilm)

Map shows: •Structure footprint •West Date and West Beech Streets •United States Government Bulkhead Line •Harbor Drive right-of-way 175′ •Pacific Highway right-of-way 100′ •Cedar Street right-of-way 80′

PLANTING LISTS AND KEY FOR
THE CIVIC CENTER
SAN DIEGO CALIFORNIA

MK	NO	BOTANICAL NAME	COMMON
1	20	Erythea edulis	
2	2	Erythea armata	
3	30	Washingtonia robusta	Mexican Fanpalm
4	20	Phoenix reclinata	
5	9	Trachycarpus fortunei	Windmill Palm
6	14	Chamaerops humilis	
7	2	Hymenosporum flavum	
8	10	Lagunaria patersoni	
9	14	Pittosporum undulatum	
10	12	Pittosporum viridiflorum	
11	24	Pittosporum thombifolium	
12	4	Eucalyptus ficifolia	Flaming-eucalypt
13	14	Podocarpus elongata	
14	35	Cocos plumosa	Queen-palm
15			
25	80	Abelia grandiflora	
26	100	Coprosma baueri	Varnish-tree
27	65	Melaleuca nesophila	
28	75	Melaleuca hypericifolia	
29	40	Melaleuca armillaris	
30	120	Hypericum moserianum	Goldflower
31	20	Dimorphotheca ecklonis	
32	125	Leptospermum laevigatum	Australian Tea-tree
33	30	Pyracantha formosana	Firethorn
34	25	Grevillea thelemanniana	
35	30	Hakea elliptica	
36	30	Polygala dalmaisiana	
37	30	Psidium cottleianum	Strawberry Guava
38	15	Plumbago capensis	Cape Leadwort
39	80	Sollya heterophylla	Australian Bluebell
40	80	Thunbergia gibsoni	
41	20	Arbutus unedo	Strawberry-bush
42	20	Pittosporum crassifolium	
43	20	Cotoneaster simonsi	
44	200	Carissa grandiflora	Natal-plum
45	30	Cassia artemisoides	Wormwood Senna
46	20	Euonymus japonicus	
47	20	Euonymus Silveredge	
48	30	Mahernia verticillata	Honeybells
49	40	Veronica imperialis	
50	30	Veronica glaucophylla	
51	250	Veronica andersoni	
52	28	Jasminum floridum	Jasmine
53	15	Cotoneaster pannosa	
54	135	Pittosporum tobira	Mock Orange
55	6	Hakea laurina	Sea-urchin
56	6	Photinia serrulata	
57	28	Cocculus laurifolius	
58	30	Streptosolen jamesoni	
59	24	Thevetia neriifolia	Yellow Oleander
60	34	Tecoma garrocha	
61	40	Veronica traversi	
62	40	Raphiolepis ovata	
63	8	Raphiolepis indica	India Hawthorn
64	12	Cestrum elegans	
65	20	Escallonia Appleblossom	
66	40	Pyracantha yunnanensis	Firethorn
67	100	Ceratostigma plumbaginoides	
68	10	Melianthus	
69	60	Escallonia langleyensis	
70	45	Ligustrum lucidum	Privet
71	35	Callistemon rigida	Bottlebrush
72	35	Prunus integrifolia	Catalina Cherry
73	30	Escallonia glasniviensis	
74	15	Genista monosperma	Bridal Veil
75	60	Leptospermum chapmanni	
76	60	Ligustrum ciliatum	Privet
77	14	Dracaena australis	
78	45	Cotoneaster parneyi	
79	20	Coronilla glauca	
80	15	Spartium junceum	Spanish Broom
81	350	Lantana sellowiana	
82	300	Hibiscus diversifolius	
83	70	Trachelospermum	Windmill Jasmine
84	80	Hardenbergia comptoniana	
85	6	Melaleuca laterifia	Scarlet Bottlebrush
86	10	Pittosporum nigricans	
87	16	Juniperus pfitzeriana	
88	10	Laurus nobilis	Classic-laurel
89	70	Pelargonium peltatum	Ivyleaf Geranium
90		Buxus japonica	Boxwood
91		Myrtus microphyllus	Myrtle
92	37	Cistus maculatus	Rock Rose
101	70	Penstemon heterophyllus	
102	60	Statice hybrida	Sea Lavender
103	30	Leonotis leonurus	Lions-tail
104	40	Libonia floribunda	
105	40	Reinwardtia indica	Winter Flax
106	12	Strelitzia nicholli	
107	24	Strelitzia reginae	Bird of Paradise

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SAM W. HAMILL

ROLAND S. HOYT
LANDSCAPE ARCHITECT

Figure 2– Roland S. Hoyt Original Plant Palette – Late 1939
List shows: • Trees and shrubs in key legend

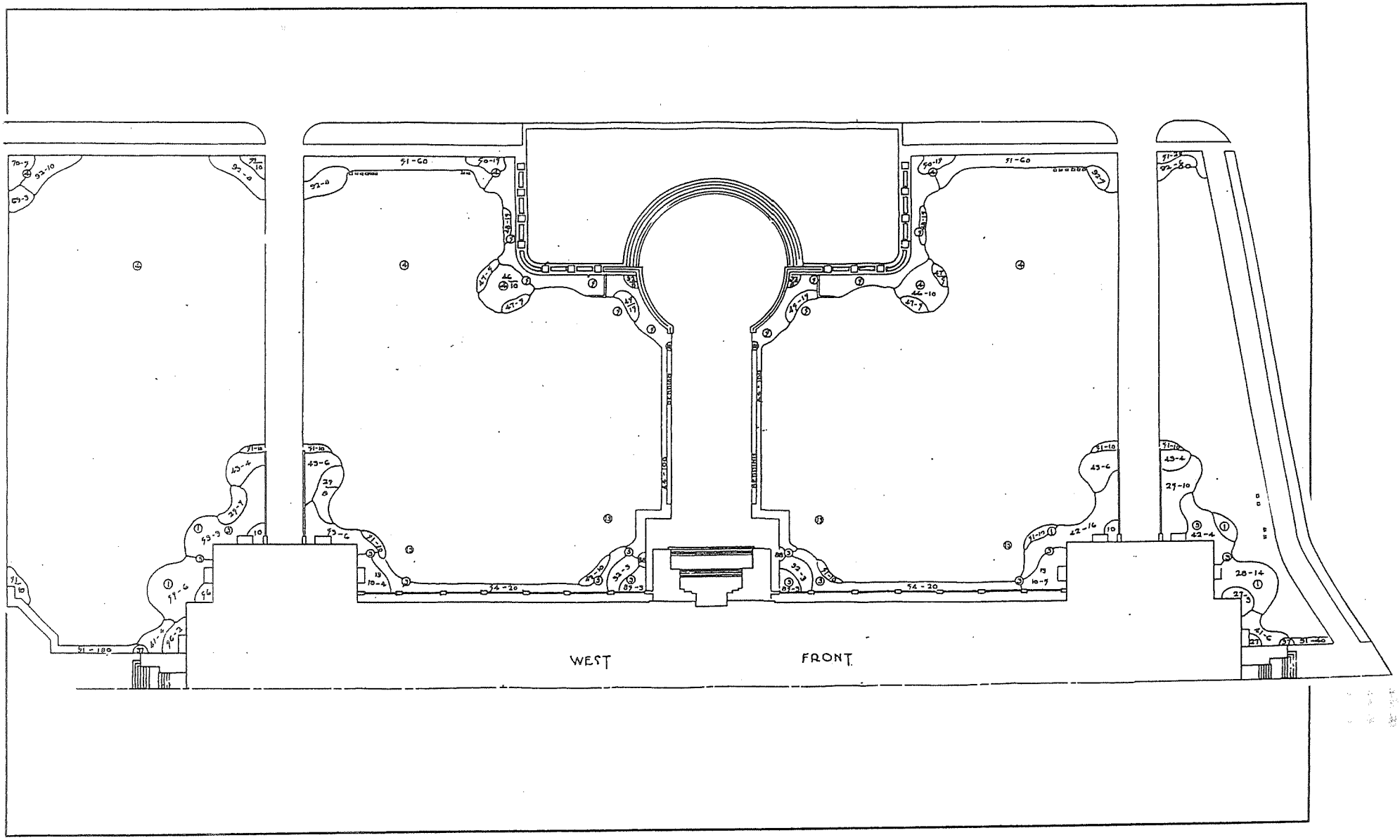

Figure 3– Original Roland Hoyt Landscape Plan – 1939 – West Side

Plan shows: •West Plaza •Original walks, stairs, fountains, ramps and planter walls •Original tree, shrub and lawn layout

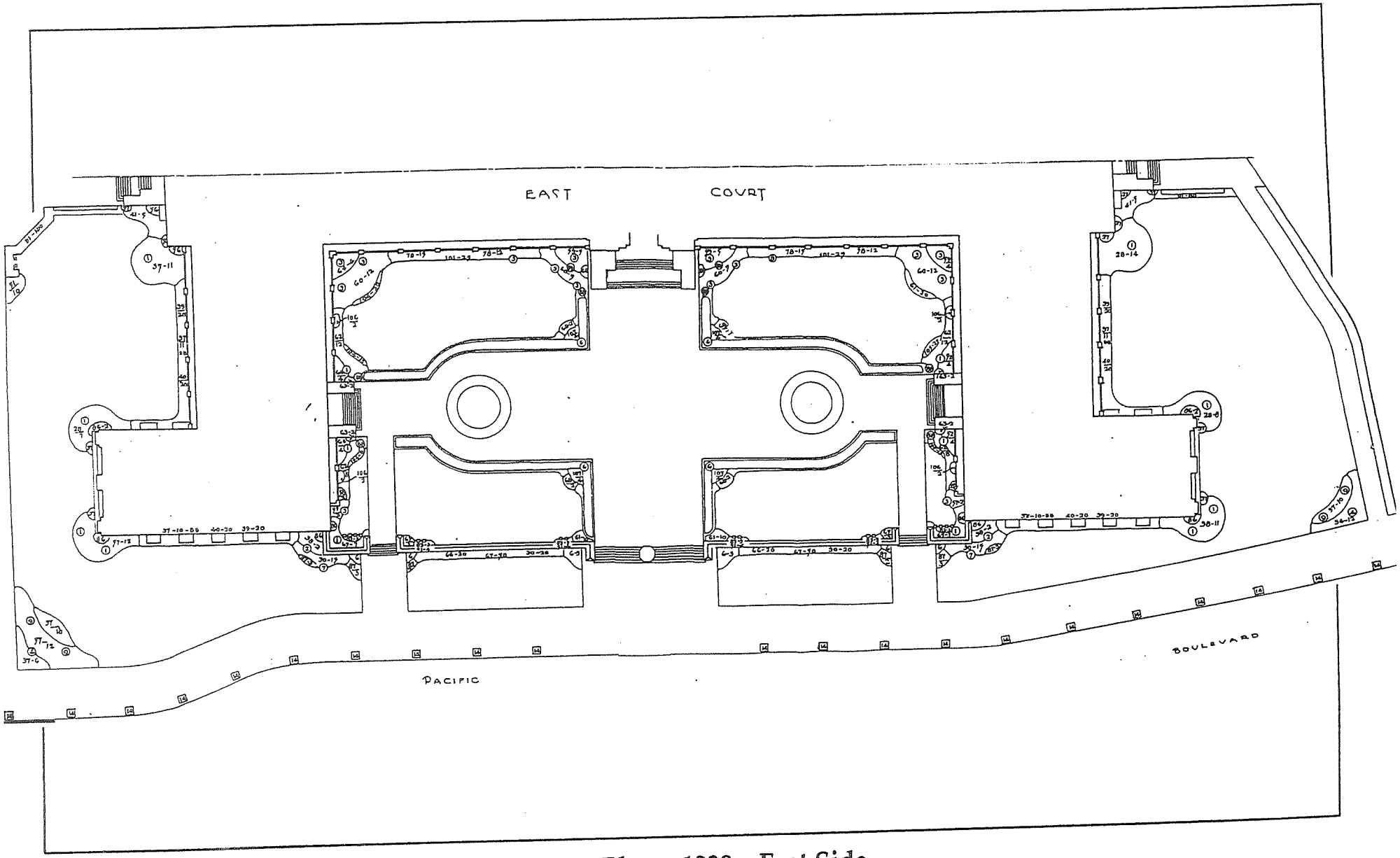

Figure 4– Original Roland Hoyt Landscape Plan – 1939 – East Side

Plan shows: •East Plaza •Original walks, stairs, fountains, ramps and planter walls •Original tree, shrub and lawn layout

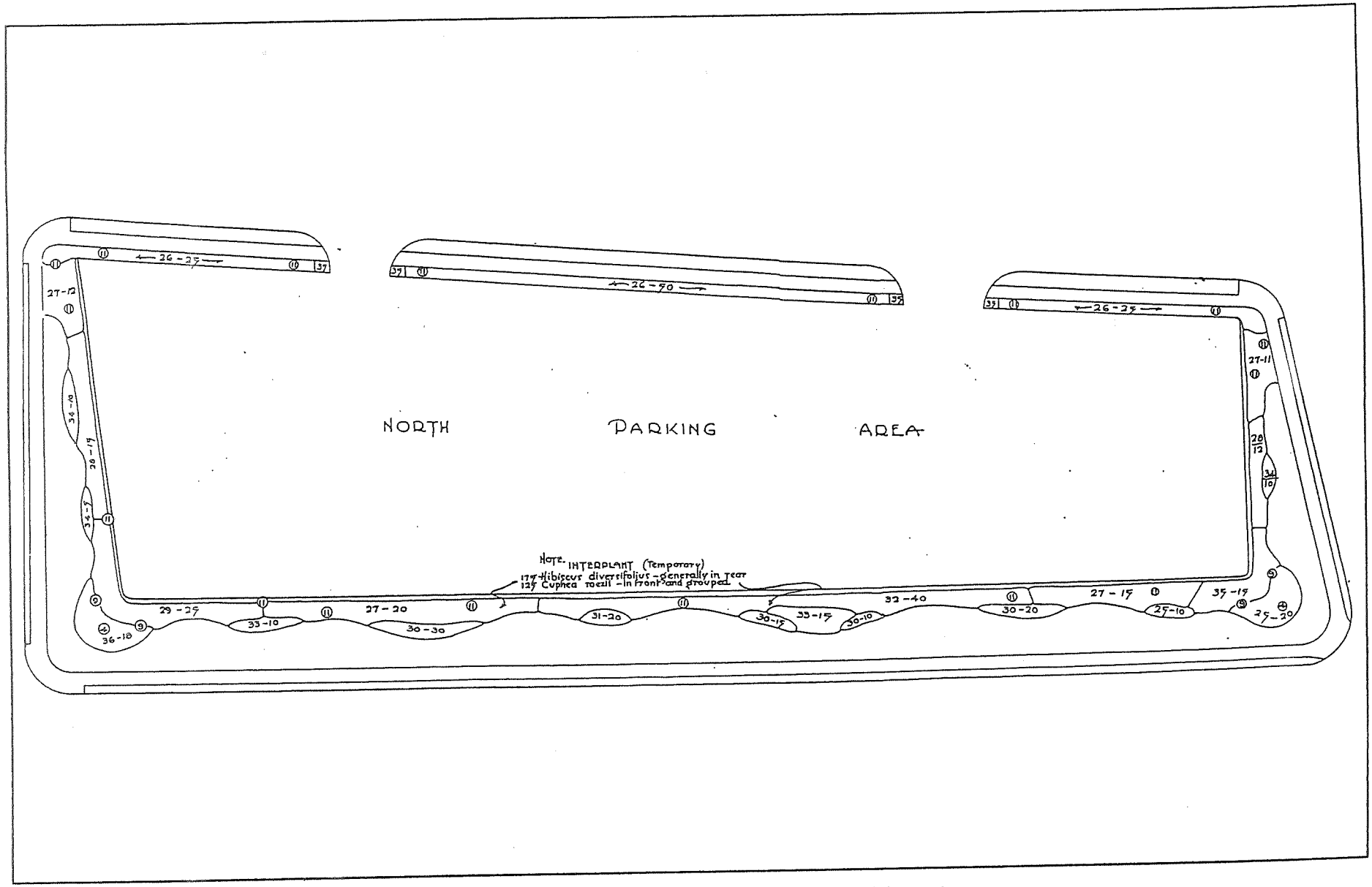

Figure 5 Original Roland Hoyt Landscape Plan – 1939 – North Parking Area

Plan shows: • Original walks and planter beds • Original tree, shrub and lawn layout

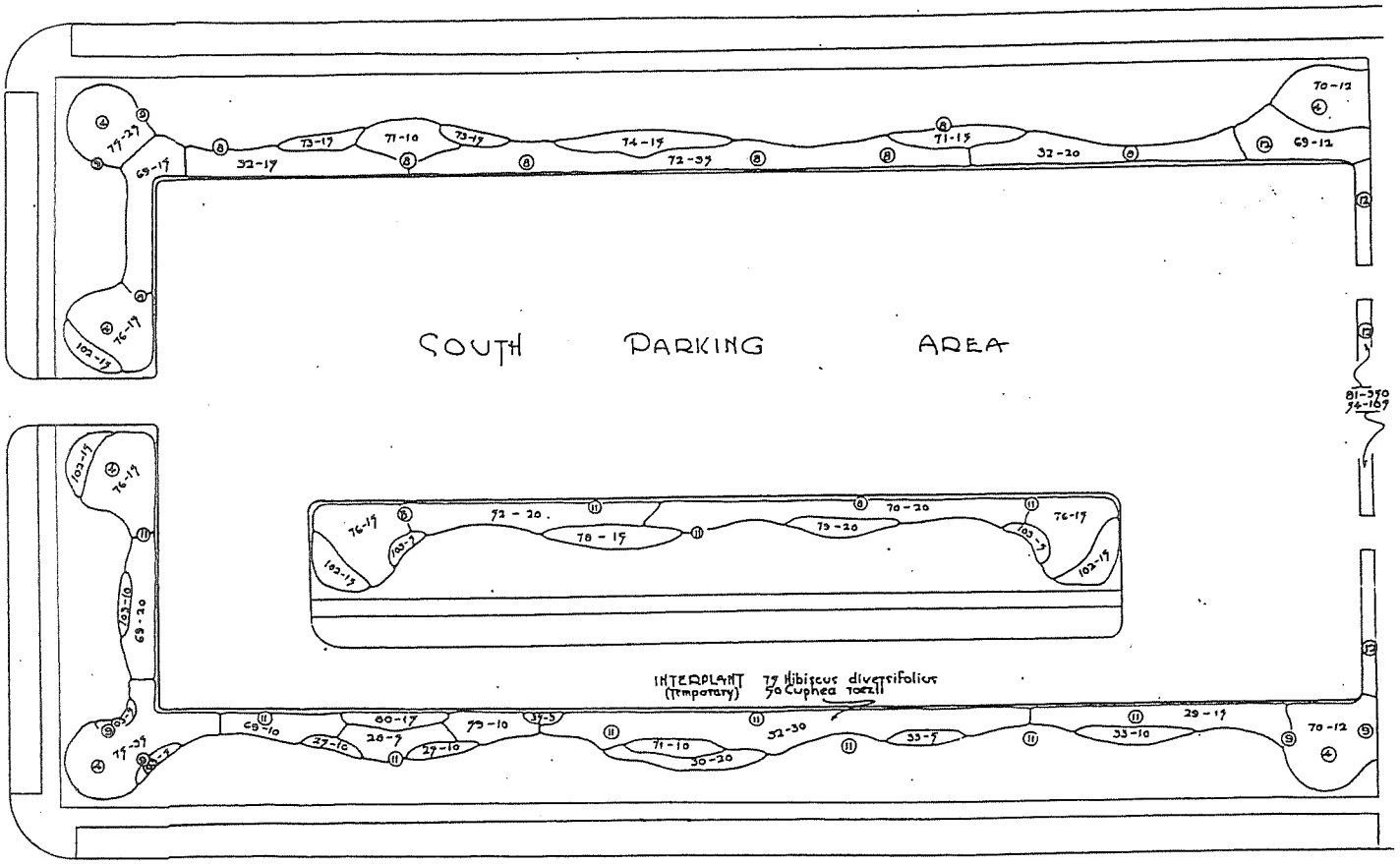

Figure 6 Original Roland Hoyt Landscape Plan – 1939 – South Parking Area
Plan shows: •Original walks and planter beds •Original tree, shrub and lawn layout

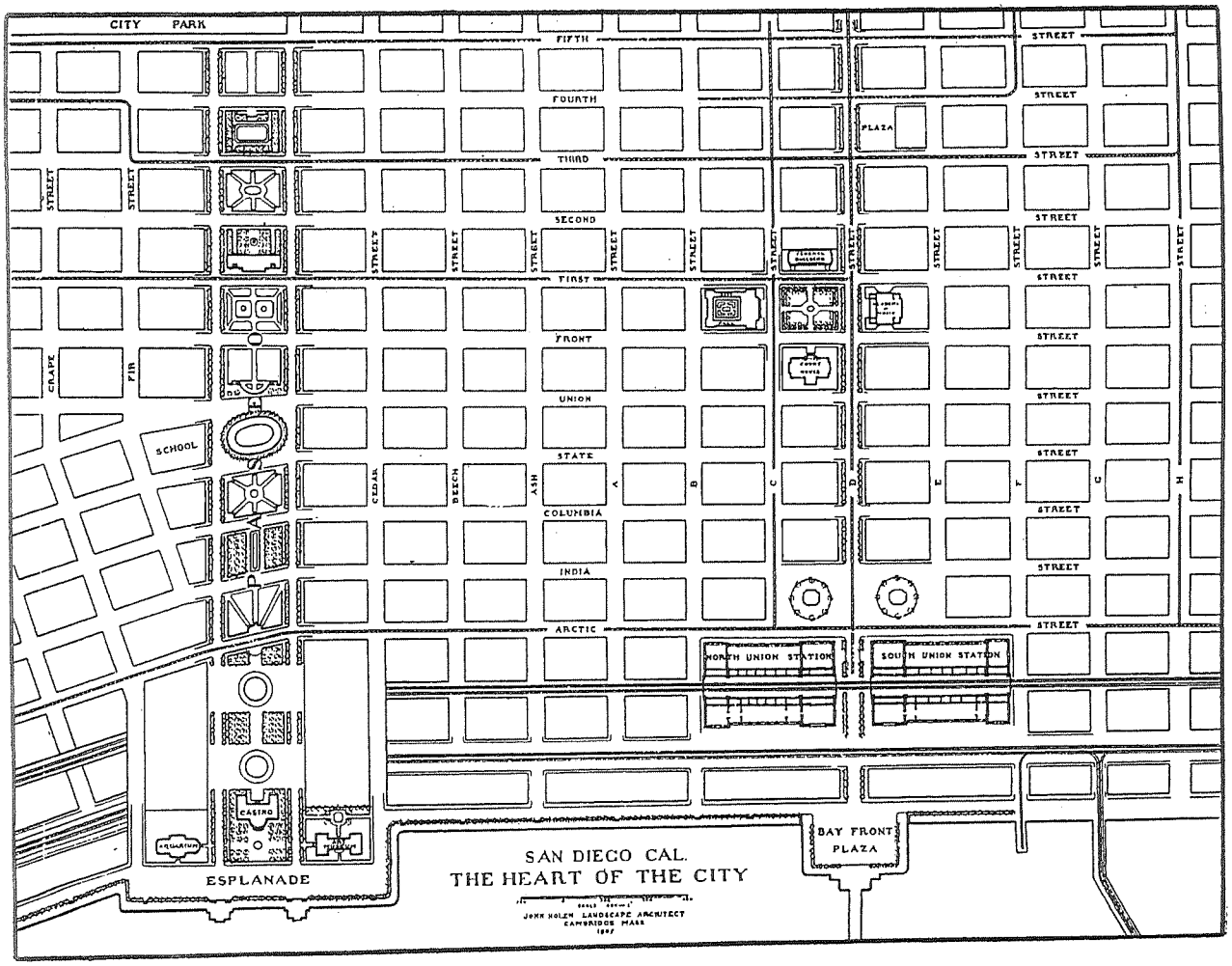

Figure 7 San Diego: A Comprehensive Plan for its Improvement, John Nolen – 1908

Plan shows: •Grand physical connection of Waterfront to Balboa Park at Date and Elm Sts. •Civic Ctr. Complex originally sited at 1st & Broadway

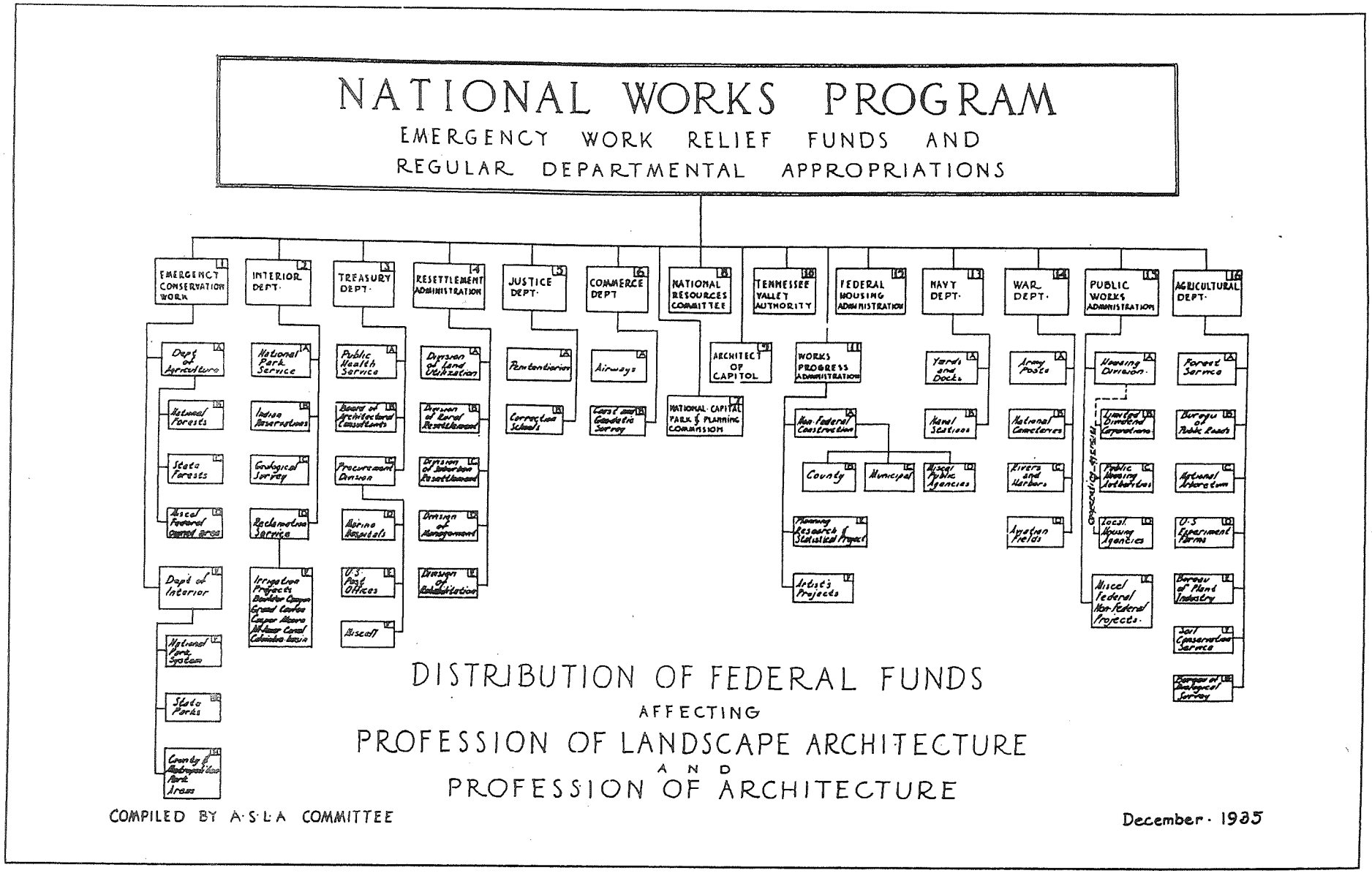

Figure 8 American Society of Landscape Architects: Flow Chart on National Works Program – 1935
Chart shows: • Public Works Administration Appropriations

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Photo 14.	West Side – Circa mid 1950's – Hord Statue and Plaza
Photo 15.	West Side – October 25, 1954 – Maturing Landscape
Photo 16.	East Plaza – Circa mid 1950's – Maturing Landscape

Photo 1 - West Elevation – Circa 1937 – (Erickson)

Aerial perspective shows: • Service ramps from building •Site prior to the installation of walks, fountains and landscape

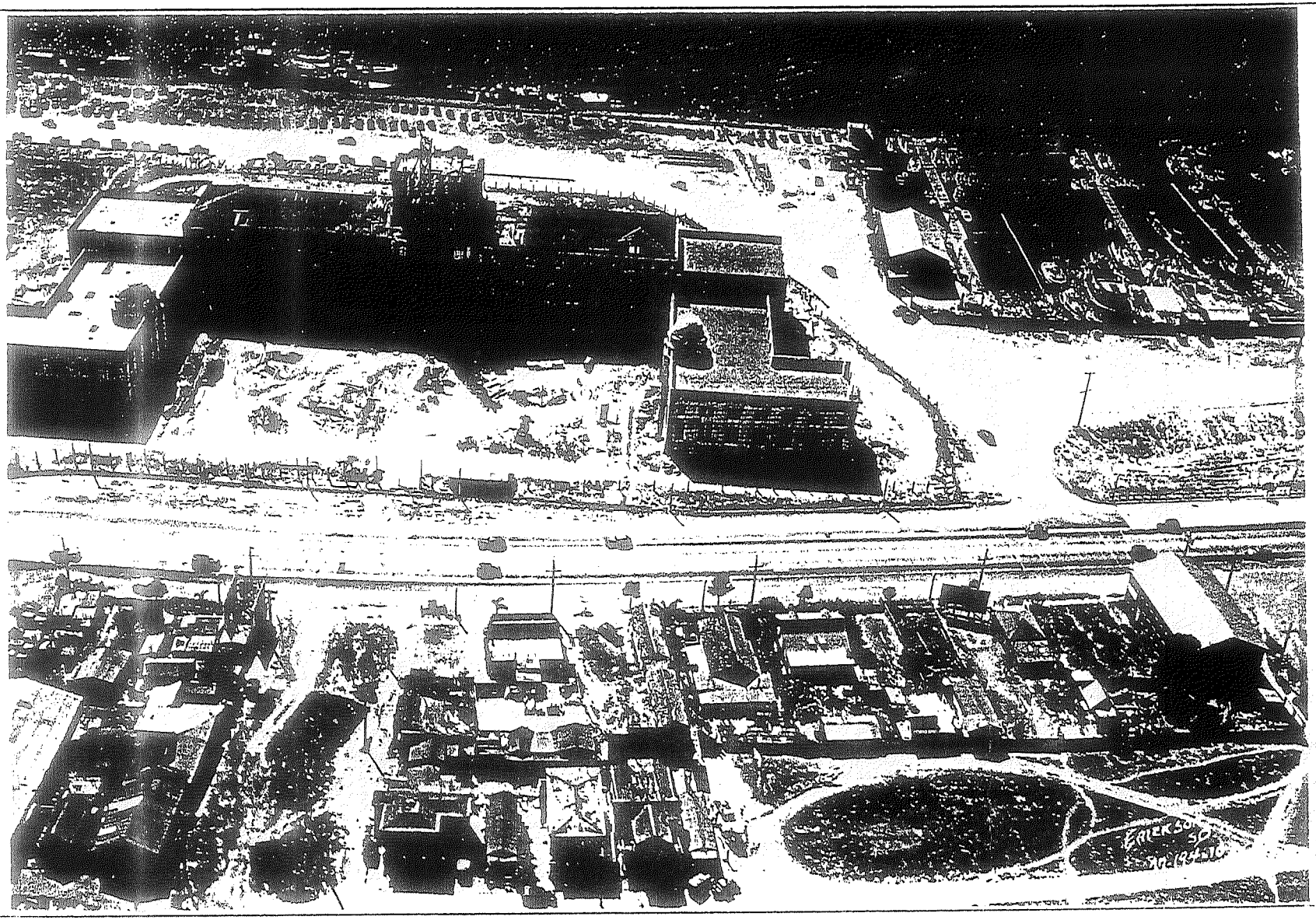

Photo 2 – East Side – Circa 1937 – (Erickson)

Aerial perspective shows: •New bulkhead created for Civic Center building •Old commercial docks remaining •Site prior to the installation of walks, fountains and landscape •Pacific Highway •Unimproved Cedar Street

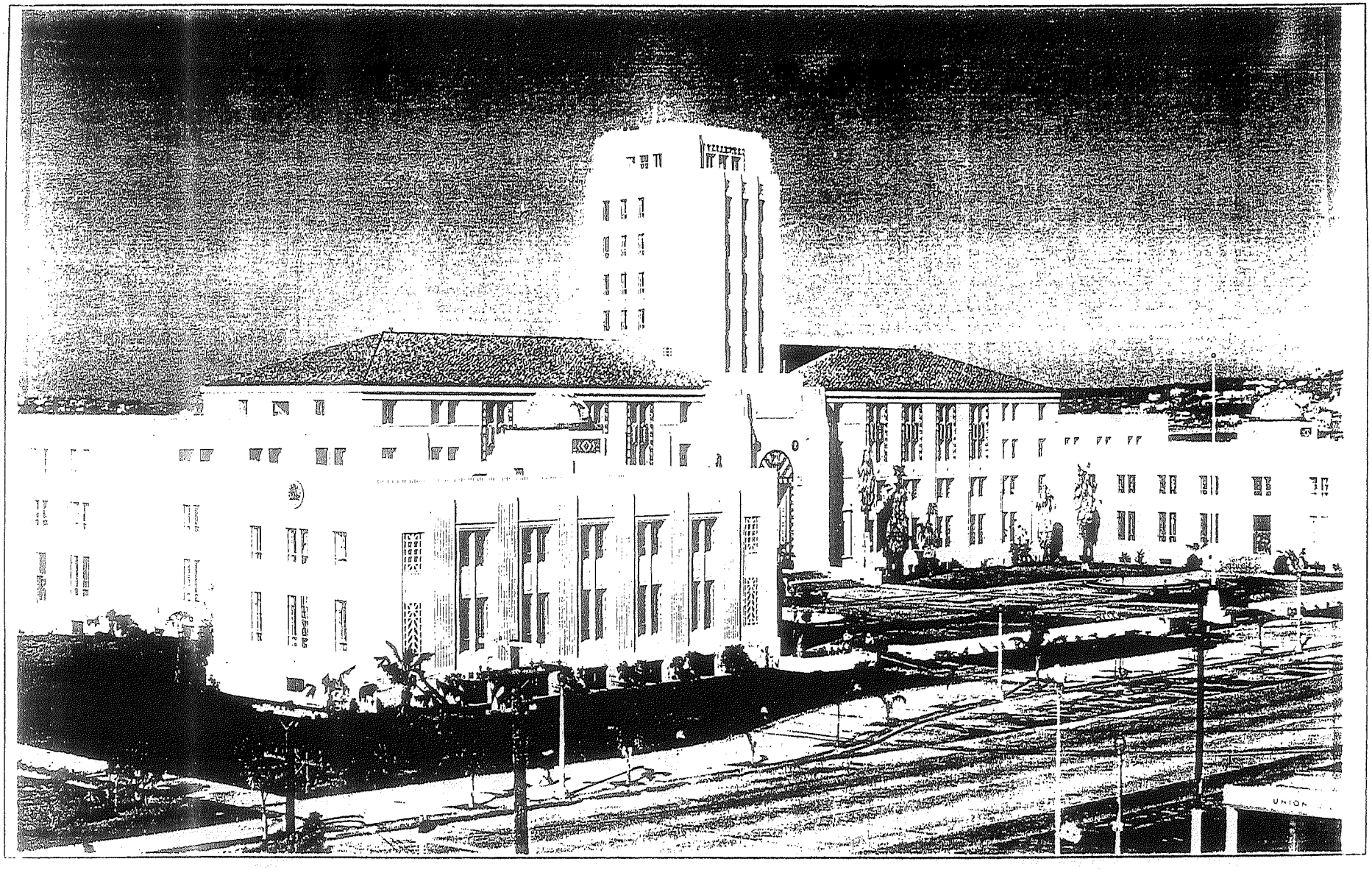

Photo 3-- Southeast Side – Circa 1937

Aerial perspective shows: •Queen Palm Street Tree Planting (20-25′ o.c.) along Pacific Highway •Walks, Fountains and early landscape installed (Washingtonia Palms at entry)

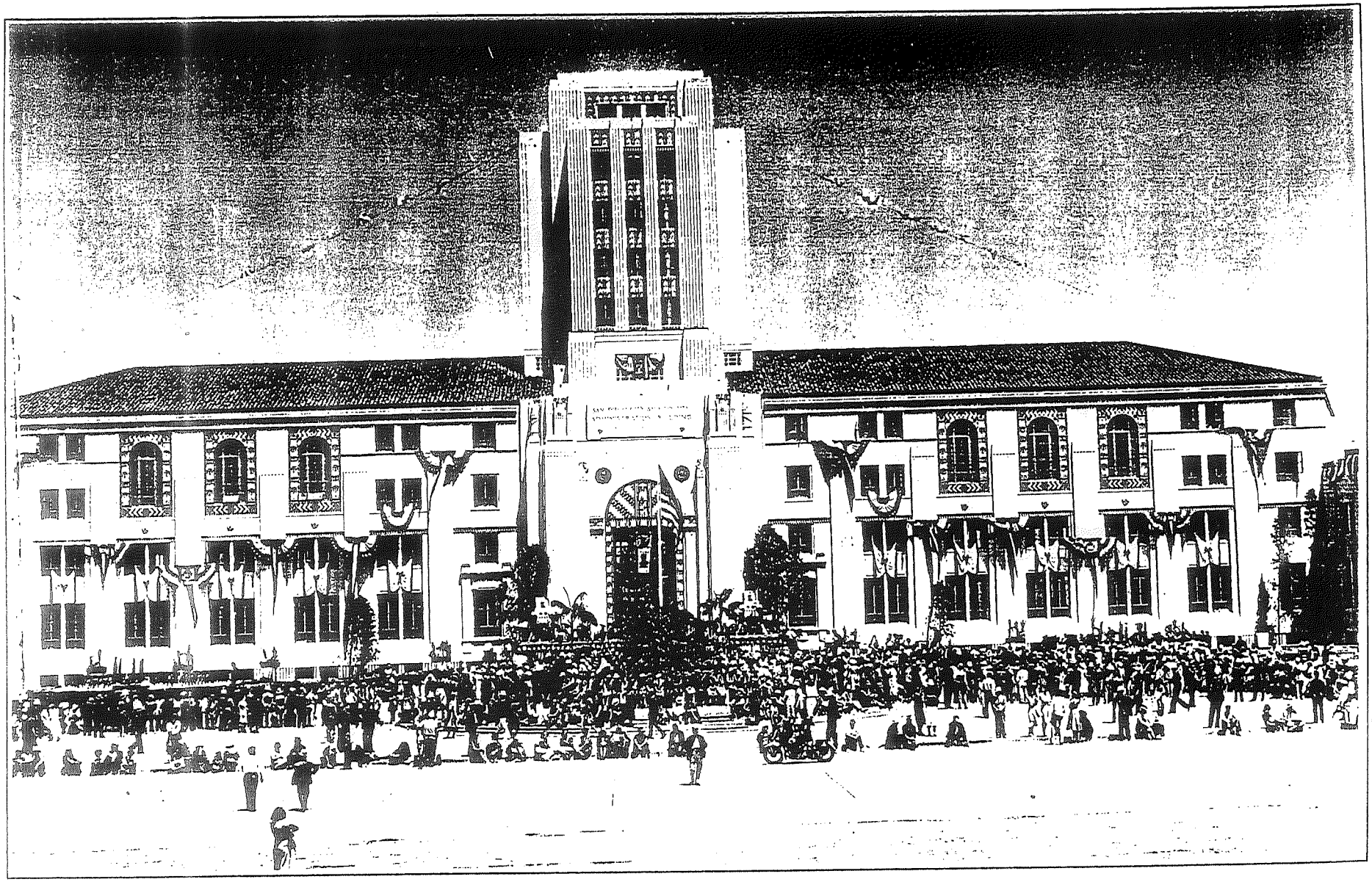

Photo 4– West elevation – July 16, 1938 – Dedication Ceremonies

Photo elevation shows: • West Plaza with temporary celebration plantings • Plaza prior to installation of Donal Hord's "Guardian of Water" statue

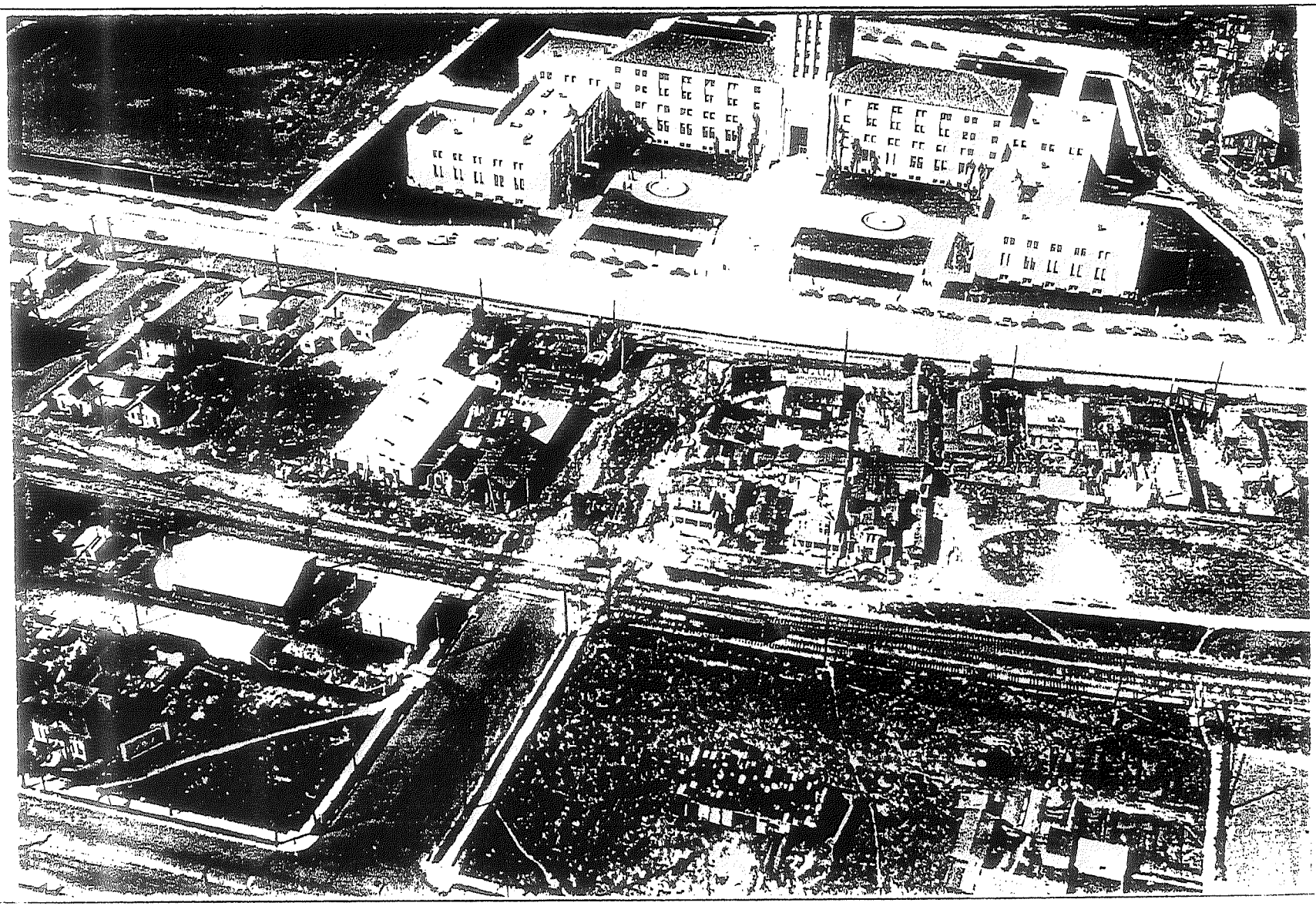

Photo 5– East Side – Circa 1939 – (Erickson)

Aerial perspective shows: •Old docks still present •Improved West Date St. on northside •South and north (part section) of parking lots completed •Lawns present •Cedar St. unimproved •Pacific Highway drop-off lane

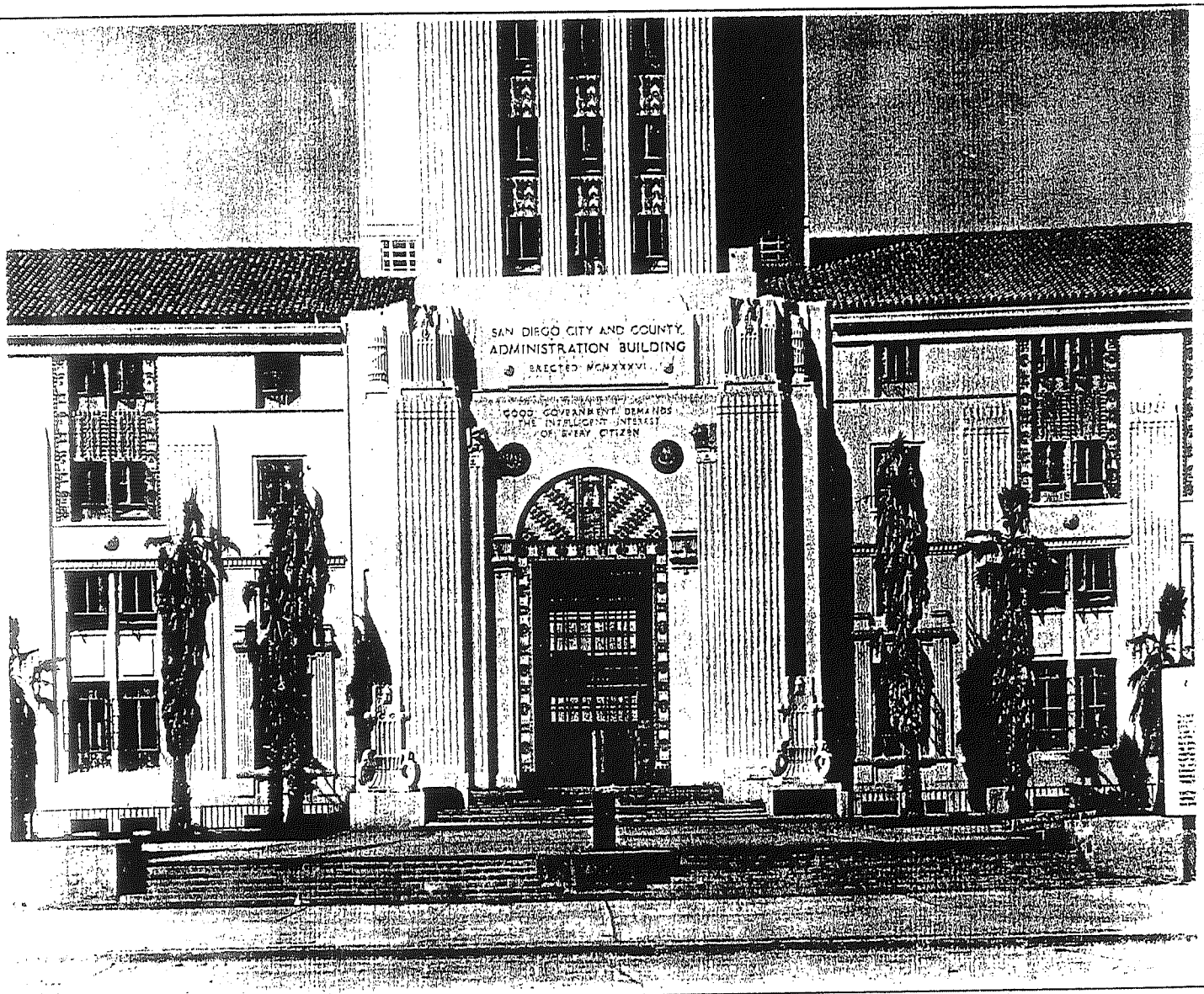

Photo 6– East Elevation Entry – Circa 1939
Photo elevation shows: •Early landscape with Washingtonia Palms in very bad shape

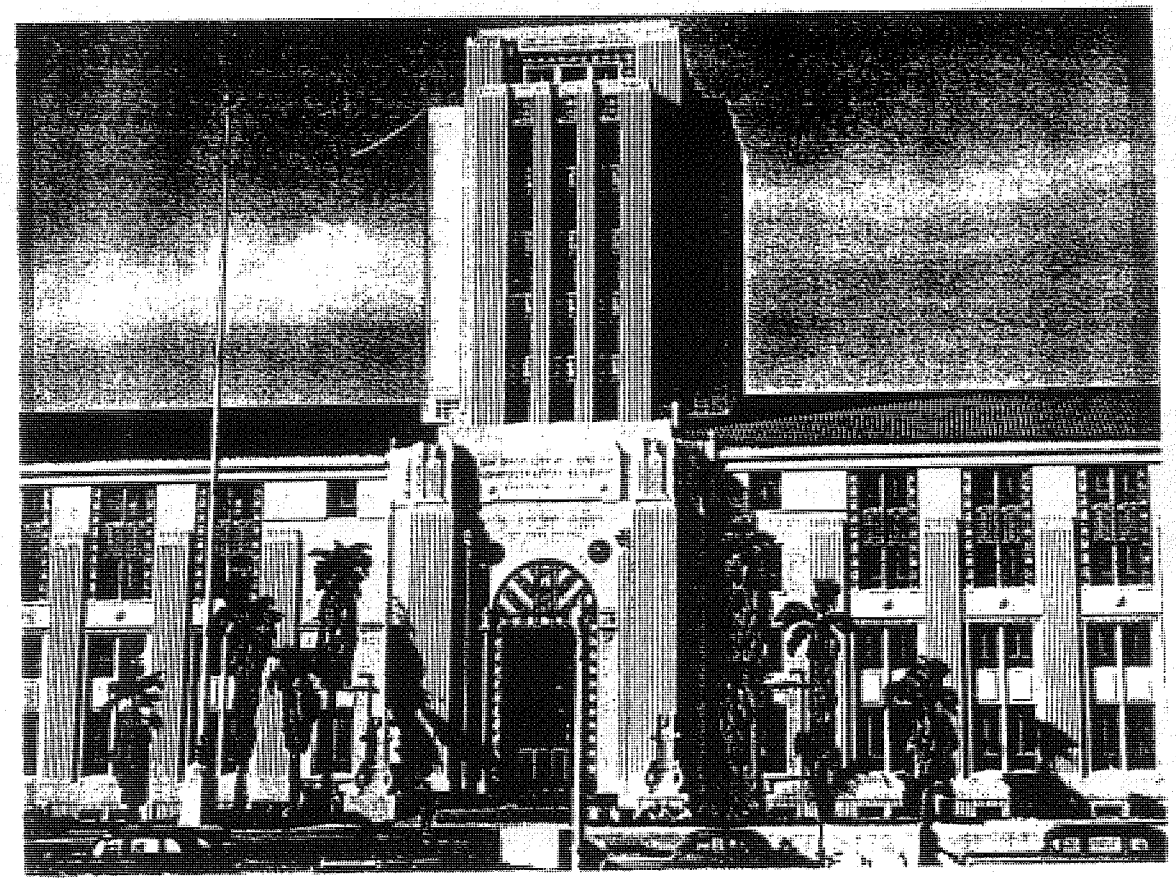

Photo 7– East Elevation Entry – March 22, 1940 – (San Diego Union)
Photo elevation shows: • Early landscape with Washingtonia Palms 'touched up' (crowns drawn in by San Diego Union)

Photo 8– Southwestern Elevation – Circa 1939

Photo elevation shows: •Early landscape on west and east sides •South parking lot •Harbor Drive •Guardian of Water not present

Photo 9– South Side – Circa 1940 – (Erickson)
Aerial perspective shows: •Distant view shows city context •South and north (part section) parking lots •Pacific Highway and drop off lane •Old commercial docks still present •Guardian of Water present

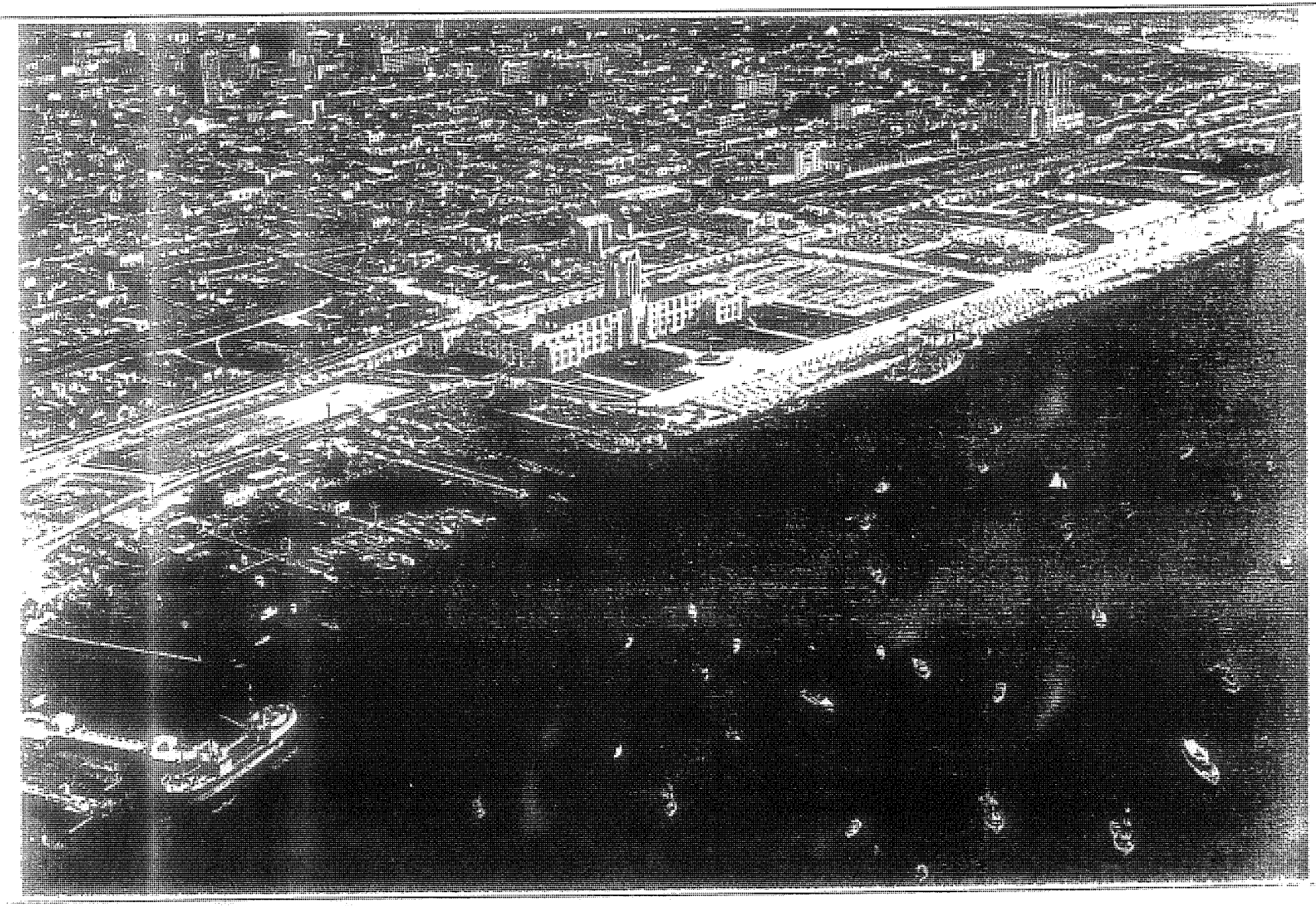

Photo 10– West Side – Circa 1941 – (Erickson)

Aerial perspective shows: •Cedar Street improved •South and north (part section) parking lots •Circular ornamental beds & Phoenix reclinata clumps present •Old commercial docks still present

Photo 11– North and West Sides – Circa 1941 – (Erickson)
Aerial perspective shows: •Distant view shows city context •South parking lot in use •Circular ornamental beds in each lawn quadrant & Phoenix reclinata clumps present •Old commercial docks still present

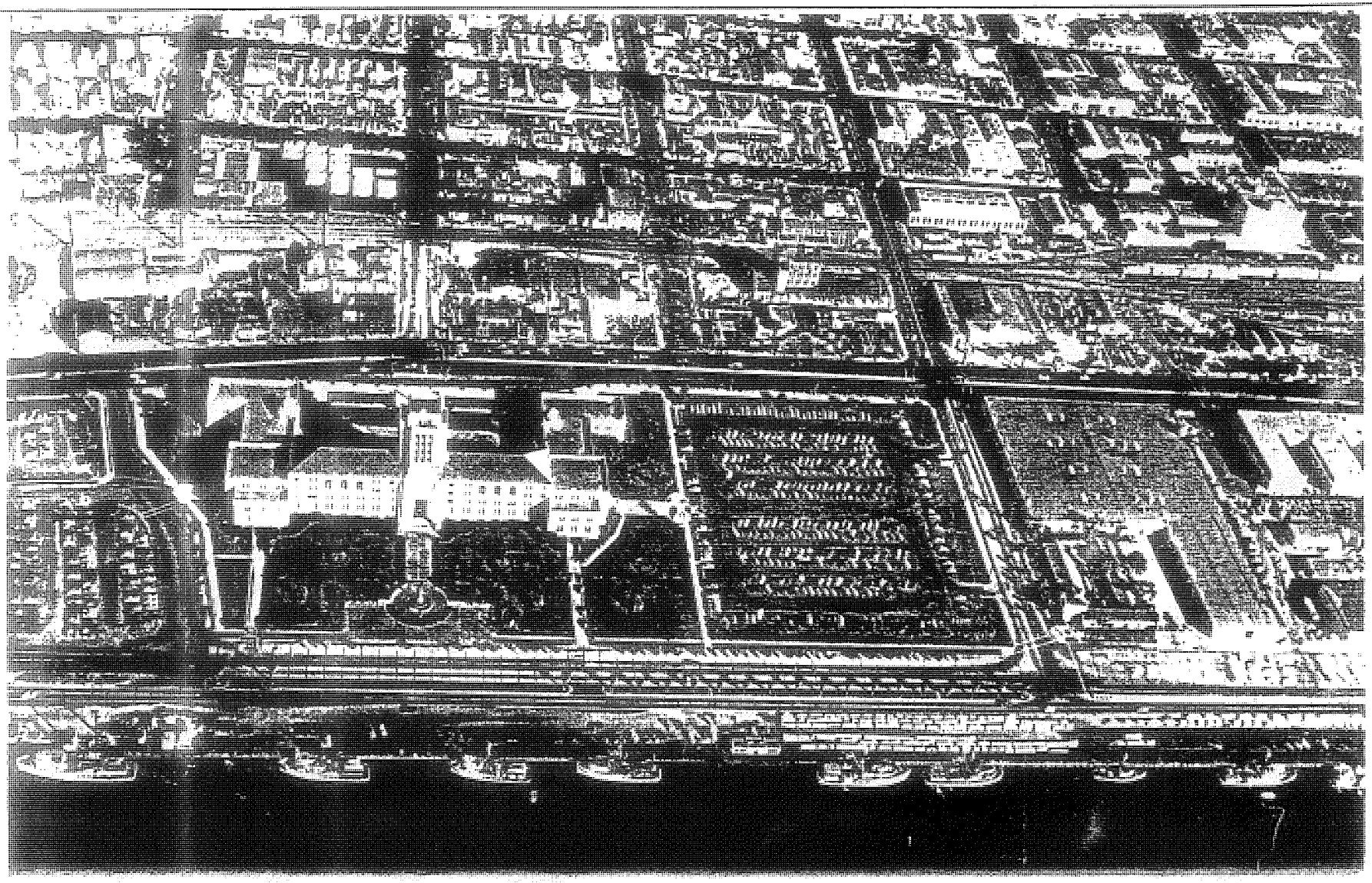

Photo 12– West Side – Circa mid 1940's

Aerial perspective shows: •Distant view shows city context •Old commercial docks removed •North parking built out •New bulkhead continues north •Median in Harbor Drive w/Palms but not in front of building

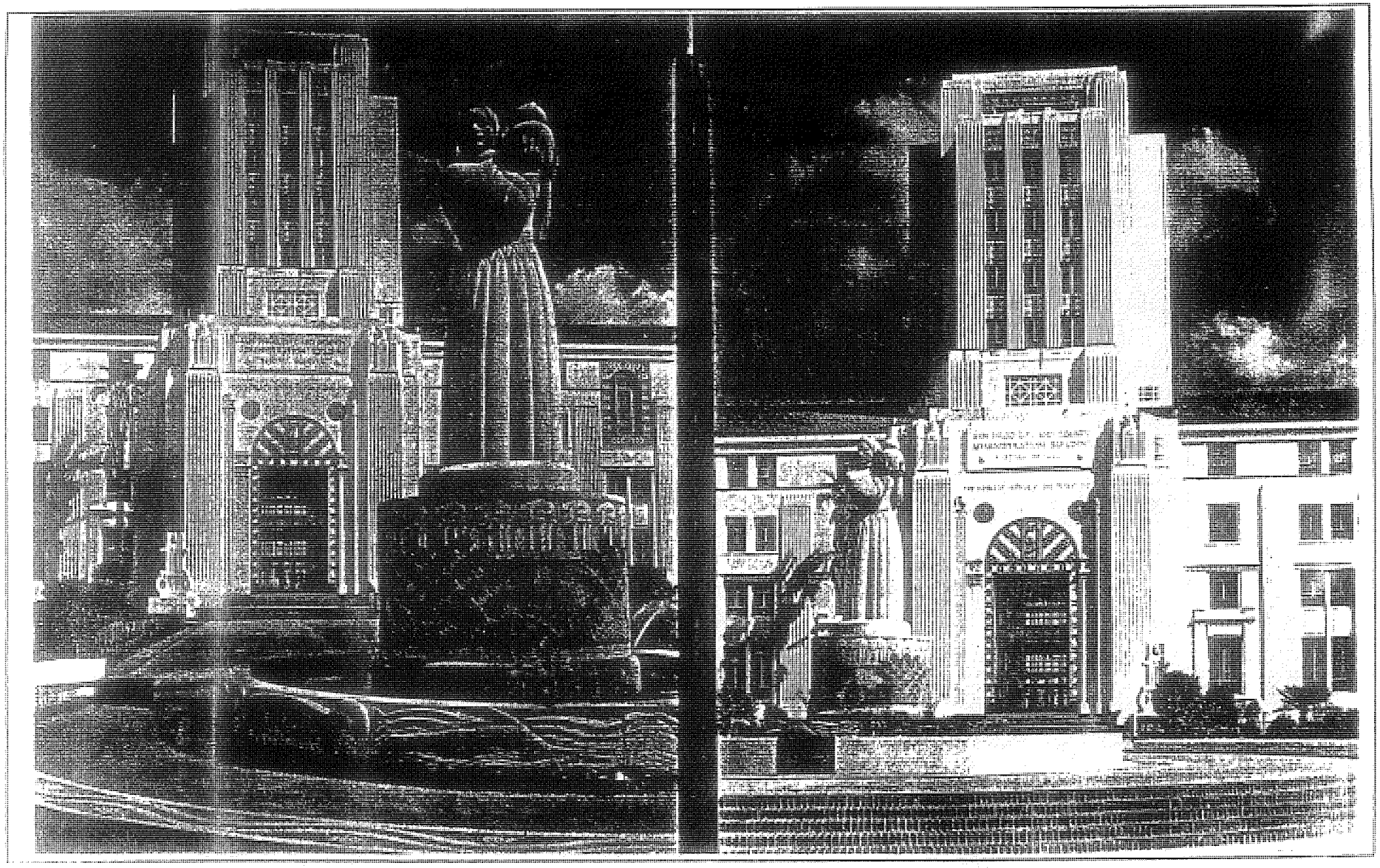

Photo 13– West Side – Circa mid 1940's

West elevations show: •Donal Hord's "Guardian of Water" statue •Brick edged stairs and tile headers around aggregate paving to entry

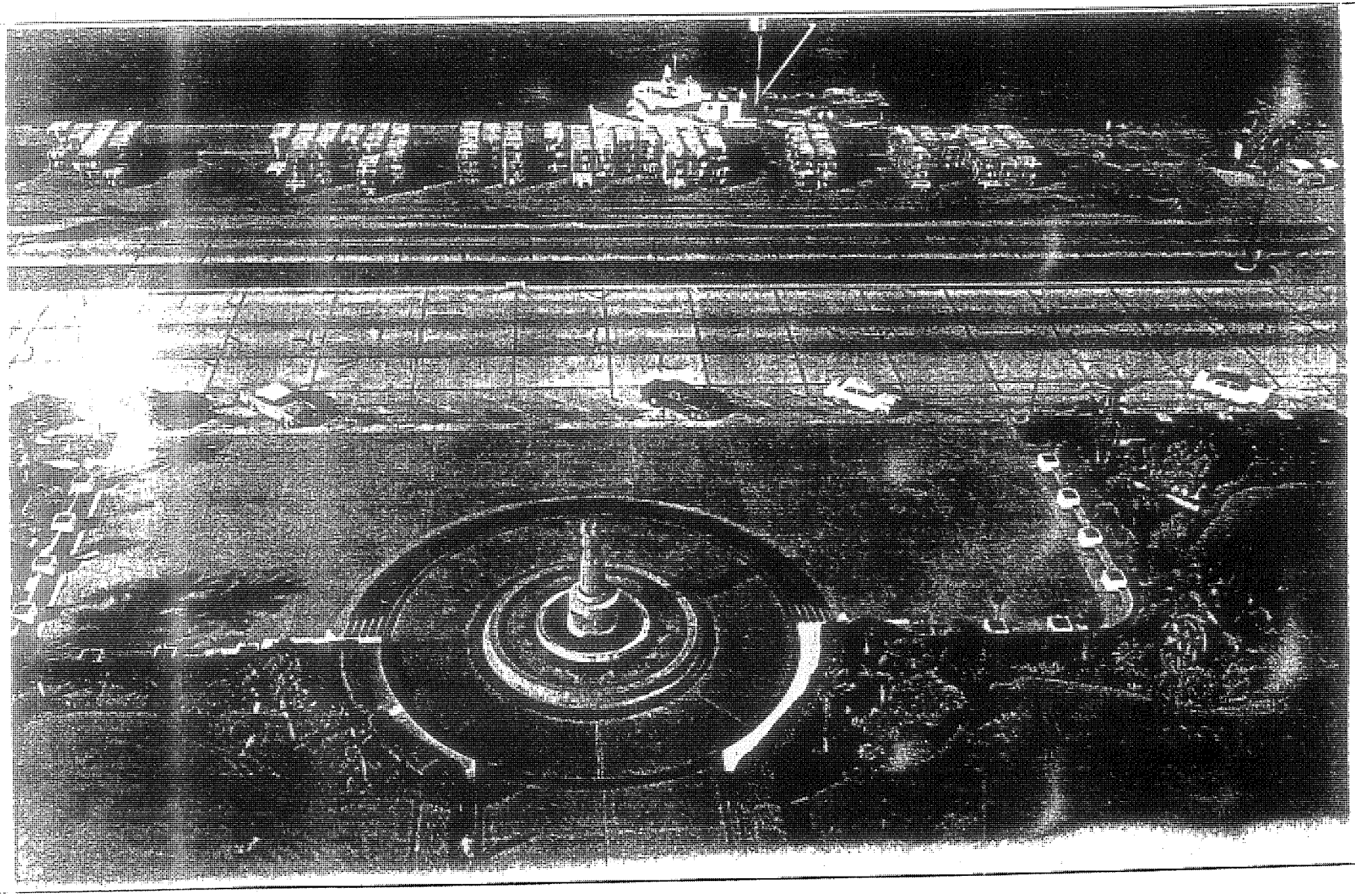

Photo 14– West Side – Circa mid 1950's
West Plaza shows: • Donal Hord's "Guardian of Water" statue • Brick edged stairs and tile headers • Aggregate paving to street • Hoyt's landscape beginning to fill in • Planter/bench detail • No Palms in median • Hedges

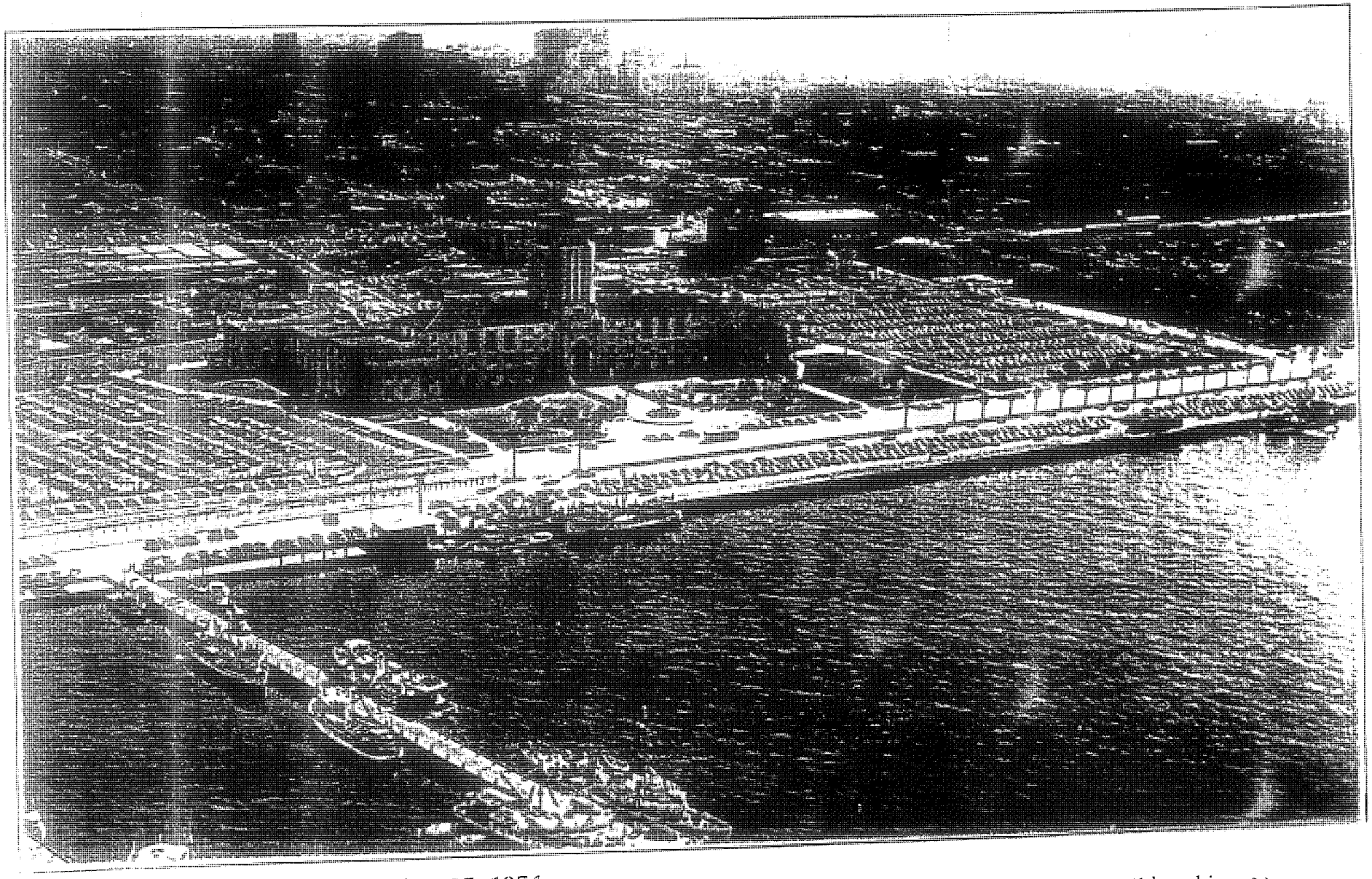

Photo 15– West Side – October 25, 1954
Aerial perspective shows: •Site fully built out and functioning •Landscape maturing •New bulkhead in use
•Median without Palms in front of Civic Center •Parking lots in full use

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Research Resources

City of San Diego Public Library, California Room
San Diego Historical Society Archives and Photo Collection
University of California San Diego Library
San Diego Floral Association Library, Balboa Park
San Diego County Operations

County Cedar and Kettner Development Project

Appendix G

Geotechnical Investigation and Geologic Fault Investigation

Prepared by Geocon Incorporated

October 14, 2003

GEOTECHNICAL INVESTIGATION
AND
GEOLOGIC FAULT INVESTIGATION

CEDAR/KETTNER
PARKING/RESIDENTIAL STRUCTURE
SAN DIEGO, CALIFORNIA

GEOCON
INCORPORATED

GEOTECHNICAL
CONSULTANTS

PREPARED FOR

COUNTY OF SAN DIEGO GENERAL SERVICES
SAN DIEGO, CALIFORNIA

SEPTEMBER 18, 2003
REVISED OCTOBER 14, 2003

GEOCON
INCORPORATED

GEOTECHNICAL CONSULTANTS

Project No. 06851-22-02
September 18, 2003
Revised October 14, 2003

County of San Diego General Services
5555 Overland Drive, Suite 2600
San Diego, California 92123

Attention: Mr. Jeff Redlitz

Subject: CEDAR/KETTNER PARKING/RESIDENTIAL STRUCTURE
SAN DIEGO, CALIFORNIA
GEOTECHNICAL INVESTIGATION
AND GEOLOGIC FAULT INVESTIGATION

Gentlemen:

In accordance with your authorization of our Proposal No. LG-03217 dated April 30, 2003 and revised July 11, 2003, we herewith submit the results of our geotechnical investigation and geologic fault investigation for the subject site. The accompanying report presents the findings from our study and our conclusions and recommendations pertaining to the geotechnical aspects of the proposed new development. The findings of this study indicate that no active faults traverse the property, and the site is suitable for development provided the recommendations of this report are followed.

Should you have questions regarding this report, or if we may be of further service, please contact the undersigned at your convenience.

Very truly yours,

GEOCON INCORPORATED

REGISTERED PROFESSIONAL ENGINEER
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No. 2401
EXP. 09/30/04
GEOTECHNICAL
STATE OF CALIFORNIA

Joseph J. Vettel
GE 2401

Paul Dunster
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Michael S. Chapin
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MICHAEL S. CHAPIN
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CERTIFIED ENGINEERING GEOLOGIST
STATE OF CALIFORNIA

6960 Flanders Drive ■ San Diego, California 92121-2974 ■ Telephone (858) 558-6900 ■ Fax (858) 558-6159

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GEOTECHNICAL INVESTIGATION AND GEOLOGIC FAULT INVESTIGATION

1. PURPOSE AND SCOPE

This report presents the results of a geotechnical investigation for the combined car parking and office structure that is proposed at the southwest corner of Cedar Street and Kettner Boulevard in San Diego, California. A vicinity map is included as Figure 1. The purpose of the geotechnical investigation was to evaluate the site's soil conditions and general site geology, and to identify geotechnical constraints (if any) that may impact development of the property. The faulting evaluation was performed to assess whether active faults traverse the property. The site is situated within the City of San Diego Downtown Special Fault Zone and required a detailed fault evaluation to satisfy the City of San Diego Building Department requirements.

The scope of this investigation included a review of stereoscopic aerial photographs and readily available published and unpublished geologic literature (see *List of References*). A field investigation was conducted that included drilling five borings to a maximum depth of 91 feet and excavating two trenches to a maximum depth of 14½ feet. The trenches were excavated to assess whether active faults traverse the property.

Laboratory tests were performed on selected soil samples obtained during the field investigation to determine pertinent physical properties for engineering analyses and to assist in providing recommendations for site grading and foundation design criteria. Details of the laboratory testing and a summary of the test results are presented in Appendix B.

Boring logs and the fault trench log are presented in Appendix A. Results of laboratory tests are presented on the boring logs in Appendix A and in tabular form in Appendix B. Recommended grading specifications are presented in Appendix C.

Figure 2, the Site Plan, depicts the approximate configuration of the property and the approximate locations of the borings and trenches.

2. SITE AND PROJECT DESCRIPTION

The site encompasses approximately 80 percent (approximately 48,750 square feet) of the block located at the southwest corner of the intersection of Cedar Street and Kettner Boulevard in the downtown area of San Diego, California. The property is used mainly as an at-grade parking lot. A building located in the southeast corner of the block will be demolished as part of the subject project.

Another building in the southwest corner of the block will remain and that portion of the block was not included in the investigation. We understand that a seven-story parking structure with three levels of subterranean parking is proposed for the site. A three-story office will wrap around the parking structure along the south, west and north sides.

Based upon the results of our geotechnical investigation and fault study, the site is underlain by fill and alluvial soils, which are in turn underlain by the Bay Point Formation and the San Diego Formation.

The above locations, site descriptions, and our understanding of the proposed development are based on a site reconnaissance, review of published geologic literature, our field investigations, and discussions with you. If development plans differ from those described herein, Geocon Incorporated should be contacted for review of the plans and possible revisions to this report.

3. SOIL AND GEOLOGIC CONDITIONS

Our field investigation encountered four geologic units: fill, alluvium, Bay Point Formation, and San Diego Formation. The occurrence and distribution of each unit, including a description of the unit, are shown on the boring logs in Appendix A and on the Site Plan, Figure 2. A geologic cross-section is presented on Figure 3. Each geologic unit is also described below.

3.1 Fill (Qaf)

Fill was encountered in two of the borings and both of the trenches. The fills encountered were up to 10 feet deep and consisted of loose to dense, dry to moist, silty and clayey sand with varying amounts of gravel and debris consisting of pieces of brick, glass and wood. Portions of the fill had a hydrocarbon odor. During the excavation of Trench 2 an accumulation of partially burned household refuse was encountered that included bottles, ash, wood, wire, and ceramics. The refuse was encapsulated in a cylindrical concrete structure. We expect that the fill will be removed during excavation for the proposed improvements. A pocket of buried refuse was also encountered in Trench 1 between approximate Stations 40+00 to 55+00. The location is not indicated on the trench log as we logged the north wall of the trench. The materials were only exposed on the south side of the trench.

3.2 Alluvium (Qal)

Alluvium was encountered in both trenches and consisted of loose, damp to moist, silty sand. Portions of this deposit may actually be highly weathered sections of the Bay Point Formation or

residual soil derived from the Bay Point Formation. It is expected that the alluvium will be removed during excavation for the proposed improvements.

3.3 Bay Point Formation (Qbp)

Pleistocene-age Bay Point Formation was observed in all of the borings and in the fault trenches. The Bay Point Formation typically consists of loose to dense silty and clayey sand that is partially cemented in places. Interbeds and lenses of rounded fine to coarse gravel and clay were also observed in the formation. Portions of this formation had a hydrocarbon odor. The Bay Point Formation is considered suitable for the support of the proposed structure.

3.4 San Diego Formation (Tsd)

Tertiary-age San Diego Formation was encountered in all of the borings at depths of between approximately 23 and 36 feet. The San Diego Formation typically consists of moist to saturated dense to very dense silty and clayey sand interbedded with stiff to hard clay, sandy clay, sandy silt, silt, and clay. Interbeds of gravel were also encountered in this formation.

4. GROUNDWATER

Groundwater was encountered in all of the borings at depths of between approximately 27½ and 34 feet below the existing ground surface. Dewatering will be required during construction of the subterranean levels. Waterproofing will also be necessary for that portion of the basement walls below groundwater levels. Uplift pressures on the structure and hydrostatic forces on the basement walls should be included in the design of the structures. Proper surface drainage of irrigation and rainwater will also be important to future performance of the project.

5. GEOLOGIC STRUCTURE

The geologic units described herein have nearly horizontal bedding attitudes with a slight apparent dip to the west as observed in the trenches. The regional dip is estimated to be approximately 3 to 5 degrees toward the south and west but can vary locally several degrees in other directions.

Review of the *City of San Diego Seismic Safety Study, Geologic Hazards and Faults*, 1995 edition, indicates that the site has a Geologic Hazard Category of 13 and is approximately ½ mile northwest of an area designated by the State of California as an *Alquist-Priolo Earthquake Fault Zone.* Category 13 is described as the Downtown Special Fault Zone and, as such, a fault evaluation was required for the property to assess the presence or absence of faults on the site.

6. GEOLOGIC HAZARDS

6.1 Faulting and Seismicity

The site is located near the southern onshore portion of the Rose Canyon Fault Zone in an area that is transitional between the predominately right-lateral faulting characteristic of the faults north of the downtown area and the predominantly dip slip faulting characteristic of faults making up the southern portion of the Rose Canyon Fault Zone (Treiman, 1993). South of the downtown area, the major faults that compose the southern end of the Rose Canyon Fault Zone are the Spanish Bight, Coronado and Silver Strand Faults. The east side of this zone is represented by the La Nacion Fault (Treiman, 1993). Together, these faults define a wide and complexly faulted basin occupied by San Diego Bay and a narrow section of the continental shelf west of the Silver Strand.

Trenching by Lindvall and others (1990) on the Rose Canyon Fault in Rose Canyon several miles north of the site by numerous consultants between approximately Twelfth Avenue and Seventeenth Street and by numerous consultants at sites near First Avenue in the downtown area have shown that Holocene soils (soils less than 11,000 years old or less) have been displaced by faulting within the Rose Canyon Fault Zone. The fault hazard study conducted for the subject property did not encounter evidence of faulting.

The historic seismicity or instrumental seismic record in the San Diego area indicates that there have been numerous minor earthquakes in the San Diego Bay area, including events in 1964 and 1985 between M3 and 4+ (Treiman, 1993). No surface rupture has been recorded with any of the seismic activity. Anderson and others (1989) indicate that the greatest peak acceleration recorded in the downtown area (at San Diego Light and Power) was 34 cm/sec^2 (0.03g) produced by an offshore earthquake in 1964 (M 5.6).

Anderson and others (1989) have also estimated recurrence times for major earthquakes that may affect the San Diego Region. By combining geologic data with their model for ground motion attenuation for each earthquake event, they have provided an estimation for the recurrence rate of various levels of peak ground acceleration in the San Diego area. The results of their work indicate that peak accelerations of 10 to 20 percent gravity (g) are expected approximately once every 100 years (Anderson and others, 1989). Higher peak accelerations will also occur but with a lower probability of occurrence or higher return period.

Lindvall and others (1991) have postulated a maximum likely slip rate of about 2 mm/yr and a best estimate of about 1.5 mm/yr, based on recent three-dimensional trenching on the Rose Canyon Fault in Rose Canyon several miles north of the site. They found stratigraphic evidence of at least three

events during the past 8,100 years. The most recent surface rupture displaces the modern A horizon (topsoil), suggesting that this event probably occurred within the past 500 years.

The nearest known active fault to the site is a strand of the Rose Canyon Fault Zone located approximately ½ mile southeast of the property. Several strands of the Rose Canyon Fault are located within Alquist-Priolo Earthquake Fault Zones located in the downtown area. Historically, the Rose Canyon Fault has exhibited low seismicity with respect to earthquakes in excess of magnitude 5.0 or greater. Earthquakes on the Rose Canyon Fault having a maximum magnitude of 6.9 are considered representative of the potential for seismic ground shaking within the property. The "maximum magnitude earthquake" is defined as the maximum earthquake that appears capable of occurring under the presently known tectonic framework.

Table 6.1 below presents a list of significant active faults, their distance from the site, and a summary of potential ground shaking effects. The information presented on Table 6.1 is derived from an analysis using *EQFAULT*, a computer program that performs deterministic analyses based upon distances from the site to known earthquake faults that have been digitized into an earthquake catalog. Attenuation relationships by Sadigh (1997) were used to estimate the maximum peak site accelerations.

TABLE 6.1
DETERMINISTIC SITE PARAMETERS

Fault Name	Approximate Distance From Site (miles)	Estimated Maximum Earthquake Magnitude	Estimated Peak Site Acceleration (g)
Rose Canyon Fault Zone	0.5	6.9	0.53
Coronado Bank	13	7.4	0.24
Newport Inglewood (Offshore)	34	6.9	0.07
Elsinore–Julian	42	7.1	0.06
Elsinore-Temecula	46	6.8	0.04
Earthquake Valley	47	6.5	0.03
Elsinore-Coyote Mountain	50	6.8	0.04
Palos Verdes	59	7.1	0.04

6.2 Probabilistic Seismic Hazard Analysis

The computer program FRISKSP (Blake, 1995, updated 1998) was used to perform a site-specific probabilistic seismic hazard analysis. The program is a modified version of FRISK (McGuire, 1978)

that models faults as lines to evaluate site-specific probabilities of exceedence of given horizontal accelerations for each line source. Geologic parameters not addressed in the deterministic analysis are included in this analysis. The program operates under the assumption that the occurrence rate of earthquakes on each mappable Quaternary fault is proportional to the fault's slip rate. The program accounts for fault rupture length as a function of earthquake magnitude, and site acceleration estimates are made using the earthquake magnitude and closest distance from the site to the rupture zone. The program also accounts for uncertainty in each of following: (1) earthquake magnitude, (2) rupture length for a given magnitude, (3) location of the rupture zone, (4) maximum possible magnitude of a given earthquake, and (5) acceleration at the site from a given earthquake along each fault. By calculating the expected accelerations from all considered earthquake sources, the program calculates the total average annual expected number of occurrences of a site acceleration greater than a specified value. Attenuation relationships suggested by Sadigh *et al.* (1997) were utilized in the analysis. The results of the analysis indicate that for a 10 percent probability of exceedence in 50 years, a mean site acceleration of 0.33 g may be generated. This value corresponds to a return period of approximately 475 years. For a 10 percent probability of exceedence in 100 years (949-year return period), a mean site acceleration of 0.45 g may be generated.

While listing peak accelerations is useful for comparison of potential effects of fault activity in a region, other considerations are important in seismic design, including the frequency and duration of motion and the soil conditions underlying the site. We recommend that the seismic design of the structures be performed in accordance with the California Building Code (CBC) guidelines currently adopted by the City of San Diego.

6.3 On-Site Faulting Evaluation

Prior to our field investigation, we reviewed aerial photographs to assist in our evaluation of geomorphic features that could be indicative of faulting at the property prior to site development. It was found that the earliest available aerial photos (1929) did not pre-date site development. Therefore, the photos were not useful in our evaluation.

A 5,400-foot-long sewer trench varying from 6 to 22 feet deep was excavated by a private contractor in 1980 and traversed the downtown area from east to west. In general, the alignment extended from Kettner Boulevard eastward to Twelfth Avenue along Broadway and E Street. The trench was logged and the results submitted to the San Diego Association of Geologists Field Trip Guide in April 1982 (Strieff, Elder-Mills, Artim, 1982). This trench did not encounter faults that would extend through the site, assuming typical fault trends in the downtown area.

Trenching to assess whether faults traverse the property was performed to a maximum depth of 14.5 feet at the two locations indicated on Figure 2. The logs of the trenches are included as Figures A-6 through A-9. Faulting in the southern portion of the Rose Canyon Fault Zone, which includes the downtown area, is predominately dip slip (Treiman, 1993). Therefore, relatively large offsets and discordance in the stratigraphy would be expected if active faulting is present. No Holocene deposits were encountered in the borings for use in correlation at the site. Stratigraphic correlation within the trenches indicates that the relative position of the three units within the Bay Point Formation appear to be continuous. In addition, the two clay beds observed in Trench 2 and the gravel bed observed in Trench 1 appear to be continuous. No indications of faulting, such as discordant bedding, clay gouge, shearing, or slickensides, were observed in the fault trenches or samples obtained from our borings.

A report entitled *Fault Hazard Investigation Proposed Park at Little Italy Project, San Diego, California,* prepared by Construction Testing & Engineering, Inc. (CTE), dated November 7, 2001 discussed and described a fault that was encountered in foundation excavations for the building located immediately north of the subject site. CTE concluded that the fault can be considered "potentially active". We deepened our trenches in the area where faulting was expected, but no evidence of faulting was observed.

6.4 Liquefaction

The potential for liquefaction of the site soils during a strong earthquake is limited to those soils that are in a relatively loose, unconsolidated condition and are located below the groundwater table. Since the underlying formations are very dense, the potential for liquefaction occurring at the site is considered to be very low.

6.5 Landslides

Examination of aerial photographs in our files and review of available geotechnical reports for the site vicinity indicate that no landslides are present at the property or at a location that could impact the subject site.

7. CONCLUSIONS AND RECOMMENDATIONS

7.1 General

7.1.1 The site is not located within a currently established Alquist-Priolo Earthquake Fault Zone but is located within a fault study zone established by the City of San Diego. Our investigation was performed in compliance with the City of San Diego Building Department and the *City of San Diego Seismic Safety Study, Geologic Hazards and Faults*, 1995.

7.1.2 No evidence of faulting was observed in the Pleistocene-age Bay Point Formation encountered during our field investigation. Accordingly, the potential for surface rupture due to faulting in the area of the proposed development is considered very low.

7.1.3 With the exception of possible strong seismic shaking, no significant geologic hazards were observed or are known to exist on the site that would adversely affect the proposed project. No special seismic design considerations, other than those recommended herein, are required.

7.1.4 From a geotechnical standpoint, it is our opinion that the site is suitable for the proposed development provided the recommendations presented herein are implemented in design and construction of the project.

7.1.5 Our field investigation indicates that the site is underlain by fill, alluvium, Bay Point Formation, and San Diego Formation. The fill and alluvium are expected to be completely removed during excavations for the proposed structure. However, any existing fill soils encountered beyond the planned excavation limits will not be considered suitable in their present condition for support of settlement-sensitive structures.

7.1.6 Groundwater was encountered in the borings at depths of 27½ to 34 feet during this investigation. Groundwater levels in the vicinity of San Diego Bay will typically be relatively constant at an elevation of approximately 3 to 4 feet MSL. Uplift forces and hydrostatic pressure should be included in design of the structure slab and basement walls.

7.1.7 The proposed structure can be supported on conventional shallow footings or a mat foundation founded in formational materials.

7.1.8 Excavations for subterranean parking are estimated to be on the order of 35 feet deep. Parameters for temporary excavations and temporary shoring are presented in subsequent sections of this report.

7.2 Excavation and Soil Characteristics

7.2.1 The majority of the soils that will likely be encountered are considered to have a "very low" to "high" expansion potential (Expansion Index [EI] of between 0 and 130) as defined by Uniform Building Code (UBC) Table No. 18-I-B. A "high" expansion potential layer was encountered at the elevation of the bottom of the proposed structure, but no moisture variation is expected in this layer.

7.2.2 The majority of in situ soils can be excavated with moderate to heavy effort using conventional heavy-duty equipment. Cobbles and concretions are not uncommon within the formational soils and when encountered can create excavation difficulties. Additionally, chunks of concrete and other debris should be anticipated within the artificial fill.

7.2.3 It is the responsibility of the contractor to ensure that all excavations and trenches are properly shored and maintained in accordance with applicable OSHA rules and regulations in order to maintain safety and maintain the stability of adjacent existing improvements.

7.3 Corrosive Potential

7.3.1 Potential of Hydrogen (pH) and resistivity tests were performed on a representative sample of the site materials to evaluate the corrosion potential to subsurface structures. The tests were performed in accordance with California Test Method No. 643 and indicate that a "corrosive" condition may exist with respect to buried metals. The results are presented in Appendix B and should be considered for the design of underground structures.

7.3.2. Laboratory tests were performed on a representative sample of the site materials to determine the percentage of soluble sulfate. Results from the laboratory soluble-sulfate tests are presented in Appendix B and indicate that the on-site materials possess "negligible" sulfate exposure to concrete structures as defined by CBC Table 19-A-3. Based on the laboratory data, concrete design requirements are not set forth in CBC when concrete is exposed to a "negligible" amount of sulfate.

7.3.3 Geocon Incorporated does not practice in the field of corrosion engineering. Therefore, if improvements that could be susceptible to corrosion are planned, it is recommended that further evaluation by a corrosion engineer be performed.

7.4 Seismic Design Criteria

7.4.1 Table 7.4 summarizes site-specific design criteria obtained from the 2000 CBC. The values listed are for the Rose Canyon Fault, which is identified as the nearest Type B fault and is more dominant than the nearest Type A fault due to its proximity to the site. A strand of the Rose Canyon Fault is located approximately 0.2 miles from the site.

TABLE 7.4
SEISMIC DESIGN PARAMETERS

Parameter	Value	UBC Reference
Seismic Zone Factor	0.40	Table 16-I
Soil Profile Type	S_D	Table 16-J
Seismic Coefficient, C_a	0.57	Table 16-Q
Seismic Coefficient C_v	1.02	Table 16-R
Near Source Factor, N_a	1.3	Table 16-S
Near Source Factor N_v	1.6	Table 16T
Seismic Source	B	Table 16-U

7.4.2 Several site-specific response spectra are presented on Figure 4, including the response spectrum generated by the UBC code, two deterministic response spectra for mean and mean plus one standard deviation, and two probabilistic design response spectra for a return period of 475 years and 949 years. The appropriate spectrum for structural design should be selected by the project structural engineer.

7.5 Grading

7.5.1 Grading should be performed in accordance with the *Recommended Grading Specifications* in Appendix C. Where the recommendations of this report conflict with Appendix C, the recommendations of this section take precedence.

7.5.2 Earthwork should be observed and compacted fill tested by representatives of Geocon Incorporated.

7.5.3 A pre-construction conference with the owner, contractor, civil engineer, and soil engineer in attendance should be held at the site prior to the beginning of export or shoring operations. Special soil handling requirements can be discussed at that time.

7.5.4 Grading of the site should commence with the removal of all existing improvements from the areas to be graded. Deleterious debris and contaminated soils should be exported from the site and should not be mixed with the fill soils. All existing underground improvements within the proposed building areas should be removed and the resulting depressions properly backfilled in accordance with the procedures described herein.

7.5.5 We anticipate that all existing fill and alluvium will be removed during excavation for the subterranean parking structure. If fill soils remain within areas to receive settlement-sensitive structures or structural fill, these soils should be removed to expose the underlying formational materials.

7.5.6 In areas to receive fill the ground surface should be scarified to a depth of at least 6 inches, moisture conditioned, and compacted to at least 90 percent of the laboratory maximum dry density at near optimum moisture content, as determined by ASTM Test Method D 1557-00.

7.5.7 Excavated soils free of deleterious debris can be placed as fill and compacted in layers to the design finish grade elevations. All fill and backfill soils should be placed in horizontal loose layers approximately 8 inches thick, moisture conditioned to a moisture content at or slightly above optimum, and compacted to at least 90 percent relative compaction, as determined by ASTM Test Method D 1557-00. The upper 12 inches of fill beneath pavement should be moisture conditioned and compacted to at least 95 percent relative compaction.

7.5.8 Import fill soil should consist of granular materials with a "low" expansion potential (EI less than 50) free of deleterious material or stones larger than 3 inches and should be compacted as recommended above. Geocon Incorporated should be notified of the import soil source and should perform laboratory testing of import soil prior to its arrival at the site to determine its suitability as fill material.

7.6 Construction Dewatering

7.6.1 As indicated previously, because of the presence of groundwater at a depth of approximately 30 feet, we anticipate that dewatering will be performed during

construction. The dewatering scheme likely will include pumping of the groundwater from wellpoints. The wellpoint system design should be evaluated by the specialty dewatering contractor.

7.6.2 Discharge of water from excavations will require securing NPDES or other applicable permits. Compliance with the permit requirements may require testing and treatment of the water prior to discharge to sewers or storm drains.

7.6.3 Dewatering for construction will affect the water level outside of the excavation. This will result in an increase of effective stresses and could induce settlement of soils underlying adjacent areas. Lateral movement of shoring can also induce settlement. Due to the dense nature of the underlying soils, settlement of adjacent and nearby structures as a result of dewatering and shoring is expected to be limited. However, we recommend that the existing condition of adjacent improvements be documented with photography, video recordings and/or survey prior to construction, and also monitored during construction.

7.7 Excavation Slopes, Shoring, and Tiebacks

7.7.1 Deep excavations and cuts can often result in settlement of the surrounding ground surface. This settlement may be sufficient to cause damage or distress to buildings, retaining walls, utilities, services, or other structures located near the excavation.

7.7.2 Temporary slopes should be made in conformance with OSHA requirements. The formational units can be considered a Type A soil. Fill soils and alluvium should be considered Type B soil. In general, no special shoring requirement will be necessary if temporary excavations will be less than 5 feet in height. Temporary excavations greater than 5 feet in height, however, should be laid back with a ¾:1 (horizontal:vertical) gradient in formational material or 1:1 in fill soils. These excavations should not become saturated or allowed to dry out. Surcharge loads should not be permitted within a distance equal to the height of the excavation from the top of the excavation. The top of the excavation should be a minimum of 15 feet from the edge of existing improvements. Excavations steeper than those recommended or closer than 15 feet from an existing surface improvement should be temporarily shored in accordance with applicable OSHA codes and regulations. Alternatively, a permanent or temporary soil nail wall can be constructed as the excavation proceeds. Recommendations for a soil nail wall are presented in subsequent sections of this report.

7.7.3 The design of temporary shoring is governed by soil and groundwater conditions, and by the depth and width of the excavated area. Continuous support of the excavation face can be provided by a system of soldier piles and wood lagging. Excavations exceeding 15 feet may require tieback anchors to provide additional wall restraint.

7.7.4 Temporary cantilevered shoring can be designed for an active soil pressure equivalent to the pressure exerted by a fluid density of 30 pcf. Temporary tied-back shoring should be designed using a lateral pressure envelope acting uniformly on the back of the shoring and applying a pressure equal to 19H, where H is the height of the shoring in feet (resulting pressure in pounds per square foot). Also, lateral earth pressure due to the surcharging effects of adjacent structures or traffic loads should be considered where appropriate during design of the shoring system (see Figure 4). Lateral loads due to adjacent footings should also be included (see Figure 5).

7.7.5 Passive soil pressure resistance for embedded portions of soldier piles can be based upon an equivalent passive soil fluid weight of 375+400D, where D is the depth of embedment in feet (resulting in pounds per square foot), as shown in Figure 6. The passive resistance can be assumed to act over a width of three pile diameters. We recommend that cantilevered soldier piles without tiebacks be embedded a minimum of 0.5 times the maximum height of the excavation (this depth is to include footing excavations). The project structural engineer should determine the actual embedment depth.

7.7.6 Lateral movement of shoring is associated with vertical ground settlement outside of the excavation. Therefore, it is essential that the soldier pile and tieback system allow very limited amounts of lateral displacement. Earth pressures acting on a lagging wall can result in the movement of the shoring toward the excavation and result in ground subsidence outside of the excavation. Therefore, we recommend that horizontal movements of the shoring wall be accurately monitored and recorded during excavation and anchor construction. Survey points should be established at both the top and at least one intermediate point between the top of the pile and the base of the excavation on 20 percent of the soldier piles. These points should be monitored on a regular basis during excavation. The shoring system should be designed to limit horizontal soldier pile movement where adjacent improvement could be affected.

7.7.7 Tieback anchors employed in shoring should be designed such that anchors fully penetrate the active zone behind the shoring. The active zone can be considered the wedge of soil from the face of the shoring to a plane extending upward from the base of the excavation at a 28 degree angle from vertical, as shown on Figure 7. Normally, tieback anchors are

contractor-designed and installed, and there are numerous anchor construction methods available. Experience has shown that the use of pressure grouting during formation of the bonded portion of the anchor will decrease the probability of anchor failure.

7.7.8 Anchor capacity is a function of construction method, workmanship, depth of anchor, batter, diameter of the bonded section, and the length of the bonded section. A factor of safety of 2.5 to 3 is common for the design of a tieback system. The following soil strength parameters can be used in design of the temporary shoring:

Formational Materials	Surficial Soils
Cohesion = 350 psf	Cohesion = 100 psf
Friction Angle = 34 degrees	Friction Angle = 30 degrees

7.7.9 All anchors should be proof tested to at least 130 percent of the anchor's design working load. Following a successful proof test, it is recommended that anchors be locked off at 80 percent of the anchor's allowable working load. Anchor test failure criteria should be established in project plans and specifications. Any anchor test failure criteria should be based upon a maximum allowable displacement at 130 percent of the anchor's working load (anchor creep) and a maximum residual displacement within the anchor following stressing. Anchor stressing should only be conducted after sufficient hydration has occurred within the anchor grout. Anchors that fail to meet project-specified test criteria should be replaced.

7.7.10 Lagging should keep pace with excavation and anchor construction. We recommend that the excavation not be advanced deeper than 3 feet below the bottom of lagging at any time. These unlagged gaps of up to 3 feet should only be allowed to stand for short periods of time in order to decrease the probability of soil sloughing and caving. Backfilling should be conducted when necessary between the back of lagging and excavation sidewalls to reduce sloughing in this zone. Furthermore, the excavation should not be advanced further than 4 feet below a row of tiebacks prior to those tiebacks being proof tested and locked off.

7.7.11 If tieback anchors are employed, we recommend that an accurate survey of existing utilities (and other underground structures) adjacent to the shoring wall be conducted. The survey should include both locations and depths of existing utilities. Locations of anchors should be adjusted as necessary during the design and construction process to accommodate existing and proposed utilities.

7.7.12 The condition of existing buildings, streets, sidewalks, and other structures around the perimeter of the planned excavation should be documented prior to the start of shoring and excavation work. Special attention should be given to documenting existing cracks or other indications of differential settlement within these adjacent structures, pavements and other improvements. Any underground utilities sensitive to settlement should be videotaped prior to construction to verify integrity of pipes. In addition, monitoring points should be established indicating location and elevation around the excavation and upon existing buildings. These points should be monitored on a regular basis during construction. Inclinometers should be installed and monitored behind any shoring sections that will be advanced deeper than 30 feet below the existing ground surface.

7.7.13 Tiebacks should be abandoned in accordance with the requirements of the City of San Diego.

7.8 Soil Nail Wall

7.8.1 As an alternative to temporary shoring followed by construction of a permanent basement wall, a permanent or temporary soil nail wall can be used. Soil nail walls consist of installing closely spaced steel bars (nails) into a slope or excavation in a top-down construction sequence. For permanent application following installation of a horizontal row of nails, drains, waterproofing, and wall reinforcing steel are placed and shotcrete applied to create a final wall.

7.8.2 The wall should be designed by an engineer familiar with the design of soil nail walls.

7.8.3 In general, ground conditions are moderately suited to soil nail construction techniques. However, clean sands may be encountered within the San Diego Formation that may result in some raveling of the unsupported excavation. No caving of boreholes was observed during our investigation because drilling mud prevented caving.

7.8.4 If the soil nail wall will be a permanent structure, a wall drain system should be incorporated into the design.

7.8.5 The existing soils were found to be corrosive. Corrosion protection should be provided for the nails in a permanent application.

7.8.6 Verification testing should be performed to confirm design assumptions. Testing should include pullout tests to obtain actual bond stress values. Approximately five percent of the

soil nails should also be proof tested. Testing and observation of nail installation, grout strength, shotcrete strength, and nail testing should be performed by a representative of Geocon Incorporated.

7.8.7 The following soil strength parameters can be used in design of the soil nails:

Formational Materials

Cohesion = 350 psf
Friction Angle = 34 degrees
Ultimate Bond Stress = 10 psi

7.9 Foundations

7.9.1 We expect that the buildings will be supported on conventional spread footings or a mat foundation located approximately 35 feet below the existing ground surface. Minor structures outside of the building may also be supported on a conventional foundation system founded in properly compacted fill or formational material. Conventional foundations consisting of continuous strip footings and/or isolated spread footings should be designed in accordance with recommendations below.

7.9.2 Continuous footings should be at least 12 inches wide and should extend at least 18 inches below lowest adjacent pad grade. Isolated spread footings should be at least 24 inches wide and should extend at least 18 inches below lowest adjacent pad grade. Steel reinforcement for continuous footings should consist of at least four No. 4 steel reinforcing bars placed horizontally in the footings, two near the top and two near the bottom. The steel reinforcement for spread footings should be designed by the project structural engineer. A footing dimension detail is presented on Figure 8.

7.9.3 The recommended allowable bearing capacity for foundations founded in formational materials is 6,000 psf. This allowable soil bearing pressure may be further increased by an additional 800 psf for each additional foot of depth and 400 psf for each additional foot of width to a maximum bearing capacity of 9,000 psf. The allowable bearing capacity for footings founded in properly compacted fill is 2,500 psf. The values presented above are for dead plus live loads and may be increased by one-third when considering transient loads due to wind or seismic forces.

7.9.4 Foundation excavations should be observed by the geotechnical engineer (a representative of Geocon Incorporated) prior to the placement of reinforcing steel and concrete to verify

that the exposed soil conditions are consistent with those anticipated and that they have been extended to the appropriate bearing strata. If unanticipated soil conditions are encountered, foundation modifications may be required.

7.10 Mat Foundation Recommendations

7.10.1 The core of the proposed structure may be supported on a mat foundation. A mat foundation consists of a thick rigid concrete mat that allows the entire footprint of the structure to carry building loads. In addition, the mat can tolerate significantly greater differential movements such as those associated with very large loads.

7.10.2 The allowable bearing capacity can be taken as 9,000 pounds per square foot (psf). This bearing capacity includes a factor of safety of at least 3. The modulus of subgrade reaction for design of the mat can be taken as 125 to 175 pounds per cubic inch (pci) for the formational soils. Anticipated total and differential settlements are estimated to be ½ inch and ¼ inch, respectively, under static loads.

7.10.3 Foundation excavations should be observed by the Geotechnical Engineer (a representative of Geocon Incorporated) prior to the placement of reinforcing steel and concrete to verify that the exposed soil conditions are consistent with those anticipated and have been extended to appropriate bearing strata. If unanticipated soil conditions are encountered, foundation modifications may be required.

7.11 Concrete Slabs

7.11.1 All exterior concrete flatwork not subject to vehicular traffic should be constructed in accordance with the following recommendations. Slab panels should be a minimum of 4 inches thick and, when in excess of 8-feet square, should be reinforced with 6 x 6 - W2.9/W2.9 (6 x 6 - 6/6) welded wire mesh to reduce the potential for cracking. In addition, all concrete flatwork should be provided with crack-control joints to reduce and/or control shrinkage cracking. Crack-control spacing should be determined by the project structural engineer based upon the slab thickness and intended usage. Criteria of the American Concrete Institute (ACI) should be taken into consideration when establishing crack-control spacing. Subgrade soils for exterior slabs not subjected to vehicle loads should be compacted in accordance with criteria presented in the grading section prior to concrete placement. Subgrade soils should be properly compacted and the moisture content of surficial soils should be verified prior to placing concrete.

7.11.2 The recommendations presented herein are intended to reduce the potential for cracking of slabs and foundations as a result of differential movement. However, even with the incorporation of the recommendations presented herein, foundations and slabs-on-grade will still crack. The occurrence of concrete shrinkage cracks is independent of the soil supporting characteristics. Their occurrence may be reduced and/or controlled by limiting the slump of the concrete, the use of crack-control joints, and proper concrete placement and curing. Crack-control joints should be spaced at intervals no greater than 12 feet. Literature provided by the Portland Concrete Association (PCA) and American Concrete Institute (ACI) present recommendations for proper concrete mix and construction and curing practices and should be incorporated into project construction.

7.12 Lateral Loading

7.12.1 To resist lateral loads, a passive pressure exerted by an equivalent fluid weight of 300 pounds per cubic foot (pcf) and 400 pcf should be used for design of footings or shear keys poured neat against properly compacted granular fill soils or formational materials, respectively. The upper 12 inches of material in areas not protected by floor slabs or pavement should not be included in design for passive resistance.

7.12.2 If friction is to be used to resist lateral loads, an allowable coefficient of friction between soil and concrete of 0.35 should be used for design.

7.13 Retaining Walls

7.13.1 Retaining walls not restrained at the top and having a level backfill surface should be designed for an active soil pressure equivalent to the pressure exerted by a fluid density of 35 pcf. For walls supporting formational materials, the value can be reduced to 30 pcf. Where the backfill will be inclined at 2:1 (horizontal:vertical), an active soil pressure of 50 pcf is recommended. Highly expansive soils should not be used as backfill material behind retaining walls. All soil placed for retaining wall backfill should have an Expansion Index less than 50.

7.13.2 Unrestrained walls are those that are allowed to rotate more than 0.001H (where H equals the height of the retaining portion of the wall) at the top of the wall. Where walls are restrained from movement at the top, an additional uniform pressure of 10H psf should be added to the above active soil pressure. For retaining walls subject to vehicular loads within a horizontal distance equal to two-thirds the wall height, a surcharge equivalent to

2 feet of fill soil should be added. Hydrostatic pressure should be added for the portion of basement walls below elevation 3 feet MSL.

7.13.3 Retaining walls above groundwater should be provided with a drainage system adequate to prevent the buildup of hydrostatic forces and should be waterproofed as required by the project architect. The use of drainage openings through the base of the wall (weep holes) is not recommended where the seepage could be a nuisance or otherwise adversely affect the property adjacent to the base of the wall. The above recommendations assume a properly compacted granular (EI less than 50) free-draining backfill material with no hydrostatic forces or imposed surcharge load. Figure 9 presents a typical retaining wall drainage detail. If conditions different than those described are anticipated, or if specific drainage details are desired, Geocon Incorporated should be contacted for additional recommendations.

7.14 Site Drainage and Moisture Protection

7.14.1 Adequate site drainage is critical to reduce the potential for differential soil movement, erosion and subsurface seepage. Under no circumstances should water be allowed to pond adjacent to footings. The site should be graded and maintained such that surface drainage is directed away from structures and the top of slopes into swales or other controlled drainage devices. Roof and pavement drainage should be directed into conduits that carry runoff away from the proposed structure.

7.14.2 Landscaping planters adjacent to paved areas are not recommended due to the potential for surface or irrigation water to infiltrate the pavement's subgrade and base course. We recommend that subdrains to collect excess irrigation water and transmit it to drainage structures or impervious above-grade planter boxes be used. In addition, where landscaping is planned adjacent to the pavement, we recommend construction of a cutoff wall along the edge of the pavement that extends at least 6 inches below the bottom of the base material.

7.15 Foundation Plan Review

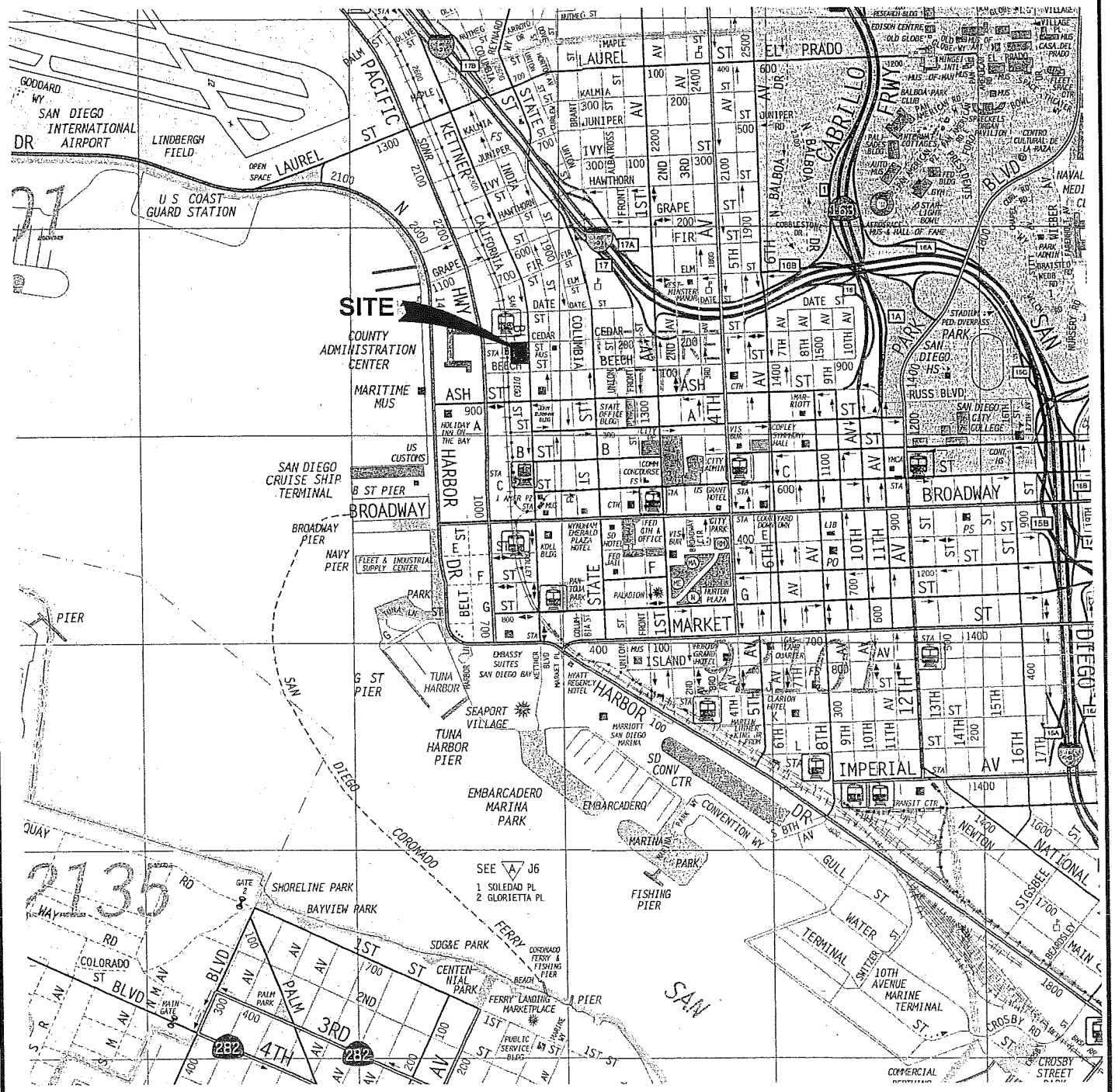
7.15.1 Geocon Incorporated should review the grading plans and foundation plans for the project prior to final design submittal to determine whether additional analysis and/or recommendations are required.

LIMITATIONS AND UNIFORMITY OF CONDITIONS

1. The recommendations of this report pertain only to the site investigated and are based upon the assumption that the soil conditions do not deviate from those disclosed in the investigation. If any variations or undesirable conditions are encountered during construction, or if the proposed construction will differ from that anticipated herein, Geocon Incorporated should be notified so that supplemental recommendations can be given. The evaluation or identification of the potential presence of hazardous or corrosive materials was not part of the scope of services provided by Geocon Incorporated.

2. This report is issued with the understanding that it is the responsibility of the owner or his representative to ensure that the information and recommendations contained herein are brought to the attention of the architect and engineer for the project and incorporated into the plans, and that the necessary steps are taken to see that the contractor and subcontractors carry out such recommendations in the field.

3. The findings of this report are valid as of the present date. However, changes in the conditions of a property can occur with the passage of time, whether they be due to natural processes or the works of man on this or adjacent properties. In addition, changes in applicable or appropriate standards may occur, whether they result from legislation or the broadening of knowledge. Accordingly, the findings of this report may be invalidated wholly or partially by changes outside our control. Therefore, this report is subject to review and should not be relied upon after a period of three years.



SOURCE : 2003 THOMAS BROTHERS MAP
SAN DIEGO COUNTY, CALIFORNIA

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NO SCALE

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VICINITY MAP

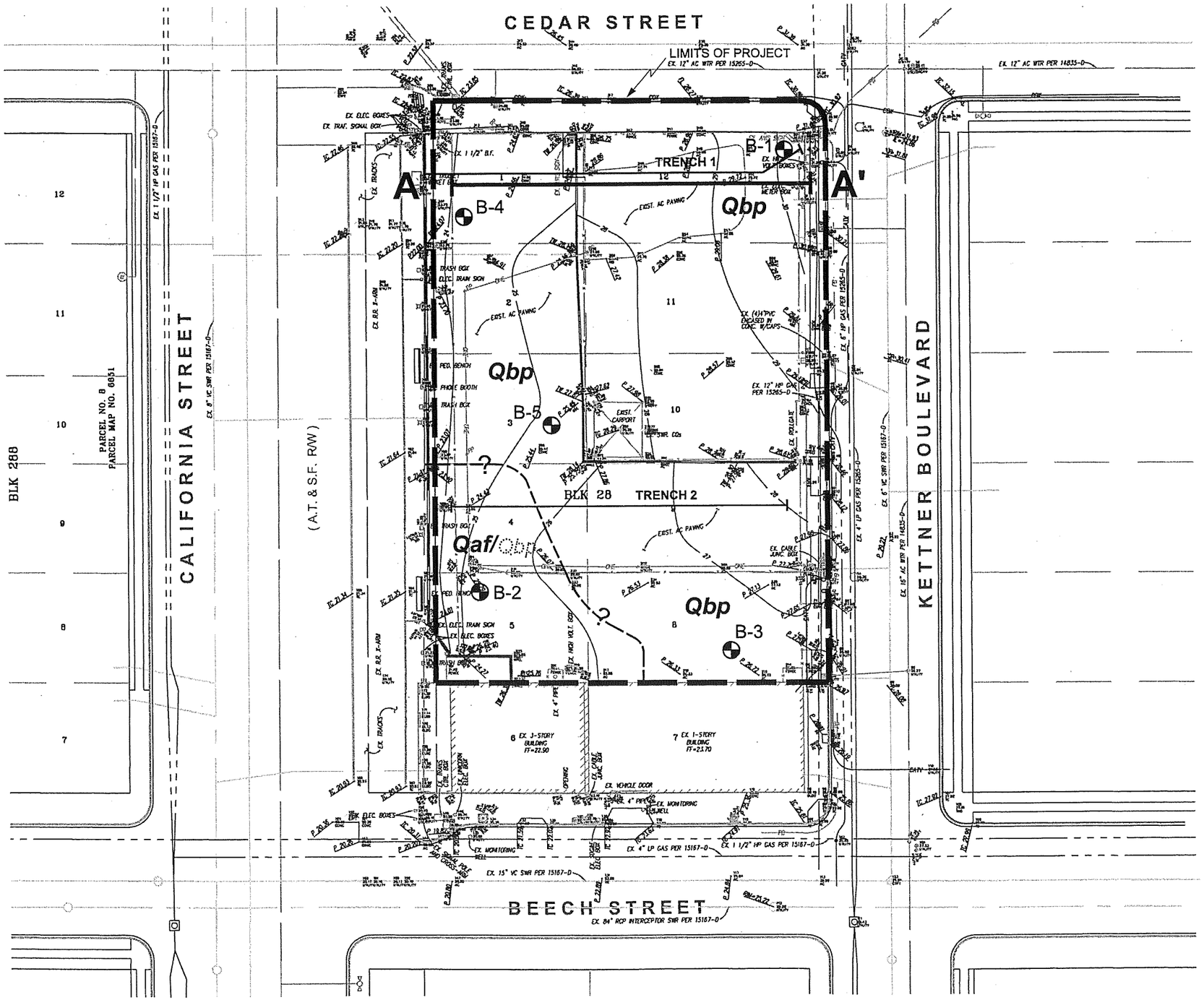
CEDAR/KETTNER PARKING/RESIDENTIAL STRUCTURE
SAN DIEGO, CALIFORNIA

PD / RSS		DSK / G0000

DATE 10-14-2003	PROJECT NO. 06851 - 22 - 02	FIG. 1

1GVICMAP

CEDAR / KETTNER
PARKING / RESIDENTIAL STRUCTURE
SAN DIEGO, CALIFORNIA



SCALE : 1" = 50'

GEOCON LEGEND

B-5 .....APPROX. LOCATION OF BORING

Qaf.....FILL

Qbp.....BAY POINT FORMATION (Dotted Where buried)

A A' .....APPROX. LOCATION OF CROSS - SECTION

.....APPROX. LOCATION OF TRENCH

SITE PLAN

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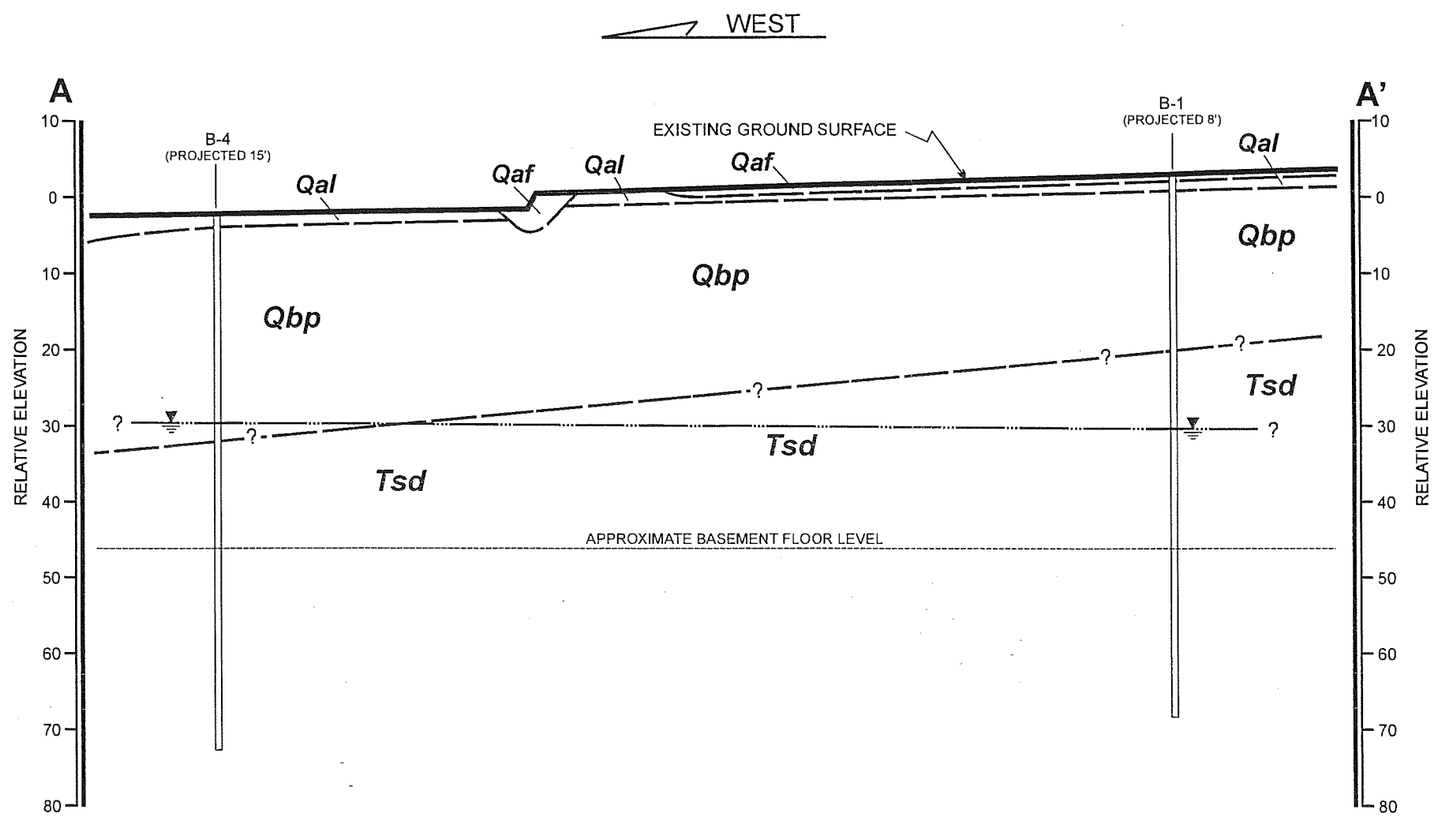
PROJECT NO. 06851 - 22 - 02
FIGURE 2
DATE 10 - 14 - 2003

6851PD.DWG / RSS

CEDAR / KETTNER
PARKING / RESIDENTIAL STRUCTURE
SAN DIEGO, CALIFORNIA



LEGEND

Qaf.....FILL
Qal.....ALLUVIUM
Qbp.....BAY POINT FORMATION
Tsd.....SAN DIEGO FORMATION
.....APPROX. LOCATION OF GEOLOGIC CONTACT
.....APPROX. GROUNDWATER LEVEL

GEOLOGIC CROSS-SECTION

SCALE : 1" = 20' (HORIZ. = VERT.)

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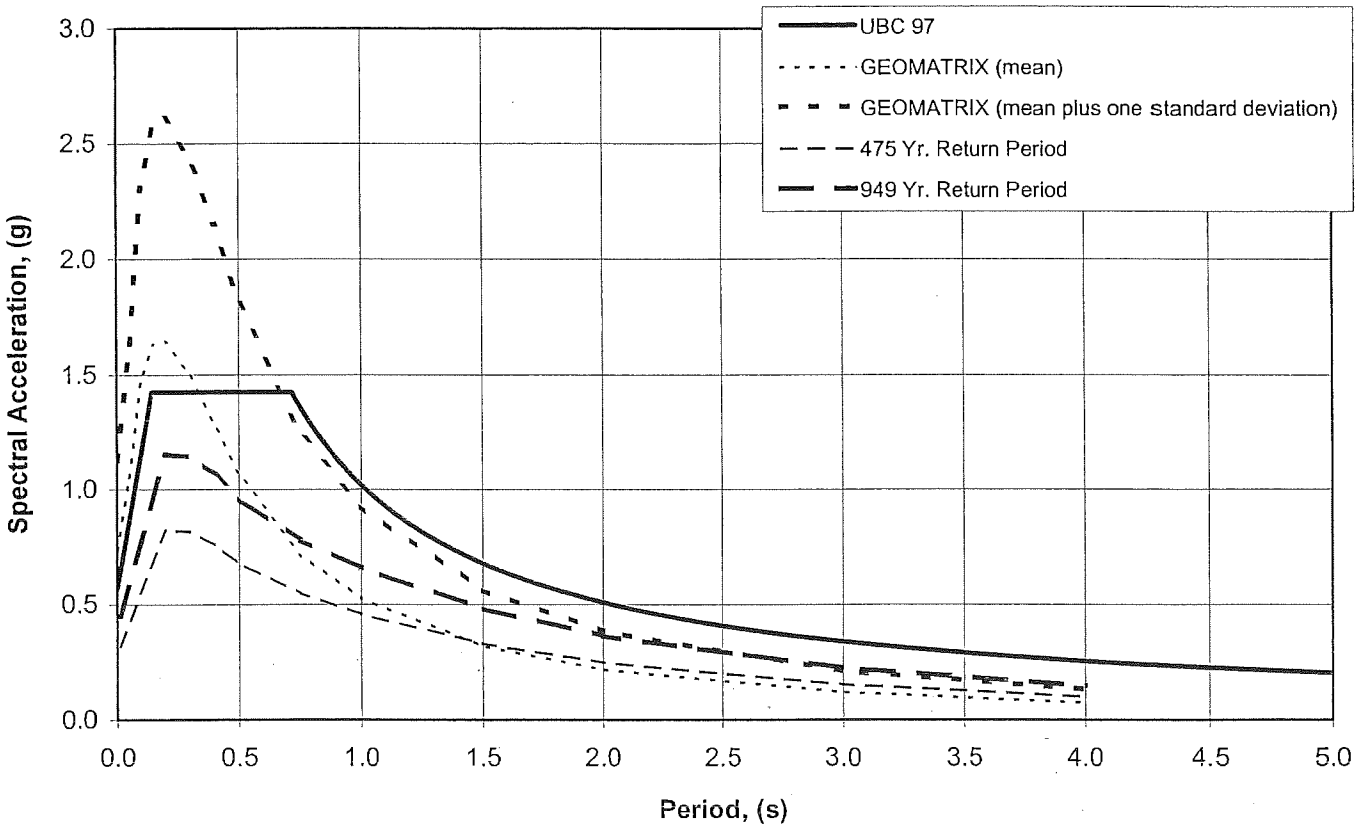
PROJECT NO. 06851 - 22 - 02
FIGURE 3
DATE 10-14-2003

6851PD_XA / RSS



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KC / KC

DESIGN RESPONSE SPECTRA
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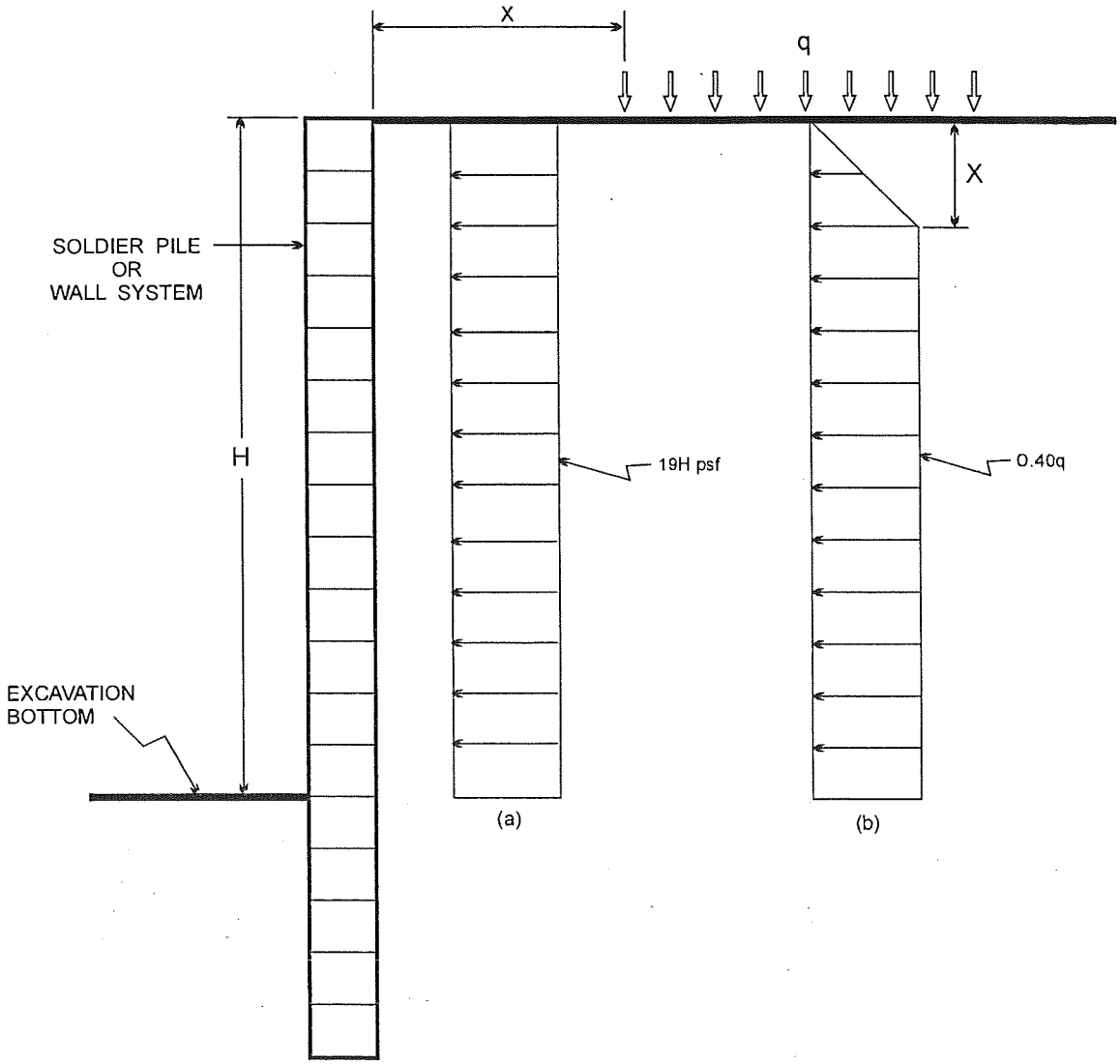
DATE 10-14-2003 | PROJECT NO. 06851-22-02 | FIG. 4



(a).....SOIL PRESSURE

(b).....UNIFORM SURCHARGE

NO SCALE

LATERAL ACTIVE PRESSURES FOR VERTICAL EXCAVATIONS

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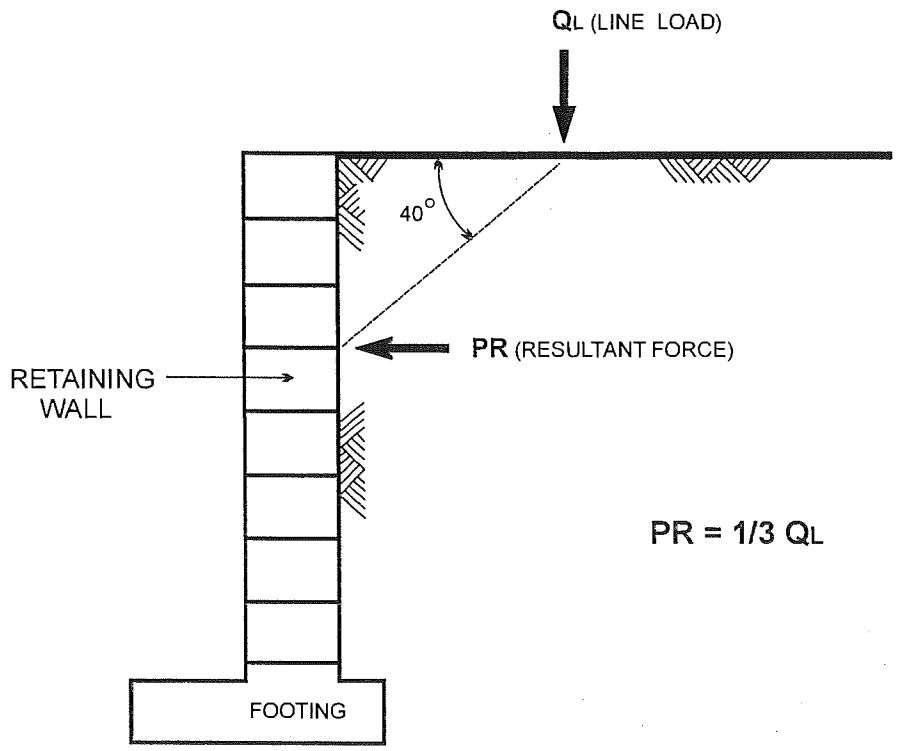
PD / RSS		DSK / E0000	DATE 10-14-2003	PROJECT NO. 06851-22-02	FIG. 5

LAPVE / RSS



NO SCALE

RETAINING WALL LOADING DIAGRAM

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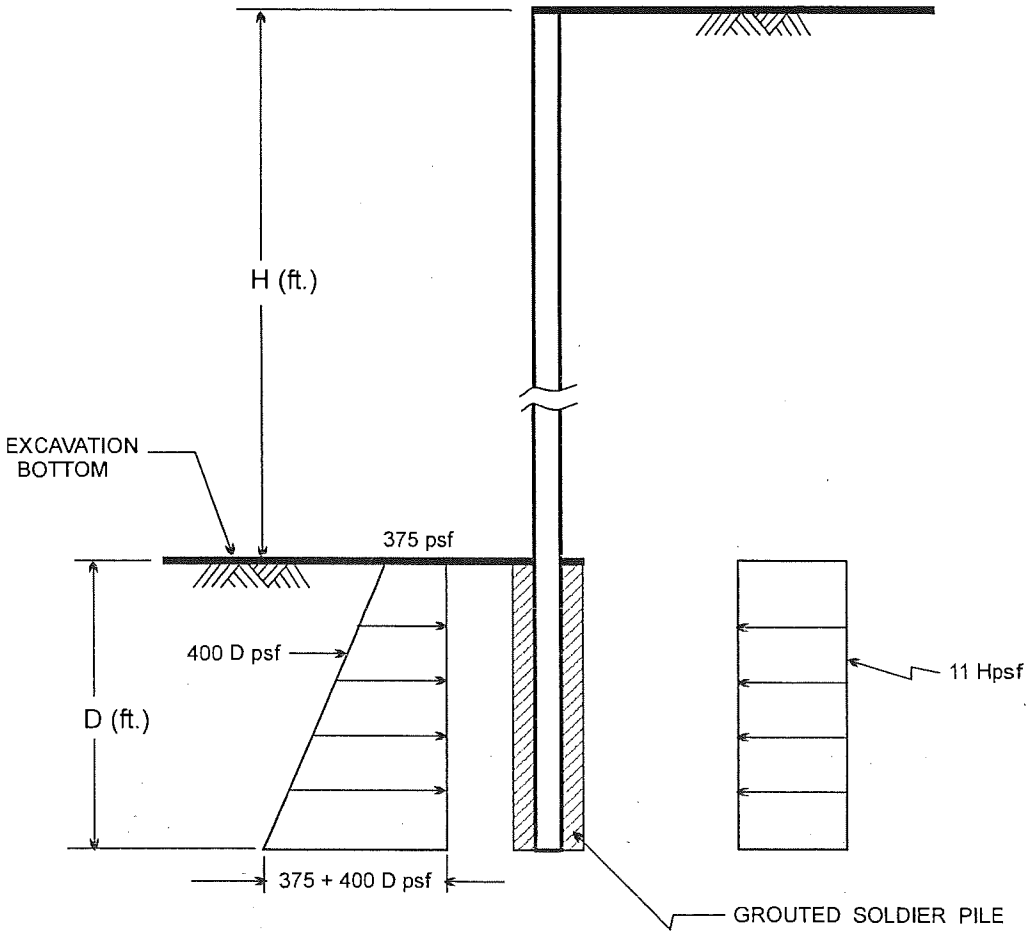
PD / RSS		DSK / G000D	DATE 10-14-2003	PROJECT NO. 06851 - 22 - 02	FIG. 6

RWLD2 / RSS



NO SCALE

RECOMMENDED GROUTED SOLDIER PILE PRESSURE DISTRIBUTION

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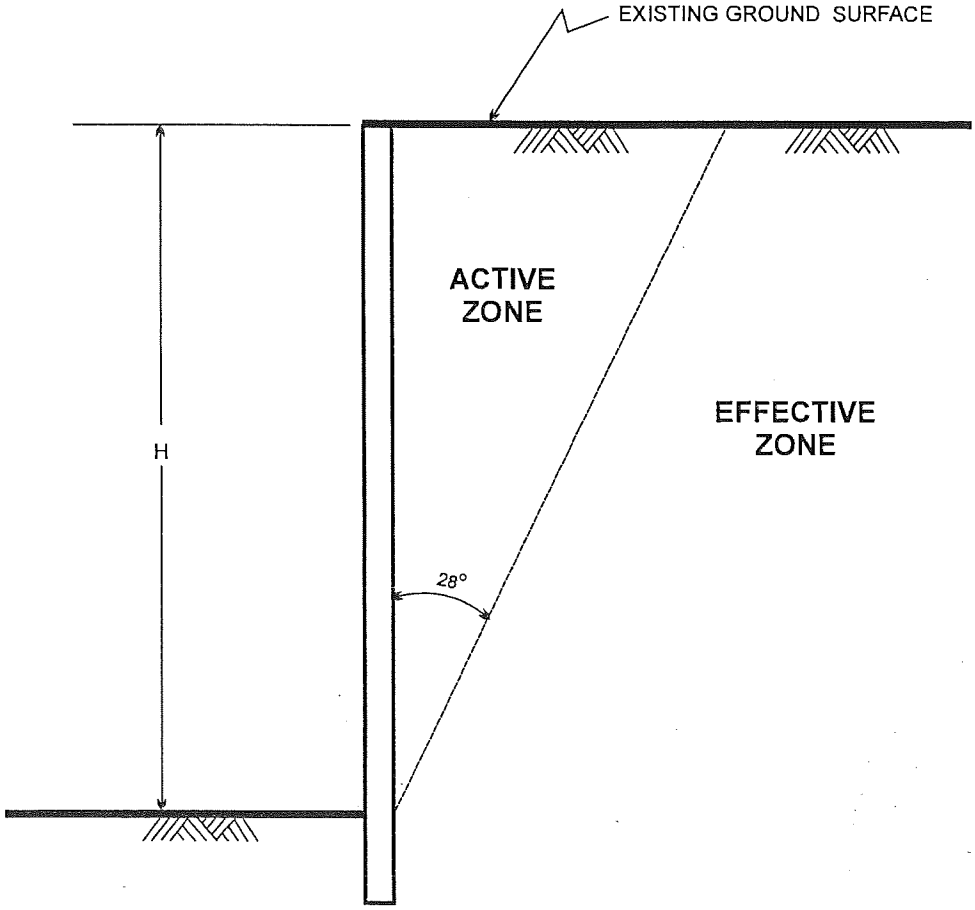
PD / RSS		REV / DC	DATE 10-14-2003	PROJECT NO. 06851-22-02	FIG. 7

RGSPPD / RSS



NO SCALE

RECOMMENDED EFFECTIVE ZONE FOR TIEBACK ANCHORS

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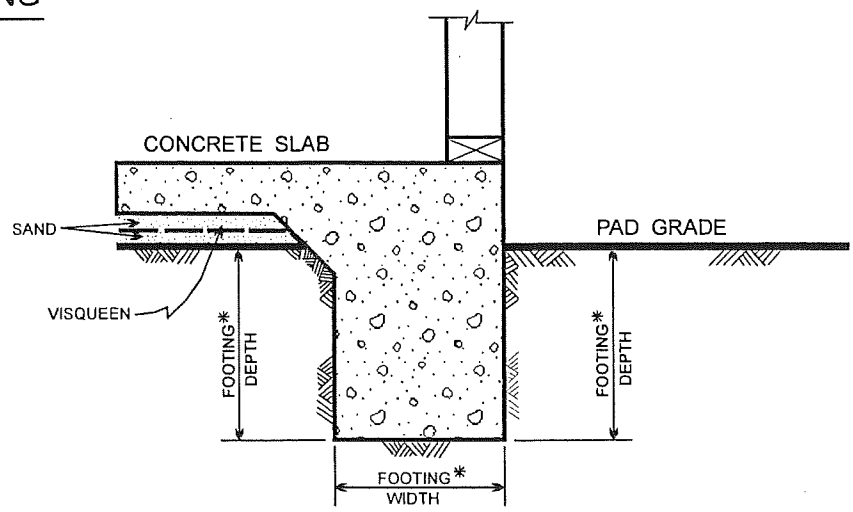
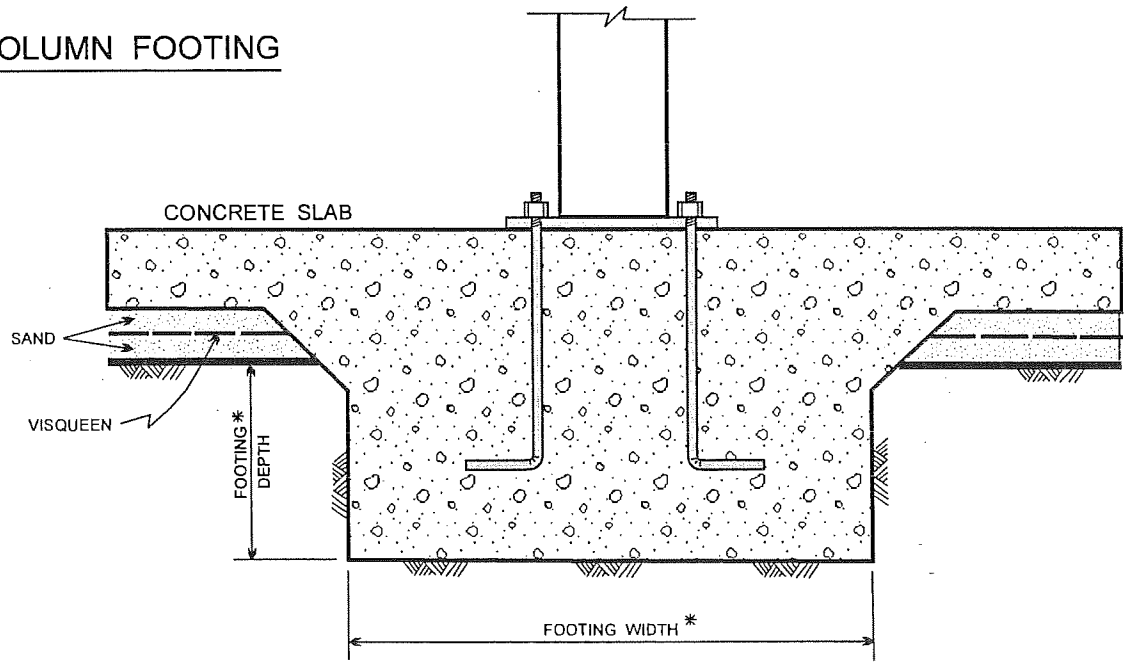
PD / RSS		REV DSC 03	DATE : 10-14-2003	PROJECT NO. 06851 - 22 - 02	FIG. 8

REZTA / RSS

WALL FOOTING



COLUMN FOOTING



*.....SEE REPORT FOR FOUNDATION WIDTH AND DEPTH RECOMMENDATION

NO SCALE

WALL / COLUMN FOOTING DIMENSION DETAIL

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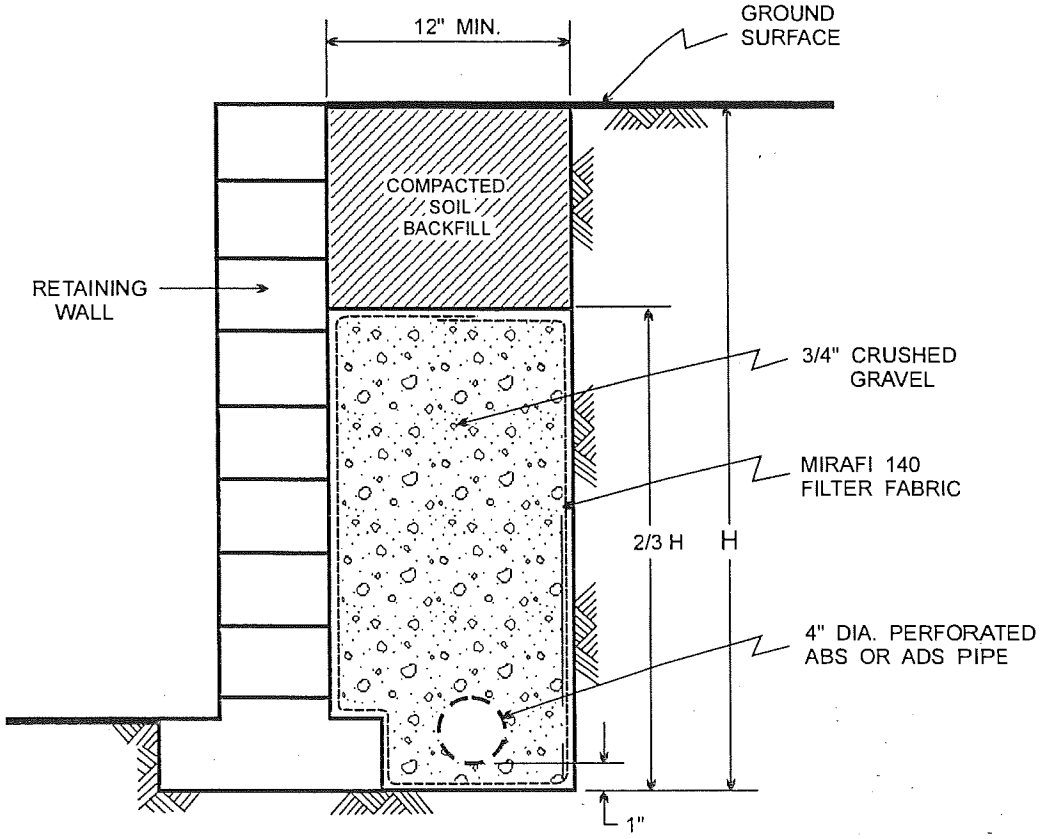
PD / RSS		DSK / GTYP1	DATE 10-14-2003	PROJECT NO. 06851-22-02	FIG 9

COLFOOT2 VII/02 / RSS



NO SCALE

RETAINING WALL DRAINAGE DETAIL

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PD / RSS		DSK / GTYPD	DATE 10-14-2003	PROJECT NO. 06851-22-02	FIG.10

RETWALL / RSS / VII-IXV

APPENDIX A

APPENDIX A

FIELD INVESTIGATION

Fieldwork for our investigations was performed between July 28 and August 1, 2003 and consisted of the excavation and detailed logging of two exploratory trenches and five small-diameter borings. The locations of the exploratory trenches and borings are shown on the Site Plan, Figure 2. Trench logs, boring logs, and an explanation of the geologic units encountered are presented on Figures A-1 through A-9.

The small-diameter borings were drilled to depths of between 71 and 91 feet below the existing ground surface using a truck-mounted drill rig equipped with mud rotary drilling equipment. Relatively undisturbed samples were obtained from the small-diameter borings by driving a 3-inch O.D. split-tube sampler 12 inches into the undisturbed soil mass with blows from a 140-pound hammer falling a distance of 30 inches. The sampler was equipped with 1-inch-high by 2⅜-inch-diameter brass sampler rings to facilitate removal and testing.

The trenches were oriented in a generally east-west direction at close to right angles to the regional and local trend of splays within the Rose Canyon Fault Zone. A total of 314 lineal feet of trench was logged by our engineering geologist during the investigation. The trenches were excavated to a maximum depth of 14.5 feet below the existing ground surface with a rubber-tired John Deere 310 backhoe.

Trench widths were generally 2 feet with locally wider areas where sloughing occurred. Detailed logging of the trench walls was performed at a scale of 1 inch equals 5 feet (1" = 5′). Stationing along the trench surfaces was established during logging for accurate location of features and for ease of description. Also, a horizontal string line was established within the trenches for use as an internal reference. The entire surface of the formations exposed along the respective north and south sides of each trench was cleaned and examined for indications of faulting. These indications could include offset units, contacts, laminations, tectonically disturbed or deformed clay layers, clay gouge, fissures, or slickensides.

The soils encountered in the borings and trenches were visually examined, classified and logged in general accordance with American Society for Testing and Materials (ASTM) practice for Description and Identification of Soils (Visual-Manual Procedure D2488). The logs depict the soil and geologic conditions observed and the depth at which samples were obtained.

Asphalt concrete was used to repair the parking lot's surface on August 1, 2003.

PROJECT NO. 06851-22-02

BORING B 1

ELEV. (MSL.) _____ DATE COMPLETED **07-30-2003**

EQUIPMENT **MUD ROTARY**

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	MATERIAL DESCRIPTION	PENETRATION RESISTANCE (BLOWS/FT.)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
0					**BAY POINT FORMATION** Medium dense, moist, red-brown, Silty, fine to coarse SAND and gravel			
2	B1-1			SM		21	123.5	8.7
4								
6	B1-2					24		
8								
10	B1-3					24		
12								
14								
16	B1-4				-Becomes dense at 15 feet	42		
18								
20	B1-5					60	104.3	19.8
22								
24				SC	**SAN DIEGO FORMATION** Very dense, moist, olive green, Clayey, fine to coarse SAND			
26	B1-6					43		
28				CL	Hard, moist, olive green, Sandy CLAY -6" gravel at 27 feet			

Figure A-1,
Log of Boring B 1, Page 1 of 3

06851-22-02.GPJ

SAMPLE SYMBOLS
... SAMPLING UNSUCCESSFUL
... STANDARD PENETRATION TEST
... DRIVE SAMPLE (UNDISTURBED)
... DISTURBED OR BAG SAMPLE
... CHUNK SAMPLE
... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

PROJECT NO. 06851-22-02

BORING B 1

ELEV. (MSL.) _____ DATE COMPLETED **07-30-2003**

EQUIPMENT **MUD ROTARY**

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	MATERIAL DESCRIPTION	PENETRATION RESISTANCE (BLOWS/FT.)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
30	B1-7			SC	Very dense, moist, olive-green, Clayey, fine to coarse SAND	42		
32								
34			▼					
36	B1-8					52		
38								
40	B1-9			SC	Very stiff, saturated, mottled, tan and orange, Sandy SILT, micaceous	31	103.3	23.5
42								
44								
46	B1-10			ML	Very stiff, saturated, gray brown, Sandy CLAY	21		
48								
50	B1-11			SC	Dense, saturated, green-brown, Clayey SAND	26	116.6	15.7
52					-6" layer of gravel at 52 feet			
54								
56	B1-12			CL	Very stiff, saturated, gray, Sandy CLAY	18		
58								

Figure A-1,
Log of Boring B 1, Page 2 of 3

06851-22-02.GPJ

SAMPLE SYMBOLS

☐ ... SAMPLING UNSUCCESSFUL
◧ ... STANDARD PENETRATION TEST
■ ... DRIVE SAMPLE (UNDISTURBED)
⊠ ... DISTURBED OR BAG SAMPLE
◪ ... CHUNK SAMPLE
▼ ... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

PROJECT NO. 06851-22-02

BORING B 1

ELEV. (MSL.) _____ DATE COMPLETED **07-30-2003**

EQUIPMENT **MUD ROTARY**

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	MATERIAL DESCRIPTION	PENETRATION RESISTANCE (BLOWS/FT.)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
60	B1-13			SM	Very dense, saturated, gray-brown, Silty, fine to coarse SAND	81/11"	107.3	21.1
62				GC	Very dense, saturated, gray-brown, Sandy GRAVEL			
64	B1-14			CL	Hard, saturated, gray brown, Sandy CLAY	34		
66				SC	Dense, saturated, orange-brown, Clayey, fine to coarse SAND			
68								
70	B1-15					22	111.8	17.3

BORING TERMINATED AT 71 FEET
Groundwater at 34 feet
Hole filled with 1 x 50lb sack of cement grout

Figure A-1,
Log of Boring B 1, Page 3 of 3

06851-22-02.GPJ

SAMPLE SYMBOLS

... SAMPLING UNSUCCESSFUL
... STANDARD PENETRATION TEST
... DRIVE SAMPLE (UNDISTURBED)
... DISTURBED OR BAG SAMPLE
... CHUNK SAMPLE
... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

PROJECT NO. 06851-22-02

BORING B 2

ELEV. (MSL.) _____ DATE COMPLETED **07-30-2003**

EQUIPMENT **MUD ROTARY**

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	MATERIAL DESCRIPTION	PENETRATION RESISTANCE (BLOWS/FT.)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
0					**UNDOCUMENTED FILL** Dense, moist, green-gray, Silty, fine to medium SAND			
2	B2-1			SM		13		
4								
6	B2-2					25		
8								
10	B2-3					18	126.2	10.0
12					**BAY POINT FORMATION** Medium dense, moist, mottled orange-brown, Silty, fine to coarse SAND			
14								
16	B2-4			SM		9		
18								
20	B2-5				-Becomes green-gray at 20 feet	75		
22								
24								
26	B2-6					66		
28								

Figure A-2,
Log of Boring B 2, Page 1 of 3

06851-22-02.GPJ

SAMPLE SYMBOLS

- ... SAMPLING UNSUCCESSFUL
- ... STANDARD PENETRATION TEST
- ... DRIVE SAMPLE (UNDISTURBED)
- ... DISTURBED OR BAG SAMPLE
- ... CHUNK SAMPLE
- ... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

PROJECT NO. 06851-22-02

BORING B 2

ELEV. (MSL.) _____ DATE COMPLETED **07-30-2003**

EQUIPMENT **MUD ROTARY**

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	MATERIAL DESCRIPTION	PENETRATION RESISTANCE (BLOWS/FT.)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
30	B2-7			SM	-No recovery	60		
32			▼					
34								
	B2-8				-6" gravel layer at 35 feet	15		
36				ML	**SAN DIEGO FORMATION** Stiff, saturated, mottled orange-tan, Sandy SILT, micaceous			
38					-10" gravel layer at 39 feet			
40	B2-9				-No recovery	37		
42				CL	Stiff, saturated, mottled orange and gray brown, Sandy CLAY			
44								
	B2-10					36		
46				ML	Very stiff, saturated, mottled orange and gray brown, Sandy SILT			
48								
50	B2-11					34	101.9	24.1
52								
54				CL	Hard, saturated, mottled orange and tan, CLAY			
	B2-12					32		
56								
58								

Figure A-2,
Log of Boring B 2, Page 2 of 3

06851-22-02.GPJ

SAMPLE SYMBOLS

- ☐ ... SAMPLING UNSUCCESSFUL
- ... STANDARD PENETRATION TEST
- ■ ... DRIVE SAMPLE (UNDISTURBED)
- ⊠ ... DISTURBED OR BAG SAMPLE
- ... CHUNK SAMPLE
- ▼ ... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

PROJECT NO. 06851-22-02

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	BORING B 2 ELEV. (MSL.) _____ DATE COMPLETED 07-30-2003 EQUIPMENT MUD ROTARY	PENETRATION RESISTANCE (BLOWS/FT.)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
					MATERIAL DESCRIPTION			
60	B2-13					71		
62				CL				
64					-4" Layer of gravel at 64 feet			
	B2-14					50/2"		
66					-6" layer of gravel at 65.5 feet Very dense, saturated, mottled orange and gray, Silty, fine to coarse SAND			
68				SM				
70	B2-15					73	114.5	16.3
					BORING TERMINATED AT 71 FEET Groundwater at 31.8 feet Hole filled with 1 x 50lb sack of cement slurry			

Figure A-2,
Log of Boring B 2, Page 3 of 3

06851-22-02.GPJ

SAMPLE SYMBOLS			
	... SAMPLING UNSUCCESSFUL	... STANDARD PENETRATION TEST	... DRIVE SAMPLE (UNDISTURBED)
	... DISTURBED OR BAG SAMPLE	... CHUNK SAMPLE	... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

PROJECT NO. 06851-22-02

BORING B 3

ELEV. (MSL.) _____ DATE COMPLETED **07-31-2003**

EQUIPMENT **MUD ROTARY**

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	MATERIAL DESCRIPTION	PENETRATION RESISTANCE (BLOWS/FT.)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
0					**FILL**			
				SM	Medium dense, moist, red-brown, Silty, fine to medium SAND			
2	B3-1					6	116.1	8.0
4					**BAY POINT FORMATION**			
	B3-2				Medium dense, moist, red-brown, Silty, fine to medium SAND	25		
6								
8								
10	B3-3			SM		36		
12								
14								
	B3-4				-Becomes mottled, orange-tan at 15 feet	20		
16								
18					-12" thick gravel layer at 18 feet			
20	B3-5				-Becomes silty fine sand	70	109.4	13.9
22								
24								
	B3-6				-No recovery	59		
26								
28								

Figure A-3,
Log of Boring B 3, Page 1 of 3

06851-22-02.GPJ

SAMPLE SYMBOLS
... SAMPLING UNSUCCESSFUL
... STANDARD PENETRATION TEST
... DRIVE SAMPLE (UNDISTURBED)
... DISTURBED OR BAG SAMPLE
... CHUNK SAMPLE
... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

PROJECT NO. 06851-22-02

BORING B 3

ELEV. (MSL.) _____ DATE COMPLETED **07-31-2003**

EQUIPMENT **MUD ROTARY**

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	MATERIAL DESCRIPTION	PENETRATION RESISTANCE (BLOWS/FT.)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
30	B3-7			SC	Very dense, moist, tan, Clayey, fine SAND	20		
32			▼					
34				ML	**SAN DIEGO FORMATION** Hard, saturated, tan-gray, Sandy SILT, micaceous			
36	B3-8					36		
38								
40	B3-9					34	106.8	21.7
42								
44								
46	B3-10			CL	Very stiff, saturated, mottled orange and gray, Sandy CLAY	20		
48								
50	B3-11					39	104.1	11.5
52								
54								
56	B3-12					50/3-1/2"		
58					-6" gravel layer at 59 feet			

Figure A-3,
Log of Boring B 3, Page 2 of 3

06851-22-02.GPJ

SAMPLE SYMBOLS

- ☐ ... SAMPLING UNSUCCESSFUL
- ... STANDARD PENETRATION TEST
- ... DRIVE SAMPLE (UNDISTURBED)
- ... DISTURBED OR BAG SAMPLE
- ... CHUNK SAMPLE
- ▼ ... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

PROJECT NO. 06851-22-02

BORING B 3

ELEV. (MSL.) _____ DATE COMPLETED **07-31-2003**

EQUIPMENT **MUD ROTARY**

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	MATERIAL DESCRIPTION	PENETRATION RESISTANCE (BLOWS/FT.)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
60	B3-13			SC	Dense, saturated, mottled, olive green and orange, Clayey, fine to medium SAND	53	112.7	17.3
62								
					-6" Layer of gravel at 63 feet			
64								
	B3-14				-Becomes silty fine sand at 65 feet	81		
66								
68								
70	B3-15					70		
					BORING TERMINATED AT 71 FEET Groundwater at 32.5 feet Hole filled with 1 x 50lb sack of cement slurry			

Figure A-3,
Log of Boring B 3, Page 3 of 3

06851-22-02.GPJ

SAMPLE SYMBOLS

... SAMPLING UNSUCCESSFUL
... STANDARD PENETRATION TEST
... DRIVE SAMPLE (UNDISTURBED)
... DISTURBED OR BAG SAMPLE
... CHUNK SAMPLE
... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

PROJECT NO. 06851-22-02

BORING B 4

ELEV. (MSL.) _____ DATE COMPLETED **07-31-2003**

EQUIPMENT **MUD ROTARY**

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	MATERIAL DESCRIPTION	PENETRATION RESISTANCE (BLOWS/FT.)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
0					**BAY POINT FORMATION** Medium dense, moist, red-brown, Silty, fine to medium SAND			
2	B4-1			SM		9		
4								
6	B4-2				-Becomes dense at 5 feet	32		
8								
10	B4-3					30	119.7	11.9
12								
14								
16	B4-4					36		
18								
20	B4-5				-Becomes micaceous at 20 feet	48		
22								
24								
26	B4-6					53		
28			▼					

Figure A-4,
Log of Boring B 4, Page 1 of 3

06851-22-02.GPJ

SAMPLE SYMBOLS
- ... SAMPLING UNSUCCESSFUL
- ... STANDARD PENETRATION TEST
- ... DRIVE SAMPLE (UNDISTURBED)
- ... DISTURBED OR BAG SAMPLE
- ... CHUNK SAMPLE
- ... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

PROJECT NO. 06851-22-02

BORING B 4

ELEV. (MSL.) _____ DATE COMPLETED **07-31-2003**

EQUIPMENT **MUD ROTARY**

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	MATERIAL DESCRIPTION	PENETRATION RESISTANCE (BLOWS/FT.)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
30	B4-7				**SAN DIEGO FORMATION** Dense, moist, mottled orange and olive green, Clayey, fine to medium SAND	18	105.3	21.8
32								
34								
36	B4-8			SC		43		
38								
40	B4-9				Very stiff, saturated, olive-green, SILT, micaceous	32		
42								
44				ML				
46	B4-10					28		
48					Very stiff, saturated, olive-gray, CLAY			
50	B4-11			CL		34	109.3	19.9
52								
54								
56	B4-12				Dense, saturated, green-tan, fine to coarse SAND, trace clay	41		
58				SP				

Figure A-4,
Log of Boring B 4, Page 2 of 3

06851-22-02.GPJ

SAMPLE SYMBOLS
... SAMPLING UNSUCCESSFUL
... STANDARD PENETRATION TEST
... DRIVE SAMPLE (UNDISTURBED)
... DISTURBED OR BAG SAMPLE
... CHUNK SAMPLE
... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

PROJECT NO. 06851-22-02

BORING B 4

ELEV. (MSL.) _____ DATE COMPLETED **07-31-2003**

EQUIPMENT **MUD ROTARY**

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	MATERIAL DESCRIPTION	PENETRATION RESISTANCE (BLOWS/FT.)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
60	B4-13			CL	Very stiff, saturated, olive-green, CLAY	27		
62								
64								
66	B4-14			SC	Very dense, saturated, tan, Clayey, fine to coarse SAND	50/5"		
68								
70	B4-15						108.6	19.2
					BORING TERMINATED AT 71 FEET Groundwater at 27.5 feet Hole filled with 1 x 50lb sack of cement slurry			

Figure A-4,
Log of Boring B 4, Page 3 of 3

06851-22-02.GPJ

SAMPLE SYMBOLS

... SAMPLING UNSUCCESSFUL
... STANDARD PENETRATION TEST
... DRIVE SAMPLE (UNDISTURBED)
... DISTURBED OR BAG SAMPLE
... CHUNK SAMPLE
... WATER TABLE OR SEEPAGE

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PROJECT NO. 06851-22-02

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	**BORING B 5** ELEV. (MSL.) _____ DATE COMPLETED **07-30-2003** EQUIPMENT **MUD ROTARY**	PENETRATION RESISTANCE (BLOWS/FT.)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
					MATERIAL DESCRIPTION			
0					**BAY POINT FORMATION** Very dense, moist, red-brown, Silty, fine to medium SAND			
2				SM				
4								
6								
8								
10	B5-1					69/11"		
12								
14								
16								
18								
20	B5-2					75		
22								
24								
26								
28								

Figure A-5,
Log of Boring B 5, Page 1 of 4

06851-22-02.GPJ

SAMPLE SYMBOLS			
	... SAMPLING UNSUCCESSFUL	... STANDARD PENETRATION TEST	... DRIVE SAMPLE (UNDISTURBED)
	... DISTURBED OR BAG SAMPLE	... CHUNK SAMPLE	... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

PROJECT NO. 06851-22-02

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	BORING B 5 ELEV. (MSL.) _____ DATE COMPLETED 07-30-2003 EQUIPMENT MUD ROTARY	PENETRATION RESISTANCE (BLOWS/FT.)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
					MATERIAL DESCRIPTION			
30	B5-3		▼	SM	-Becomes saturated at 31.3 feet	67		
32								
34								
36				ML	**SAN DIEGO FORMATION** Very stiff, saturated, mottled green-gray and orange, Sandy SILT			
38								
40	B5-4					25		
42								
44								
46								
48								
50	B5-5					31	98.4	26.7
52								
54								
56								
58								

Figure A-5,
Log of Boring B 5, Page 2 of 4

06851-22-02.GPJ

SAMPLE SYMBOLS			
	☐ ... SAMPLING UNSUCCESSFUL	◧ ... STANDARD PENETRATION TEST	■ ... DRIVE SAMPLE (UNDISTURBED)
	⊠ ... DISTURBED OR BAG SAMPLE	◪ ... CHUNK SAMPLE	▼ ... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

PROJECT NO. 06851-22-02

BORING B 5

ELEV. (MSL.) _____ DATE COMPLETED **07-30-2003**

EQUIPMENT **MUD ROTARY**

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	MATERIAL DESCRIPTION	PENETRATION RESISTANCE (BLOWS/FT.)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
60	B5-6				Very dense, saturated, brown, Silty, fine to coarse SAND	77		
62					-6" Layer of gravel at 61.5 feet			
64								
66				SM				
68								
70	B5-7					40	111.0	18.8
72								
74								
76								
78								
80	B5-8					80	120	13.1
82								
84								
86								
88								

Figure A-5,
Log of Boring B 5, Page 3 of 4

06851-22-02.GPJ

SAMPLE SYMBOLS
... SAMPLING UNSUCCESSFUL
... STANDARD PENETRATION TEST
... DRIVE SAMPLE (UNDISTURBED)
... DISTURBED OR BAG SAMPLE
... CHUNK SAMPLE
... WATER TABLE OR SEEPAGE

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PROJECT NO. 06851-22-02

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	BORING B 5 ELEV. (MSL.) _____ DATE COMPLETED 07-30-2003 EQUIPMENT MUD ROTARY	PENETRATION RESISTANCE (BLOWS/FT.)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
					MATERIAL DESCRIPTION			
90	B5-9					55	108.7	20.6
					BORING TERMINATED AT 91 FEET Groundwater at 31.3 feet Hole filed with 2 x 50lb sacks of cement slurry			

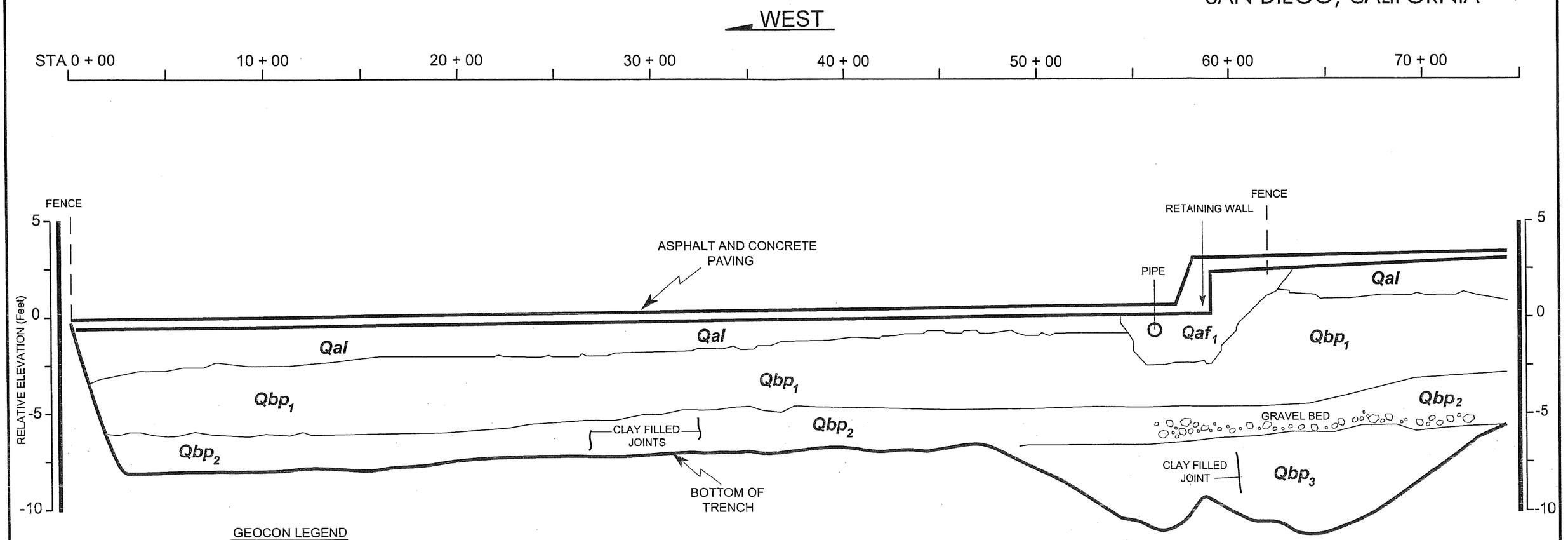
Figure A-5,
Log of Boring B 5, Page 4 of 4

06851-22-02.GPJ

SAMPLE SYMBOLS			
	... SAMPLING UNSUCCESSFUL	... STANDARD PENETRATION TEST	... DRIVE SAMPLE (UNDISTURBED)
	... DISTURBED OR BAG SAMPLE	... CHUNK SAMPLE	... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

CEDAR / KETTNER
PARKING / RESIDENTIAL STRUCTURE
SAN DIEGO, CALIFORNIA



GEOCON LEGEND

Qaf .....FILL

Qaf$_1$.....Loose, damp, dark, yellowish - brown, Silty, fine to coarse SAND(SM), with gravel scattered debris, including brick, glass and wood

Qaf$_2$.....Loose, to medium dense, damp, olive - gray, Clayey SAND(SC), scattered debris

Qaf$_3$.....Debris, bottles, ash, wood, wire, ceramics enclosed in a cylindrical structure lined with 1" thick concrete walls

Qaf$_4$.....Dense, dry, pale yellowish - brown, Silty SAND(SM) with gravel

Qaf$_5$.....Medium dense, moist, greenish -gray to olive - grey, Silty SAND(SM), strong organic odor

Qal .....ALLUVIUM

Qal .....Loose, damp to moist, olive - gray, Silty SAND(SM)

Qbp.....BAY POINT FORMATION

Qbp$_1$.....Loose, damp to moist, moderate brown to moderate yellowish - brown, Silty SAND(SM), becomes medium dense below aproximately 2 to 3 feet

Qbp$_2$.....Medium dense, moist, mottled moderate brown, light brown, moderate and pale yellowish - brown, and light olive - gray, Clayey SAND(SC); in Trench 2, 2 approximately horizontal, parallel, non continuous, lenticular clay beds were observed. These interbeds are between 1 and 6 inches thick. In Trench 1 a discontinuous, lenticular gravel interbed was observed.

Qbp$_3$.....Dense, damp, mottled yellows and browns, Silty SAND(SM), partially cemented

SCALE 1" = 5' (VERT. = HORIZ.)

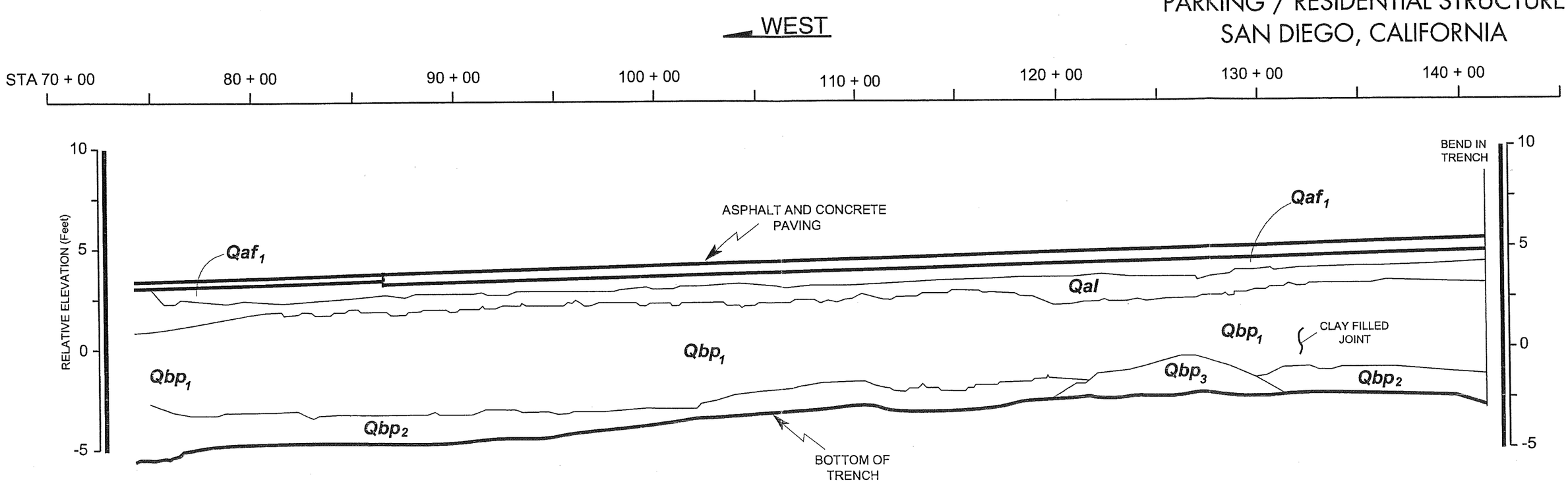
LOG OF FAULT TRENCH 1

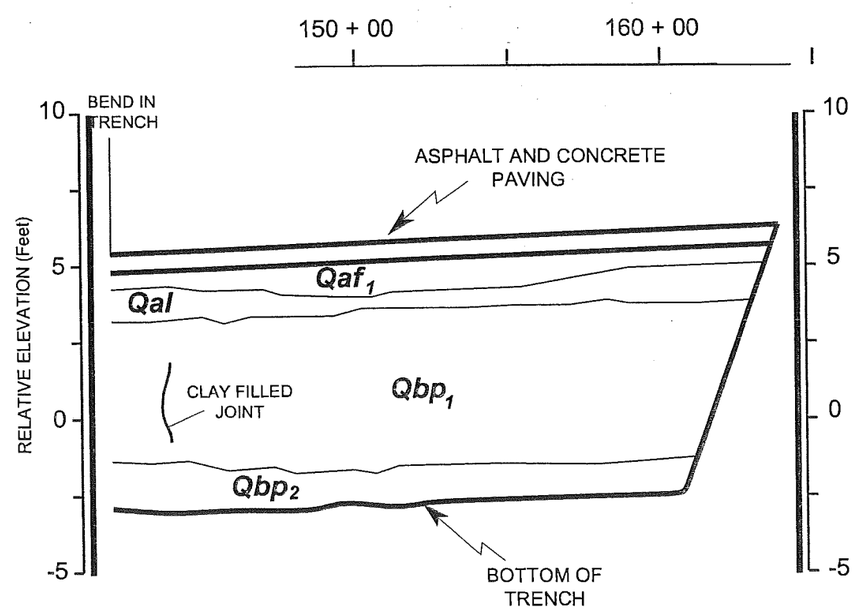
GEOCON
INCORPORATED
GEOTECHNICAL CONSULTANTS
6960 FLANDERS DRIVE - SAN DIEGO, CALIFORNIA 92121 - 2974
PHONE 858 558-6900 - FAX 858 558-6159

PROJECT NO. 06851 - 22 - 02
FIGURE A - 6
DATE 10-14-2003

C:/Documents and Settings/Drafting 4/Micaela/Drawings/06851-22-02(Cedar-Kettner)/Fault Trenches

CEDAR / KETTNER
PARKING / RESIDENTIAL STRUCTURE
SAN DIEGO, CALIFORNIA





SCALE 1" = 5' (VERT. = HORIZ.)

GEOCON LEGEND

Qaf .....FILL

Qaf$_1$.....Loose, damp, dark, yellowish - brown, Silty, fine to coarse SAND(SM), with gravel scattered debris, including brick, glass and wood

Qaf$_2$.....Loose, to medium dense, damp, olive - gray, Clayey SAND(SC), scattered debris

Qaf$_3$.....Debris, bottles, ash, wood, wire, ceramics enclosed in a cylindrical structure lined with 1" thick concrete walls

Qaf$_4$.....Dense, dry, pale yellowish - brown, Silty SAND(SM) with gravel

Qaf$_5$.....Medium dense, moist, greenish -gray to olive - grey, Silty SAND(SM), strong organic odor

Qal .....ALLUVIUM

Qal .....Loose, damp to moist, olive - gray, Silty SAND(SM)

Qbp.....BAY POINT FORMATION

Qbp$_1$.....Loose, damp to moist, moderate brown to moderate yellowish - brown, Silty SAND(SM), becomes medium dense below aproximately 2 to 3 feet

Qbp$_2$.....Medium dense, moist, mottled moderate brown, light brown, moderate and pale yellowish - brown, and light olive - gray, Clayey SAND(SC); in Trench 2, 2 approximately horizontal, parallel, non continuous, lenticular clay beds were observed. These interbeds are between 1 and 6 inches thick. In Trench 1 a discontinuous, lenticular gravel interbed was observed.

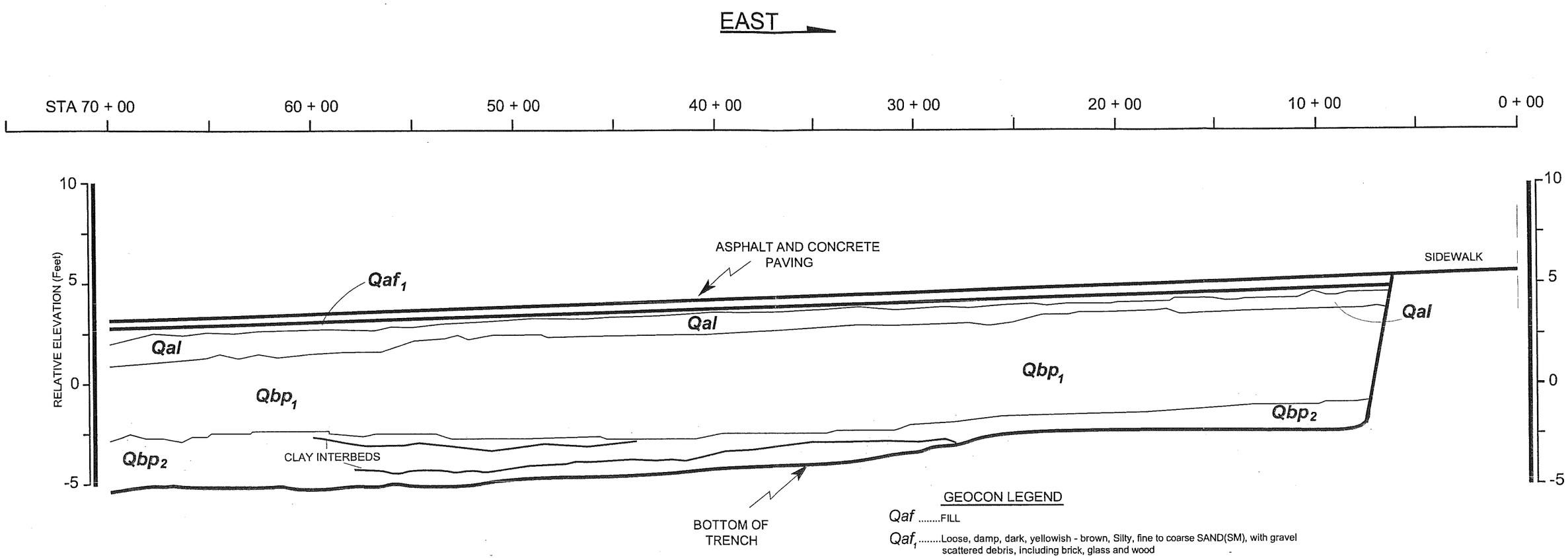
Qbp$_3$.....Dense, damp, mottled yellows and browns, Silty SAND(SM), partially cemented

GEOCON
INCORPORATED
GEOTECHNICAL CONSULTANTS
6960 FLANDERS DRIVE - SAN DIEGO, CALIFORNIA 92121 - 2974
PHONE 858 558-6900 - FAX 858 558-6159

PROJECT NO. 06851 - 22 - 02
FIGURE A - 7
DATE 10-14-2003

LOG OF FAULT TRENCH 1

CEDAR / KETTNER
PARKING / RESIDENTIAL STRUCTURE
SAN DIEGO, CALIFORNIA



GEOCON LEGEND

Qaf .....FILL

Qaf_1.....Loose, damp, dark, yellowish - brown, Silty, fine to coarse SAND(SM), with gravel scattered debris, including brick, glass and wood

Qaf_2.....Loose, to medium dense, damp, olive - gray, Clayey SAND(SC), scattered debris

Qaf_3.....Debris, bottles, ash, wood, wire, ceramics enclosed in a cylindrical structure lined with 1" thick concrete walls

Qaf_4.....Dense, dry, pale yellowish - brown, Silty SAND(SM) with gravel

Qaf_5.....Medium dense, moist, greenish -gray to olive - gray, Silty SAND(SM), strong organic odor

Qal .....ALLUVIUM

Qal .....Loose, damp to moist, olive - gray, Silty SAND(SM)

Qbp.....BAY POINT FORMATION

Qbp_1.....Loose, damp to moist, moderate brown to moderate yellowish - brown, Silty SAND(SM), becomes medium dense below approximately 2 to 3 feet

Qbp_2.....Medium dense, moist, mottled moderate brown, light brown, moderate and pale yellowish - brown, and light olive - gray, Clayey SAND(SC); in Trench 2, 2 approximately horizontal, parallel, non continuous, lenticular clay beds were observed. These interbeds are between 1 and 6 inches thick. In Trench 1 a discontinuous, lenticular gravel interbed was observed.

Qbp_3.....Dense, damp, mottled yellows and browns, Silty SAND(SM), partially cemented

GEOCON
INCORPORATED
GEOTECHNICAL CONSULTANTS
6960 FLANDERS DRIVE - SAN DIEGO, CALIFORNIA 92121 - 2974
PHONE 858 558-6900 - FAX 858 558-6159

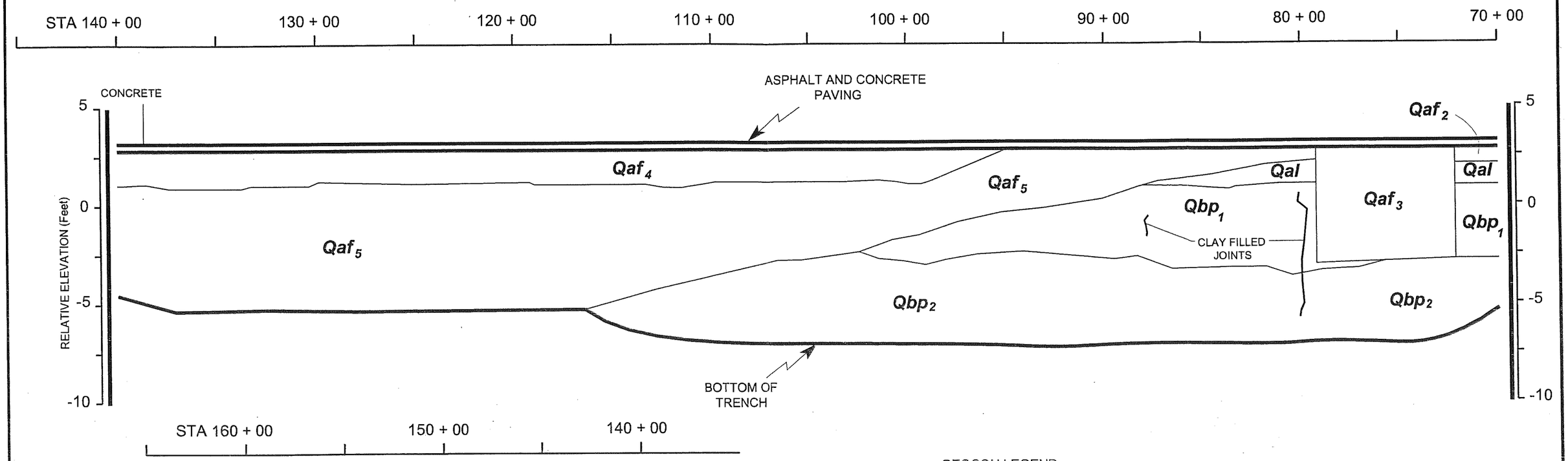
PROJECT NO. 06851 - 22 - 02
FIGURE A - 8
DATE 10-14-2003

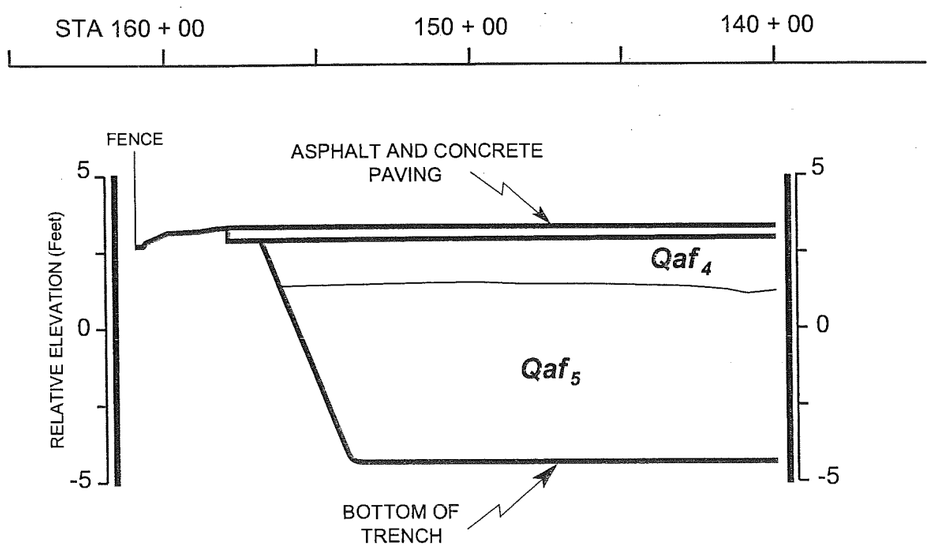
SCALE 1" = 5' (VERT. = HORIZ.)

LOG OF FAULT TRENCH 2

C:/Documents and Settings/Drafting 4/Micaela/Drawings/06851-22-02(Cedar/Kettner)/Fault Trenches

CEDAR / KETTNER
PARKING / RESIDENTIAL STRUCTURE
SAN DIEGO, CALIFORNIA





GEOCON LEGEND

Qaf .....FILL

Qaf_1.....Loose, damp, dark, yellowish - brown, Silty, fine to coarse SAND(SM), with gravel scattered debris, including brick, glass and wood

Qaf_2.....Loose, to medium dense, damp, olive - gray, Clayey SAND(SC), scattered debris

Qaf_3.....Debris, bottles, ash, wood, wire, ceramics enclosed in a cylindrical structure lined with 1" thick concrete walls

Qaf_4.....Dense, dry, pale yellowish - brown, Silty SAND(SM) with gravel

Qaf_5.....Medium dense, moist, greenish -gray to olive - grey, Silty SAND(SM), strong organic odor

Qal .....ALLUVIUM

Qal .....Loose, damp to moist, olive - gray, Silty SAND(SM)

Qbp.....BAY POINT FORMATION

Qbp_1.....Loose, damp to moist, moderate brown to moderate yellowish - brown, Silty SAND(SM), becomes medium dense below aproximately 2 to 3 feet

Qbp_2.....Medium dense, moist, mottled moderate brown, light brown, moderate and pale yellowish - brown, and light olive - gray, Clayey SAND(SC); in Trench 2, 2 approximately horizontal, parallel, non continuous, lenticular clay beds were observed. These interbeds are between 1 and 6 inches thick. In Trench 1 a discontinuous, lenticular gravel interbed was observed.

Qbp_3.....Dense, damp, mottled yellows and browns, Silty SAND(SM), partially cemented

SCALE 1" = 5' (VERT. = HORIZ.)

LOG OF FAULT TRENCH 2

GEOCON
INCORPORATED
GEOTECHNICAL CONSULTANTS
6960 FLANDERS DRIVE - SAN DIEGO, CALIFORNIA 92121 - 2974
PHONE 858 558-6900 - FAX 858 558-6159

PROJECT NO. 06851 - 22 - 02
FIGURE A - 9
DATE 10-14-2003

C:/Documents and Settings/Drafting 4/Micaela/Drawings/06851-22-02(Cedar/Kettner)/Fault Trenches

APPENDIX B

APPENDIX B

LABORATORY TESTING

Laboratory tests were performed in accordance with generally accepted test methods of the American Society for Testing and Materials (ASTM) or other suggested procedures. Selected soil samples were tested for their in-place dry density and moisture content, consolidation, shear strength, expansion, compaction, "R" Value, water-soluble sulfate, pH, and resistivity characteristics.

The results of our laboratory tests are presented on Tables B-I through B-VI and on Figure B-1. The in-place dry density and moisture content results are indicated on the exploratory boring logs.

TABLE B-I
SUMMARY OF LABORATORY DIRECT SHEAR TEST RESULTS
ASTM D3080-98

Sample No.	Dry Density (pcf)	Moisture Content (%)	Unit Cohesion (psf)	Angle of Shear Resistance (degrees)
B3-5	109.4	13.9	640	41
B3-9	106.8	21.7	669	34
B5-5	98.4	26.7	1213	27

TABLE B-II
SUMMARY OF LABORATORY EXPANSION INDEX TEST RESULTS
ASTM D4829-95

Sample No.	Moisture Content		Dry Density (pcf)	Expansion Index
	Before Test (%)	After Test (%)		
B3-11	11.5	33.3	104.1	115
T2-1	9.3	18.6	115.8	4

TABLE B-III
SUMMARY OF LABORATORY pH AND RESISTIVITY TEST RESULTS
CALIFORNIA TEST NO. 643

Sample No.	pH	Minimum Resistivity (ohm-centimeters)
B2-4	7.9	630

TABLE B-IV
SUMMARY OF LABORATORY WATER-SOLUBLE SULFATE TEST RESULTS
CALIFORNIA TEST NO. 417

Sample No.	Water-Soluble Sulfate (%)
B2-4	0.036

TABLE B-V
SUMMARY OF LABORATORY MAXIMUM DRY DENSITY AND OPTIMUM MOISTURE CONTENT TEST RESULTS
ASTM D 1557-00

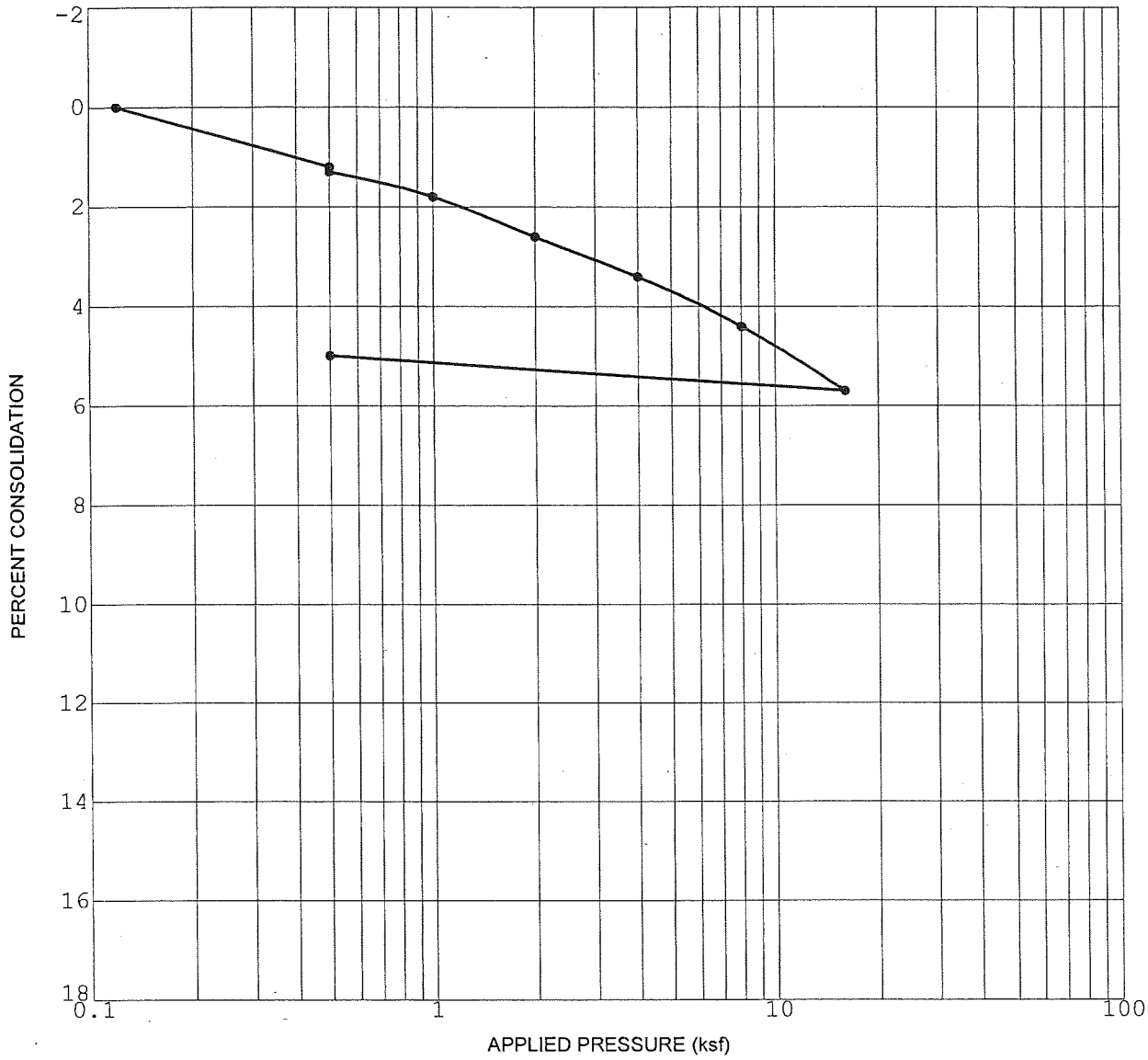
Sample No.	Description	Maximum Dry Density (pcf)	Optimum Moisture Content (% dry wt.)
T2-1	Moderate brown, Silty SAND	133.0	8.2

TABLE B-VI
SUMMARY OF LABORATORY R-VALUE TEST RESULTS
ASTM D 2844-94

Sample No.	R-Value
T2-1	47

PROJECT NO. 06851-22-02

SAMPLE NO. B1-13



Initial Dry Density (kg/m3)	107.3
Initial Water Content (%)	21.1

Initial Saturation (%)	100+
Sample Saturated at (ksf)	0.5

CONSOLIDATION CURVE

CEDAD/KETTNER PARKING/RESIDENTIAL STRUCTURE

SAN DIEGO, CALIFORNIA

06851-22-02.GPJ

Figure B-1

APPENDIX C

APPENDIX C

RECOMMENDED GRADING SPECIFICATIONS

FOR

CEDAR/KETTNER
PARKING/RESIDENTIAL STRUCTURE
SAN DIEGO, CALIFORNIA

PROJECT NO. 06851-22-02

RECOMMENDED GRADING SPECIFICATIONS

1. GENERAL

1.1. These Recommended Grading Specifications shall be used in conjunction with the Geotechnical Report for the project prepared by Geocon Incorporated. The recommendations contained in the text of the Geotechnical Report are a part of the earthwork and grading specifications and shall supersede the provisions contained hereinafter in the case of conflict.

1.2. Prior to the commencement of grading, a geotechnical consultant (Consultant) shall be employed for the purpose of observing earthwork procedures and testing the fills for substantial conformance with the recommendations of the Geotechnical Report and these specifications. It will be necessary that the Consultant provide adequate testing and observation services so that he may determine that, in his opinion, the work was performed in substantial conformance with these specifications. It shall be the responsibility of the Contractor to assist the Consultant and keep him apprised of work schedules and changes so that personnel may be scheduled accordingly.

1.3. It shall be the sole responsibility of the Contractor to provide adequate equipment and methods to accomplish the work in accordance with applicable grading codes or agency ordinances, these specifications and the approved grading plans. If, in the opinion of the Consultant, unsatisfactory conditions such as questionable soil materials, poor moisture condition, inadequate compaction, adverse weather, and so forth, result in a quality of work not in conformance with these specifications, the Consultant will be empowered to reject the work and recommend to the Owner that construction be stopped until the unacceptable conditions are corrected.

2. DEFINITIONS

2.1. **Owner** shall refer to the owner of the property or the entity on whose behalf the grading work is being performed and who has contracted with the Contractor to have grading performed.

2.2. **Contractor** shall refer to the Contractor performing the site grading work.

2.3. **Civil Engineer** or **Engineer of Work** shall refer to the California licensed Civil Engineer or consulting firm responsible for preparation of the grading plans, surveying and verifying as-graded topography.

2.4. **Consultant** shall refer to the soil engineering and engineering geology consulting firm retained to provide geotechnical services for the project.

2.5. **Soil Engineer** shall refer to a California licensed Civil Engineer retained by the Owner, who is experienced in the practice of geotechnical engineering. The Soil Engineer shall be responsible for having qualified representatives on-site to observe and test the Contractor's work for conformance with these specifications.

2.6. **Engineering Geologist** shall refer to a California licensed Engineering Geologist retained by the Owner to provide geologic observations and recommendations during the site grading.

2.7. **Geotechnical Report** shall refer to a soil report (including all addenda) which may include a geologic reconnaissance or geologic investigation that was prepared specifically for the development of the project for which these Recommended Grading Specifications are intended to apply.

3. MATERIALS

3.1. Materials for compacted fill shall consist of any soil excavated from the cut areas or imported to the site that, in the opinion of the Consultant, is suitable for use in construction of fills. In general, fill materials can be classified as *soil* fills, *soil-rock* fills or *rock* fills, as defined below.

3.1.1. **Soil fills** are defined as fills containing no rocks or hard lumps greater than 12 inches in maximum dimension and containing at least 40 percent by weight of material smaller than 3/4 inch in size.

3.1.2. **Soil-rock fills** are defined as fills containing no rocks or hard lumps larger than 4 feet in maximum dimension and containing a sufficient matrix of soil fill to allow for proper compaction of soil fill around the rock fragments or hard lumps as specified in Paragraph 6.2. **Oversize rock** is defined as material greater than 12 inches.

3.1.3. **Rock fills** are defined as fills containing no rocks or hard lumps larger than 3 feet in maximum dimension and containing little or no fines. Fines are defined as material smaller than 3/4 inch in maximum dimension. The quantity of fines shall be less than approximately 20 percent of the rock fill quantity.

3.2. Material of a perishable, spongy, or otherwise unsuitable nature as determined by the Consultant shall not be used in fills.

3.3. Materials used for fill, either imported or on-site, shall not contain hazardous materials as defined by the California Code of Regulations, Title 22, Division 4, Chapter 30, Articles 9 and 10; 40CFR; and any other applicable local, state or federal laws. The Consultant shall not be responsible for the identification or analysis of the potential presence of hazardous materials. However, if observations, odors or soil discoloration cause Consultant to suspect the presence of hazardous materials, the Consultant may request from the Owner the termination of grading operations within the affected area. Prior to resuming grading operations, the Owner shall provide a written report to the Consultant indicating that the suspected materials are not hazardous as defined by applicable laws and regulations.

3.4. The outer 15 feet of *soil-rock* fill slopes, measured horizontally, should be composed of properly compacted *soil* fill materials approved by the Consultant. *Rock* fill may extend to the slope face, provided that the slope is not steeper than 2:1 (horizontal:vertical) and a soil layer no thicker than 12 inches is track-walked onto the face for landscaping purposes. This procedure may be utilized, provided it is acceptable to the governing agency, Owner and Consultant.

3.5. Representative samples of soil materials to be used for fill shall be tested in the laboratory by the Consultant to determine the maximum density, optimum moisture content, and, where appropriate, shear strength, expansion, and gradation characteristics of the soil.

3.6. During grading, soil or groundwater conditions other than those identified in the Geotechnical Report may be encountered by the Contractor. The Consultant shall be notified immediately to evaluate the significance of the unanticipated condition

4. CLEARING AND PREPARING AREAS TO BE FILLED

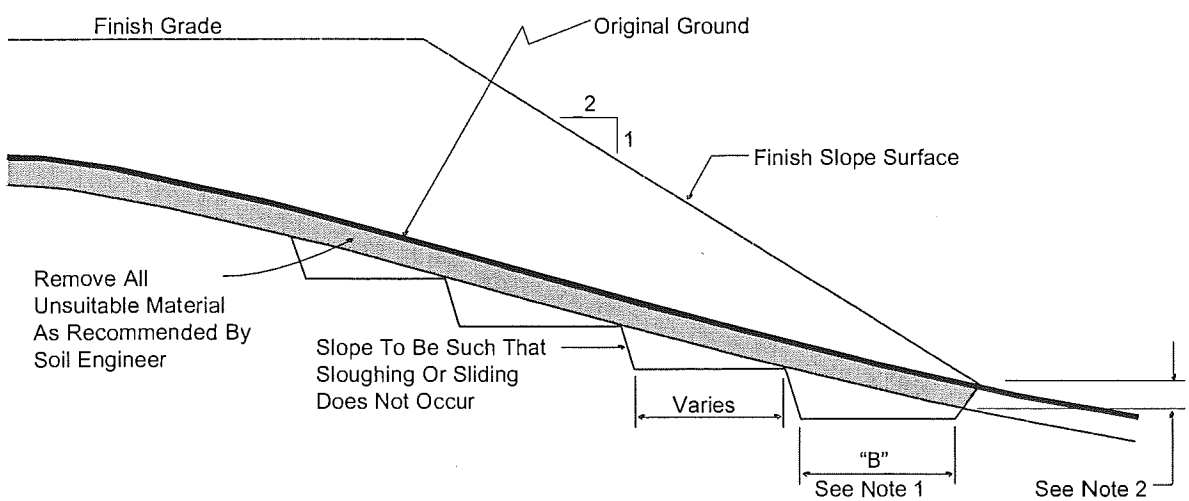
4.1. Areas to be excavated and filled shall be cleared and grubbed. Clearing shall consist of complete removal above the ground surface of trees, stumps, brush, vegetation, man-made structures and similar debris. Grubbing shall consist of removal of stumps, roots, buried logs and other unsuitable material and shall be performed in areas to be graded. Roots and other projections exceeding 1-1/2 inches in diameter shall be removed to a depth of 3 feet below the surface of the ground. Borrow areas shall be grubbed to the extent necessary to provide suitable fill materials.

4.2. Any asphalt pavement material removed during clearing operations should be properly disposed at an approved off-site facility. Concrete fragments which are free of reinforcing steel may be placed in fills, provided they are placed in accordance with Section 6.2 or 6.3 of this document.

4.3. After clearing and grubbing of organic matter or other unsuitable material, loose or porous soils shall be removed to the depth recommended in the Geotechnical Report. The depth of removal and compaction shall be observed and approved by a representative of the Consultant. The exposed surface shall then be plowed or scarified to a minimum depth of 6 inches and until the surface is free from uneven features that would tend to prevent uniform compaction by the equipment to be used.

4.4. Where the slope ratio of the original ground is steeper than 6:1 (horizontal:vertical), or where recommended by the Consultant, the original ground should be benched in accordance with the following illustration.

TYPICAL BENCHING DETAIL



No Scale

DETAIL NOTES:

(1) Key width "B" should be a minimum of 10 feet wide, or sufficiently wide to permit complete coverage with the compaction equipment used. The base of the key should be graded horizontal, or inclined slightly into the natural slope.

(2) The outside of the bottom key should be below the topsoil or unsuitable surficial material and at least 2 feet into dense formational material. Where hard rock is exposed in the bottom of the key, the depth and configuration of the key may be modified as approved by the Consultant.

4.5. After areas to receive fill have been cleared, plowed or scarified, the surface should be disced or bladed by the Contractor until it is uniform and free from large clods. The area should then be moisture conditioned to achieve the proper moisture content, and compacted as recommended in Section 6.0 of these specifications.

5. COMPACTION EQUIPMENT

5.1. Compaction of *soil* or *soil-rock* fill shall be accomplished by sheepsfoot or segmented-steel wheeled rollers, vibratory rollers, multiple-wheel pneumatic-tired rollers, or other types of acceptable compaction equipment. Equipment shall be of such a design that it will be capable of compacting the *soil* or *soil-rock* fill to the specified relative compaction at the specified moisture content.

5.2. Compaction of *rock* fills shall be performed in accordance with Section 6.3.

6. PLACING, SPREADING AND COMPACTION OF FILL MATERIAL

6.1. *Soil* fill, as defined in Paragraph 3.1.1, shall be placed by the Contractor in accordance with the following recommendations:

6.1.1. *Soil* fill shall be placed by the Contractor in layers that, when compacted, should generally not exceed 8 inches. Each layer shall be spread evenly and shall be thoroughly mixed during spreading to obtain uniformity of material and moisture in each layer. The entire fill shall be constructed as a unit in nearly level lifts. Rock materials greater than 12 inches in maximum dimension shall be placed in accordance with Section 6.2 or 6.3 of these specifications.

6.1.2. In general, the *soil* fill shall be compacted at a moisture content at or above the optimum moisture content as determined by ASTM D1557-00.

6.1.3. When the moisture content of *soil* fill is below that specified by the Consultant, water shall be added by the Contractor until the moisture content is in the range specified.

6.1.4. When the moisture content of the *soil* fill is above the range specified by the Consultant or too wet to achieve proper compaction, the *soil* fill shall be aerated by the Contractor by blading/mixing, or other satisfactory methods until the moisture content is within the range specified.

6.1.5. After each layer has been placed, mixed, and spread evenly, it shall be thoroughly compacted by the Contractor to a relative compaction of at least 90 percent. Relative compaction is defined as the ratio (expressed in percent) of the in-place dry density of the compacted fill to the maximum laboratory dry density as determined in accordance with ASTM D1557-00. Compaction shall be continuous over the entire area, and compaction equipment shall make sufficient passes so that the specified minimum relative compaction has been achieved throughout the entire fill.

6.1.6. Soils having an Expansion Index of greater than 50 may be used in fills if placed at least 3 feet below finish pad grade and should be compacted at a moisture content generally 2 to 4 percent greater than the optimum moisture content for the material.

6.1.7. Properly compacted *soil* fill shall extend to the design surface of fill slopes. To achieve proper compaction, it is recommended that fill slopes be over-built by at least 3 feet and then cut to the design grade. This procedure is considered preferable to track-walking of slopes, as described in the following paragraph.

6.1.8. As an alternative to over-building of slopes, slope faces may be back-rolled with a heavy-duty loaded sheepsfoot or vibratory roller at maximum 4-foot fill height intervals. Upon completion, slopes should then be track-walked with a D-8 dozer or similar equipment, such that a dozer track covers all slope surfaces at least twice.

6.2. *Soil-rock* fill, as defined in Paragraph 3.1.2, shall be placed by the Contractor in accordance with the following recommendations:

6.2.1. Rocks larger than 12 inches but less than 4 feet in maximum dimension may be incorporated into the compacted *soil* fill, but shall be limited to the area measured 15 feet minimum horizontally from the slope face and 5 feet below finish grade or 3 feet below the deepest utility, whichever is deeper.

6.2.2. Rocks or rock fragments up to 4 feet in maximum dimension may either be individually placed or placed in windrows. Under certain conditions, rocks or rock fragments up to 10 feet in maximum dimension may be placed using similar methods. The acceptability of placing rock materials greater than 4 feet in maximum dimension shall be evaluated during grading as specific cases arise and shall be approved by the Consultant prior to placement.

6.2.3. For individual placement, sufficient space shall be provided between rocks to allow for passage of compaction equipment.

6.2.4. For windrow placement, the rocks should be placed in trenches excavated in properly compacted *soil* fill. Trenches should be approximately 5 feet wide and 4 feet deep in maximum dimension. The voids around and beneath rocks should be filled with approved granular soil having a Sand Equivalent of 30 or greater and should be compacted by flooding. Windrows may also be placed utilizing an "open-face" method in lieu of the trench procedure, however, this method should first be approved by the Consultant.

6.2.5. Windrows should generally be parallel to each other and may be placed either parallel to or perpendicular to the face of the slope depending on the site geometry. The minimum horizontal spacing for windrows shall be 12 feet center-to-center with a 5-foot stagger or offset from lower courses to next overlying course. The minimum vertical spacing between windrow courses shall be 2 feet from the top of a lower windrow to the bottom of the next higher windrow.

6.2.6. All rock placement, fill placement and flooding of approved granular soil in the windrows must be continuously observed by the Consultant or his representative.

6.3. *Rock* fills, as defined in Section 3.1.3., shall be placed by the Contractor in accordance with the following recommendations:

6.3.1. The base of the *rock* fill shall be placed on a sloping surface (minimum slope of 2 percent, maximum slope of 5 percent). The surface shall slope toward suitable subdrainage outlet facilities. The *rock* fills shall be provided with subdrains during construction so that a hydrostatic pressure buildup does not develop. The subdrains shall be permanently connected to controlled drainage facilities to control post--construction infiltration of water.

6.3.2. *Rock* fills shall be placed in lifts not exceeding 3 feet. Placement shall be by rock trucks traversing previously placed lifts and dumping at the edge of the currently placed lift. Spreading of the *rock* fill shall be by dozer to facilitate *seating* of the rock. The *rock* fill shall be watered heavily during placement. Watering shall consist of water trucks traversing in front of the current rock lift face and spraying water continuously during rock placement. Compaction equipment with compactive energy comparable to or greater than that of a 20-ton steel vibratory roller or other compaction equipment providing suitable energy to achieve the required compaction or deflection as recommended in Paragraph 6.3.3 shall be

utilized. The number of passes to be made will be determined as described in Paragraph 6.3.3. Once a *rock* fill lift has been covered with *soil* fill, no additional *rock* fill lifts will be permitted over the *soil* fill.

6.3.3. Plate bearing tests, in accordance with ASTM D1196-93, may be performed in both the compacted *soil* fill and in the *rock* fill to aid in determining the number of passes of the compaction equipment to be performed. If performed, a minimum of three plate bearing tests shall be performed in the properly compacted *soil* fill (minimum relative compaction of 90 percent). Plate bearing tests shall then be performed on areas of *rock* fill having two passes, four passes and six passes of the compaction equipment, respectively. The number of passes required for the *rock* fill shall be determined by comparing the results of the plate bearing tests for the *soil* fill and the *rock* fill and by evaluating the deflection variation with number of passes. The required number of passes of the compaction equipment will be performed as necessary until the plate bearing deflections are equal to or less than that determined for the properly compacted *soil* fill. In no case will the required number of passes be less than two.

6.3.4. A representative of the Consultant shall be present during *rock* fill operations to verify that the minimum number of "passes" have been obtained, that water is being properly applied and that specified procedures are being followed. The actual number of plate bearing tests will be determined by the Consultant during grading. In general, at least one test should be performed for each approximately 5,000 to 10,000 cubic yards of *rock* fill placed.

6.3.5. Test pits shall be excavated by the Contractor so that the Consultant can state that, in his opinion, sufficient water is present and that voids between large rocks are properly filled with smaller rock material. In-place density testing will not be required in the *rock* fills.

6.3.6. To reduce the potential for "piping" of fines into the *rock* fill from overlying *soil* fill material, a 2-foot layer of graded filter material shall be placed above the uppermost lift of *rock* fill. The need to place graded filter material below the *rock* should be determined by the Consultant prior to commencing grading. The gradation of the graded filter material will be determined at the time the *rock* fill is being excavated. Materials typical of the *rock* fill should be submitted to the Consultant in a timely manner, to allow design of the graded filter prior to the commencement of *rock* fill placement.

6.3.7. All *rock* fill placement shall be continuously observed during placement by representatives of the Consultant.

7. OBSERVATION AND TESTING

7.1. The Consultant shall be the Owners representative to observe and perform tests during clearing, grubbing, filling and compaction operations. In general, no more than 2 feet in vertical elevation of *soil* or *soil-rock* fill shall be placed without at least one field density test being performed within that interval. In addition, a minimum of one field density test shall be performed for every 2,000 cubic yards of *soil* or *soil-rock* fill placed and compacted.

7.2. The Consultant shall perform random field density tests of the compacted *soil* or *soil-rock* fill to provide a basis for expressing an opinion as to whether the fill material is compacted as specified. Density tests shall be performed in the compacted materials below any disturbed surface. When these tests indicate that the density of any layer of fill or portion thereof is below that specified, the particular layer or areas represented by the test shall be reworked until the specified density has been achieved.

7.3. During placement of *rock* fill, the Consultant shall verify that the minimum number of passes have been obtained per the criteria discussed in Section 6.3.3. The Consultant shall request the excavation of observation pits and may perform plate bearing tests on the placed *rock* fills. The observation pits will be excavated to provide a basis for expressing an opinion as to whether the *rock* fill is properly seated and sufficient moisture has been applied to the material. If performed, plate bearing tests will be performed randomly on the surface of the most-recently placed lift. Plate bearing tests will be performed to provide a basis for expressing an opinion as to whether the *rock* fill is adequately seated. The maximum deflection in the *rock* fill determined in Section 6.3.3 shall be less than the maximum deflection of the properly compacted *soil* fill. When any of the above criteria indicate that a layer of *rock* fill or any portion thereof is below that specified, the affected layer or area shall be reworked until the *rock* fill has been adequately seated and sufficient moisture applied.

7.4. A settlement monitoring program designed by the Consultant may be conducted in areas of *rock* fill placement. The specific design of the monitoring program shall be as recommended in the Conclusions and Recommendations section of the project Geotechnical Report or in the final report of testing and observation services performed during grading.

7.5. The Consultant shall observe the placement of subdrains, to verify that the drainage devices have been placed and constructed in substantial conformance with project specifications.

7.6. Testing procedures shall conform to the following Standards as appropriate:

7.6.1. Soil and Soil-Rock Fills:

7.6.1.1. Field Density Test, ASTM D1556-00, *Density of Soil In-Place By the Sand-Cone Method.*

7.6.1.2. Field Density Test, Nuclear Method, ASTM D2922-96, *Density of Soil and Soil-Aggregate In-Place by Nuclear Methods (Shallow Depth).*

7.6.1.3. Laboratory Compaction Test, ASTM D1557-00, *Moisture-Density Relations of Soils and Soil-Aggregate Mixtures Using 10-Pound Hammer and 18-Inch Drop.*

7.6.1.4. Expansion Index Test, ASTM D4829-95, *Expansion Index Test.*

7.6.2. Rock Fills

7.6.2.1. Field Plate Bearing Test, ASTM D1196-93 (Reapproved 1997) *Standard Method for Nonreparative Static Plate Load Tests of Soils and Flexible Pavement Components, For Use in Evaluation and Design of Airport and Highway Pavements.*

8. PROTECTION OF WORK

8.1. During construction, the Contractor shall properly grade all excavated surfaces to provide positive drainage and prevent ponding of water. Drainage of surface water shall be controlled to avoid damage to adjoining properties or to finished work on the site. The Contractor shall take remedial measures to prevent erosion of freshly graded areas until such time as permanent drainage and erosion control features have been installed. Areas subjected to erosion or sedimentation shall be properly prepared in accordance with the Specifications prior to placing additional fill or structures.

8.2. After completion of grading as observed and tested by the Consultant, no further excavation or filling shall be conducted except in conjunction with the services of the Consultant.

9. CERTIFICATIONS AND FINAL REPORTS

9.1. Upon completion of the work, Contractor shall furnish Owner a certification by the Civil Engineer stating that the lots and/or building pads are graded to within 0.1 foot vertically of elevations shown on the grading plan and that all tops and toes of slopes are within 0.5 foot horizontally of the positions shown on the grading plans. After installation of a section of subdrain, the project Civil Engineer should survey its location and prepare an *as-built* plan of the subdrain location. The project Civil Engineer should verify the proper outlet for the subdrains and the Contractor should ensure that the drain system is free of obstructions.

9.2. The Owner is responsible for furnishing a final as-graded soil and geologic report satisfactory to the appropriate governing or accepting agencies. The as-graded report should be prepared and signed by a California licensed Civil Engineer experienced in geotechnical engineering and by a California Certified Engineering Geologist, indicating that the geotechnical aspects of the grading were performed in substantial conformance with the Specifications or approved changes to the Specifications.

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7. *City of San Diego Seismic Safety Study, Geologic Hazards and Faults*, 1995 edition.

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County Cedar and Kettner Development Project

Appendix H

Limited Environmental Site Investigation

Prepared by Geocon Incorporated

March 22, 2004

GEOCON

CONSULTANTS, INC.

ENVIRONMENTAL
GEOTECHNICAL
MATERIALS

LIMITED ENVIRONMENTAL SITE INVESTIGATION

CEDAR/KETTNER
SAN DIEGO, CALIFORNIA

PREPARED FOR

THE COUNTY OF SAN DIEGO
DEPARTMENT OF GENERAL SERVICES
SAN DIEGO, CALIFORNIA

PREPARED BY

GEOCON CONSULTANTS, INC.
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Email: environmental@geoconinc.com

GEOCON PROJECT NO. 09360-06-01

MARCH 22, 2004

GEOCON
CONSULTANTS, INC.
ENVIRONMENTAL ■ GEOTECHNICAL ■ MATERIALS

Project No. 09360-06-01
March 22, 2004

OVERNIGHT DELIVERY

Mr. Jeff Redlitz
The County of San Diego
Department of General Services
5555 Overland Avenue, #2600
San Diego, California 92123

Subject: CEDAR/KETTNER PROJECT
SAN DIEGO, CALIFORNIA
LIMITED ENVIRONMENTAL SITE INVESTIGATION

Dear Mr. Redlitz:

In accordance with your request and on behalf of the County of San Diego (the Client), Geocon Consultants, Inc. (Geocon) is submitting this Site Investigation (SI) report for the subject site. This SI report describes the scope of work and outlines the procedures and methods employed by Geocon to complete the project. The accompanying report summarizes the drilling of 14 soil borings, observation of two trenches, and subsurface soil and groundwater sampling and analyses. Please call us if you have any questions.

Sincerely,

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LIMITED ENVIRONMENTAL SITE INVESTIGATION

1. INTRODUCTION

Geocon Consultants, Inc. (Geocon) performed a limited environmental site investigation (SI) at the Cedar/Kettner project (the Site) situated at the southwest corner of Kettner Boulevard and West Cedar Street in San Diego, California (Figure 1). The limited SI included collecting soil and groundwater samples and performing laboratory analyses.

In July 2003, Mr. Charles Saunders of The Renaissance retained Geocon to perform the limited SI. In August 2003, prior to the commencement of field activities, Geocon's contract was transferred to the County of San Diego, Department of General Services. The scope of work for the SI remained the same.

1.1 Site Description

The Site comprises several paved parking lots separated by chain-link fences and retaining walls. The Site is bounded by Cedar Street to the north, Kettner Boulevard to the east, Beech Street to the south, and a San Diego Trolley right-of-way to the west (Figure 2). The Star Building, a three-story office building, is situated on the southwest corner of the Site. A one-story office building is located to the east of the Star Building.

Geocon understands that a seven-story parking structure with three levels of subterranean parking is proposed for the Site. A three-story office including the existing Star Building will wrap around the parking structure along the south, west and north sides. Based on the proposed redevelopment plans, soil will be excavated to a depth of approximately 35 feet and transported offsite for treatment, recycling, or disposal. Construction dewatering will also be required during and after excavation.

1.2 Background

Based upon information provided by the Client, Hercules Oil Company occupied the Site between 1948 and 1973 and maintained three large aboveground fuel storage tanks (ASTs). Six underground storage tanks (USTs) and a waste oil sump were also identified at the Site in 1984. Limited subsurface investigations conducted between 1984 and 1994 indicated the presence of gasoline and diesel-range hydrocarbons in soil and groundwater at the Site. Preliminary estimates prepared by Construction Testing & Engineering Inc. (CTE) in 1993 indicated that approximately 11,000 cubic yards (cy) of soil would require remediation. Of this total, approximately 3,000 cy was inaccessible as it was situated beneath the Star Building. In January through March 1996, approximately 10,344 tons of soil containing petroleum hydrocarbon was excavated from the Site. The excavation extended to a depth of 28 feet, approximately 2 feet below the water table. Approximately 6,000 tons were transported offsite for recycling. Approximately 4,000 tons (2,500 cy) were stockpiled onsite by A.E. Schmidt

Environmental, treated with nutrients and moisture, and passively vented. The treated soil was subsequently reused as backfill.

In September 1999, the County of San Diego, Department of Environmental Health (DEH) indicated that "no further action related to the underground storage tank release is required." The Leaking Underground Fuel Storage Tank Program Case Closure Summary indicated approximately 1,156 gallons of free product and impacted groundwater was removed. However, the DEH summary also indicated that residual petroleum hydrocarbons remain in soil after excavation and treatment, and corrective actions should be reviewed if site use changed (from a parking lot), and soil excavated during future construction must be managed in accordance with applicable legal requirements.

A letter from the County of San Diego, Department of General Services indicated that during building renovation in 1996, a vapor barrier was placed between the ground and the foundation of the Star Building to minimize the entry of potentially toxic or hazardous vapor into the structure.

1.3 Purpose and Scope of Services

The purpose of the limited environmental site investigation was to assess the extent and concentration of hydrocarbons and potential presence of other constituents of concern in soil and groundwater beneath the Site. The proposed scope of services was intended to evaluate the approximate volume of soil that may be expected to be transported offsite to an appropriate receiving facility, evaluate the potential need for a vapor barrier to be incorporated into the future design of the proposed structures, and evaluate groundwater quality with respect to dewatering activities during construction.

2. PRE-FIELD ACTIVITIES AND FIELD ACTIVITIES

The field activities described in this report were performed in July 2003. In summary, the field activities included; conducting a subsurface utility survey, drilling 14 soil borings (GB1 through GB14), observing the excavation of two geotechnical trenches, collecting soil and groundwater samples, and disposing of wastes generated from the activities. Pre-field activities completed for this project are presented below.

2.1 Pre-Field Activities

- A Health and Safety Plan dated July 25, 2003 was prepared providing guidelines on the use of personal protective equipment (PPE) and presented health and safety procedures to be implemented during the field activities.

- Underground Service Alert (USA) was notified to contact local public utilities to attempt to delineate subsurface public utilities and conduits in proximity to the proposed borings.

- Advanced Technologies Laboratories (ATL), a California Department of Health Services (CDOHS)-certified stationary analytical laboratory, was retained to analyze the soil and groundwater samples collected during the field activities.

- Subsurface Alert, Inc. was retained to perform a utility detection/location survey to attempt to locate underground utilities and potential underground structures in proximity to the proposed borings locations.

- West Hazmat Drilling Corp., a C-57 licensed subcontractor, was retained to perform the drilling activities using a truck-mounted, hollow-stem auger-equipped drill rig.

- Geocon prepared and submitted a County of San Diego Well Permit Application for the proposed borings. A copy of the permit is attached as Appendix A.

2.2 Utility Survey

A survey was performed by Subsurface Alert, Inc. on July 21, 2003 to evaluate the potential presence of underground utilities and/or other buried structures at the proposed boring locations. The survey was conducted using a combination of electrical and metallic signal locators. Potential electrical and water services were detected along the northern perimeter of the existing building requiring the adjustment of boring locations. Anomalies suggestive of man-made objects, including subsurface utilities, were not detected at the remaining proposed drilling locations.

2.3 Soil Sampling

2.3.1 Soil Borings

On July 28 through July 31, 2003, Geocon directed the drilling of borings GB1 through GB14 using a truck-mounted CME85 hollow-stem auger drill rig. Ten vertical borings (GB1, GB2, and GB7-GB14) were drilled to depths ranging from 35 to 40 feet. Four borings (GB3-GB6) located adjacent to the existing buildings were drilled at an angle of approximately 30 degrees from vertical to characterize soils beneath the buildings to the extent practical. The angle borings were drilled 37.5 to 45 feet in length (approximately 32 to 39 feet in depth). The approximate locations of the borings are shown on Figure 2.

Soil samples were initially collected at a depth of 5 to 6 feet below ground surface and at 2.5 to 5-foot intervals thereafter, using a Standard Penetration Test (SPT) split-barrel sampler equipped with stainless-steel liners. Upon retrieval of the sampler, the liners were sealed with Teflon tape and plastic caps. All soil samples were labeled and placed in a chilled cooler until relinquished to the laboratory for analysis. Soil samples were identified by boring number and depth.

Portions of soil samples not retained for laboratory analysis were screened for the presence of volatile organic compounds (VOCs) using a portable photo-ionization detector (PID). Field screening was performed by exposing soil to the probe end of the PID. Detectable concentrations of VOCs indicated

by the PID were used to estimate the vertical extent of hydrocarbons in soil and subsequently the termination depths of the borings.

The sampling equipment was cleaned in a non-phosphate detergent solution followed by successive rinses in tap and deionized water between sampling events. After completion of soil sampling the borings were backfilled with a bentonite grout to a depth of approximately 2 feet below grade. The remaining borehole annulus was backfilled with concrete.

2.3.2 Trenches

Geocon Incorporated excavated two geotechnical trenches (T1 and T2) to a maximum depth of 14½ feet each. Geocon Consultants, Inc. observed trenching activities and collected and analyzed soil samples from selected locations. All soil samples were collected in laboratory-provided glass jars with Teflon lids, labeled, and placed in a chilled cooler until relinquished to the laboratory for analysis. Soil samples were identified by trench number, location along the trench, and depth. The approximate locations of the trenches are shown on Figure 2.

2.4 Groundwater Sampling

Upon completion of GB1, GB2, GB7, GB8, GB11, and GB14, the augers were removed and the borehole was allowed to remain open for observation and groundwater sampling. Open-hole groundwater samples were collected from GB1 (GCMW-1), GB2 (GCMW-2), GB11 (GCMW-3), and GB14 (GCMW-4) after sufficient groundwater had accumulated in each borehole.

2.5 Waste Disposition

Soil cuttings, drilling fluids, and decontamination water generated during the soil sampling activities were placed in labeled, 55-gallon steel drums pending soil sample analytical results. Upon completion of soil sample laboratory analyses, Soclaris Contracting disposed of 46 drums of soil and four drums of decontamination water at DK Environmental in Vernon, California. Copies of the disposal documents are provided in Appendix B.

3. ANALYTICAL METHODS

The soil samples were analyzed by the laboratory for the presence of total petroleum hydrocarbons as gasoline (TPHg) and diesel (TPHd) following United States Environmental Protection Agency (EPA) method 8015B. Upon completion of these analyses, the soil sample from each boring or trench location that exhibited the highest TPHg concentration was subsequently analyzed for the presence of volatile and organic compounds (VOCs) using EPA method 8260B. The soil sample with the highest TPHd concentration was analyzed for semivolatile organic compounds (SVOCs) using EPA method 8270C. In addition, selected soil samples from the trenches and the uppermost soil sample from each soil boring was analyzed for the presence of California Code of Regulations (CCR) Title 22 metals.

The groundwater samples from the borings GB1, GB2, GB11, and GB14 were analyzed for the presence of TPHg, TPHd, VOCs, and SVOCs. Groundwater samples from GB7, GB8, GB11, and GB14 were filtered by the laboratory and analyzed for the presence of dissolved CCR Title 22 metals.

4. SUMMARY OF FINDINGS

4.1 Geologic Conditions

According to a report entitled *Cedar/Kettner Parking/Residential Structure San Diego, California, Geotechnical Investigation And Geologic Fault Investigation* prepared by Geocon Inc. and dated October 14, 2003, the field investigation encountered four geologic units: fill, alluvium, Bay Point Formation, and San Diego Formation. The fills encountered consisted of loose to dense, dry to moist, silty and clayey sand with varying amounts of gravel and debris consisting of pieces of brick, glass and wood. Alluvium consisted of loose, damp to moist, silty sand. Pleistocene-age Bay Point Formation consisted of loose to dense silty and clayey sand that is partially cemented in places. Interbeds and lenses of rounded fine to coarse gravel and clay were also observed in the formation. The Tertiary San Diego Formation was encountered at depths of between approximately 23 and 36 feet and consisted of moist to saturated dense to very dense silty and clayey sand interbedded with stiff to hard clay, sandy clay, sandy silt, silt, and clay. Interbeds of gravel were also encountered in this formation.

Similar geologic conditions were encountered in borings GB1 to GB14 during the SI. Groundwater was encountered in all of the SI borings at depths of between approximately 33 to 40 feet below the existing ground surface. The lithology encountered in these borings is described on boring logs presented in Appendix C.

A thin-walled concrete cylinder was encountered during excavation of Trench T2. The approximately 8-foot diameter cylinder was filled with what appeared to be burn-ash material consisting of remnants of glass bottles, ceramic dishes, metal cans, ash, and soil. Lithologic features encountered in the trenches and soil sample locations collected from the trenches are shown on the trench logs (Figures 3 and 4).

4.2 Soil Analytical Results

Soil sample analytical results for TPHg, TPHd, VOCs, and SVOCs are summarized in Table I. Soil sample analytical results for CCR Title 22 metals are summarized in Table II. Copies of the soil sample laboratory reports prepared by ATL are included in Appendix D. Cross-sections are shown on Figure 5, TPHg and TPHd analytical results are shown on Soil Sample Analytical Results (Figure 6), and Cross-sections A-A' through F-F' (Figures 7A through 7F).

TPHg and TPHd

Soil samples throughout the southwest portion of the Site (borings GB1, GB2, GB3, GB4, GB5, GB7, GB8, and GB10 and trench T2) exhibited widely varying concentrations of TPHg and TPHd within the depth interval between 5 feet and 38 feet below ground surface. Soil samples exhibited TPHg concentrations ranging from below the laboratory detection limit to 4,500 mg/kg and TPHd concentrations ranging from below the laboratory detection limit to 41,000 mg/kg. For both TPHg and TPHd, the maximum detected concentrations were in sample GB1-31. Geocon calculated the statistical 90% upper confidence level (UCL) mean TPHg and TPHd concentrations from these borings and depth intervals to be 670 mg/kg and 6,300 mg/kg, respectively. A summary of the statistical data evaluation method is included in Appendix E.

Soil sample analytical results from the remainder of the Site (borings GB6, GB9, GB11, GB12, GB13, and GB14 and trench T1) generally exhibited isolated concentrations of TPHg and TPHd. The TPHg and TPHd results were not included in the 90% UCL calculations. Concentrations of TPHg and TPHd were not detected at or above the laboratory detection limits in the soil samples analyzed from GB6, GB11, GB12, or GB13. With the exception of a minor concentration of TPHg at a depth of 31 feet (29 mg/kg), concentrations of TPHg were not detected at or above the laboratory detection limit in the soil samples analyzed from GB14. Concentrations of TPHd were not detected at or above the laboratory detection limits in the soil samples analyzed from GB14. With the exception of the soil sample collected at a depth of 10.5 feet, concentrations of TPHg and TPHd were not detected at or above the laboratory detection limit in the soil samples analyzed from GB9. Sample GB9-10.5 exhibited concentrations of 140 mg/kg TPHg and 1,300 mg/kg TPHd. Soil samples from trench T1 exhibited TPHg concentrations ranging from below the laboratory detection limit to 160 mg/kg and TPHd concentrations ranging from 44 mg/kg to 9,600 mg/kg.

VOCs and SVOCs

The soil samples exhibiting the highest TPHg and TPHd concentrations from borings GB1, BG3, BG4, BG5, GB7, GB8, GB9, GB10, and GB14 were also analyzed for VOCs and SVOCs. Detected concentrations of 1,2,4-trimethylbenzene, 1,3,5-trimethylbenzene, 4-isopropyltoluene, benzene, ethylbenzene, isopropylbenzene, m,p-xylene, n-butylbenzene, n-propylbenzene, naphthalene, o-xylene, sec-butylbenzene, toluene, 2-methylnaphthalene, fluorene, and phenanthrene are summarized on Table I. Maximum reported concentrations are summarized as follows.

Constituent	Sample ID	Maximum Reported Concentration (µg/kg)
1,2,4 trimethylbenzene	GB1-31	89,000
1,3,5-trimethylbenzene	GB10-26	20,000
4-isopropyltoluene	GB1-31	12,000
Benzene	GB10-26	5,300
Ethylbenzene	GB1-31	24,000

Constituent	Sample ID	Maximum Reported Concentration (µg/kg)
Isopropylbenzene	GB1-31	13,000
M,p-xylene	GB10-26	66,000
N-butylbenzene	GB1-31	19,000
N-propylbenzene	GB1-31	20,000
Naphthalene	GB1-31	63,000
O-xylene	BG10-26	24,000
Sec-butylbenzene	GB1-31	11,000
Toluene	GB10-26	23,000
2-methylnaphthalene	GB1-31	180,000
Fluorene	GB10-26	15,000
Phenanthrene	GB10-26	19,000

Title 22 Metals

Lead was detected above the Total Threshold Limit Concentration (TTLC) in sample T2-1-5 (apparent burn ash material within the thin-walled concrete cylinder) and above 10 times the Soluble Threshold Limit Concentration (STLC) in three of four samples collected from trench locations. Mercury was also detected above 10 times the STLC in trench sample T2-1-5. None of the remaining CCR Title 22 metals were detected at or above their respective TTLC or 10 times their respective STLC in the four trench boring samples analyzed.

None of the CCR Title 22 metals were detected at or above their respective TTLC or 10 times their respective STLC in the 14 soil boring samples analyzed.

4.3 Groundwater Analytical Results

Non-aqueous phase liquids (free product) were not observed in the groundwater samples collected from the open boreholes. Groundwater sample analytical results for TPHg, TPHd, VOCs, and SVOCs are summarized on Table III and on Figure 8. Groundwater sample analytical results for CCR Title 22 metals are summarized on Table IV. Copies of the groundwater sample laboratory reports are included in Appendix F.

TPHg and TPHd

Concentrations of TPHg in groundwater ranged from below the laboratory detection limit (GB2 and GB11) to 4.5 mg/l (GB1). Concentrations of TPHd in groundwater ranged from below the laboratory detection limit (GB2 and GB11) to 120 mg/kg (GB1).

VOCs and SVOCs

Concentrations of 1,2,4-trimethylbenzene, 1,3,5-trimethylbenzene, 4-isopropyltoluene, benzene, ethylbenzene, isopropylbenzene, m,p-xylene, n-butylbenzene, n-propylbenzene, naphthalene, o-xylene,

sec-butylbenzene, and toluene were detected in the groundwater samples collected from GB1 and GB14. Benzene concentrations in GB1 and GB 14 were 230 and 50 µg/l, respectively. With the exception of naphthalene (7.0 µg/l in GB2) and PCE (7.4 µg/l in GB11), VOCs were not detected at or above the laboratory detection limits in the groundwater samples collected from GB2 or GB11.

Concentrations of 2-methylnaphthalene, fluorene, naphthalene, and phenanthrene were detected in the groundwater sample from GB1 at concentrations of 630, 33, 390, and 33 micrograms per liter (µg/l), respectively. SVOCs were not detected at or above the laboratory detection limits in the remaining groundwater samples analyzed.

Title 22 Metals

Concentrations of antimony, arsenic barium, chromium, cobalt, copper, lead, mercury, molybdenum, nickel, selenium, thallium, vanadium, and/or zinc were detected in groundwater samples from borings GB7, GB8, GB11, and/or GB14. Concentrations of remaining CCR Title 22 metals were not detected at or above the laboratory detection limits in these groundwater samples.

5. SOIL AND GROUNDWATER MANAGEMENT CONSIDERATIONS

5.1 Soil Disposal Criteria

Regulatory criteria to classify a waste as "California hazardous" for handling and disposal purposes are contained in the CCR Title 22 Division 4.5 Chapter 11 Article 3, §66261.24. Criteria to classify a waste as "Resource, Conservation, and Recovery Act (RCRA) hazardous" are contained in Chapter 40 of the *Code of Federal Regulations* (40 CFR), §261.

For waste soil containing metals, the waste is classified as "California hazardous" when: (1) the total metal content exceeds the TTLC; or (2) the soluble metal content exceeds the STLC based on a Waste Extraction Test (WET) analysis. When the total metal concentration is greater than ten times the STLC, regulatory agencies typically initiate the requirement for WET. It is the result from the WET that is compared to the STLC value. A waste soil is classified as "RCRA hazardous" when the soluble content of any constituent exceeds the Federal Regulatory Level based on the Toxicity Characteristic Leaching Procedure (TCLP). Analysis for soluble metal concentrations (WET and TCLP) were not performed because the small number of samples exhibiting concentrations exceeding ten times the TTLC are not likely representative of the entire waste.

The above regulatory criteria are based on toxicity. Wastes may also be classified as hazardous based on other criteria including source of the waste, ignitability, corrosivity, and reactivity. However, for the purposes of this investigation, toxicity is the only factor considered for waste classification. Waste that is classified as either "California hazardous" or "RCRA hazardous" requires management as a hazardous waste and disposal at an approved disposal facility.

California Regional Water Quality Control Board (RWQCB) Adopted Order No. 93-86 establishes Waste Discharge Requirements (WDRs) for Class III Municipal Solid Waste (MSW) landfills. The discharge of hazardous waste, as defined above, is prohibited. The WDRs provide maximum allowable concentrations of petroleum hydrocarbons as TPHg and TPHd.

According to §25157.8 of the Health and Safety Code (HSC), after January 1, 1999, no person shall dispose of waste that contains total lead in excess of 350 mg/kg to land other than a Class I hazardous waste disposal facility.

The following waste limits would apply to soil generated from the Site:

Constituent	TTLC (mg/kg)	STLC (mg/l)	TCLP (mg/l)	WDR(1) (mg/kg)	WDR(2) (mg/kg)
Benzene	NA	NA	0.5	Non-Haz	Non-Haz
TPHg	NA	NA	NA	1,000	5,000
TPHd	NA	NA	NA	3,000	15,000
Lead	1,000 (3)/350	5.0	5.0	Non-Haz	Non-Haz
Mercury	20	0.2	0.2	Non-Haz	Non-Haz

Notes:

1. Without additional characterization as described in Note 2.
2. With additional characterization for reactivity, corrosivity, ignitability (RCI), and 96 hour acute bioassay.
3. The 1,000 mg/kg TTLC limit is superceded by the HSC limit of 350 mg/kg.

NA Criteria not established.

Non-Haz Waste must not exceed TTLC, STLC, or TCLP concentrations.

5.2 Estimated Volume of Soil Containing TPHg and TPHd

Geocon estimated the area underlain by soil containing TPHg and TPHd by constructing cross sections at 30 feet intervals along the east-west axis of the Site. The 30-feet interval was selected because it also corresponds to the approximate lateral spacing of the soil borings, that is, a smaller spacing would require interpolation of data and yield similar results. Soil containing TPHg and TPHd were assumed to extend approximately half-way between the depth of the deepest concentration exceeding 100 mg/kg total (TPHg + TPHd) and the underlying sample that did not exhibit concentrations of TPHg and/or TPHd above 100 mg/kg. For the purpose of this report, volume estimates were limited to the paved parking lot portions of the Site and a depth of 35 feet. The sum of adjacent cross sectional areas was averaged and then multiplied by the 30 feet spacing to estimate a volume for each interval. For example:

Cross sectional area AA' (Figure 7A)	= 4,220 ft^2
Cross-Sectional area BB' (Figure 7B)	= 5,200 ft^2
Average (AA' + BB')/2	= 4,710 ft^2
Times 30 feet spacing	= 141,300 ft^3 or 5,233 yd^3

Geocon calculated the volume of soil containing TPHg and TPHd that has the potential to be excavated during construction at the Site. Based upon these calculations, Geocon estimates that approximately 17,367 cy (in-place) of soil containing TPHg and/or TPHd at or above 100 mg/kg are present at the Site. Cross sectional areas and estimated volumes of soil containing TPHg and TPHd are summarized in Table V.

5.3 Estimated Volume of Soil Containing CCR Title 22 Metals

Geocon estimates that approximately 16 cy (in-place) of debris and burn ash material containing elevated concentrations of lead and/or mercury are present within an apparent pocket of fill observed in trench T1 and the thin-walled concrete cylinder observed in trench T2.

5.4 Groundwater Discharge Criteria

The discharge of groundwater to stormdrains that drain to San Diego Bay is regulated by the California Regional Water Quality Control Board under Order 2000-90. Permits are valid for six months and may be extended another six months to a one year maximum. If discharge will continue past one year, the permittee must obtain an NPDES permit (National Pollutant Discharge Elimination System) to discharge to the stormdrain. Order 2000-90 also establishes maximum instantaneous effluent limits for petroleum hydrocarbons and VOCs detected in groundwater at the Site are as follows.

Constituent	Instantaneous Maximum
Total Petroleum Hydrocarbons	0.5 mg/l
Benzene	5.0 µg/l
Ethylbenzene	5.0 µg/l
Toluene	5.0 µg/l
Xylenes	5.0 µg/l

The discharge of groundwater to the sanitary sewer system is regulated by the City of San Diego Metropolitan Wastewater Division, Industrial User Discharge Program (MIWP). An industrial user permit is valid for up to 5 years. MIWP effluent limits for petroleum hydrocarbons and VOCs detected in groundwater at the Site are as follows.

Constituent	Instantaneous Maximum
Oil and grease	500 mg/l
Benzene	500 µg/l

It should be noted that additional constituent limitations may apply to both storm water and industrial wastewater discharges including pH, settleable and suspended solids, cyanide, CCR Title 22 metals, coliform, and other organic constituents not included in the above tables.

6. CONCLUSIONS

Approximately 17,367 cubic yards of soil exhibiting concentrations of TPHg and/or TPHd above 100 mg/kg are present (primarily within the southwest portion) at the Site. Soil containing TPHg and/or TPHd is present at depths ranging from 5 feet to 42 feet below ground surface. The calculated 90% UCL TPHg and TPHd concentrations in the southwest portion of the Site are 670 mg/kg and 6,300 mg/kg, respectively. Based upon these calculated UCLs and results of VOC, SVOC, and CCR Title 22 metals laboratory analyses, these soils would likely be characterized as a non-hazardous waste with respect to toxicity; however, additional analysis for reactivity, corrosivity, ignitability and bioassay would likely be required for Class III landfill disposal.

Approximately 16 cubic yards of soil exhibiting concentrations of lead and/or mercury are present within an apparent pocket of debris and burn ash fill and a thin-walled concrete cylinder. Soil sample laboratory analytical results indicate that this debris would likely be characterized as a California hazardous waste with respect to lead and mercury content. As such, disposal of this debris and soil would be prohibited at a Class III facility.

Soil sample analytical results from angle borings GB3, GB4, and GB5 indicate that soils beneath the existing structures in the southern portion of the Site exhibit concentrations of TPHg and/or TPHd above laboratory detection limits to the lateral extent assessed. Additional environmental assessment would be required to assess the extent of soil containing hydrocarbons beneath the one-story office structure and the need for potential mitigation of human health risk in proposed structures.

Based upon concentrations of VOCs detected in groundwater at the Site, discharge of untreated groundwater to San Diego Bay through the storm drain would be prohibited. Concentrations of VOCs, SVOCs, and CCR Title 22 metals in groundwater would likely not exceed City of San Diego MIWP limits; however, the discharge would require a permit.

7. RECOMMENDATIONS

Geocon provides the following recommendations to address soil and groundwater issues at the Site:

- During future excavation of soils for redevelopment, the approximately 17,367 cubic yards of soil exhibiting concentrations of TPHg and/or TPHd above 100 mg/kg will require special handling and stockpiling for offsite disposal. Geocon recommends ex-situ analyses for reactivity, corrosivity, ignitability and bioassay if Class III landfill disposal is desired.

- The approximately 16 cubic yards of soil exhibiting concentrations of lead and/or mercury would likely be characterized as a California hazardous waste. Ex-situ soluble metal analysis should be performed prior to offsite disposal of apparent burn ash material.

- Perform a human health risk assessment for proposed structures with respect to soil containing TPHg and TPHd found beneath the Star Building.

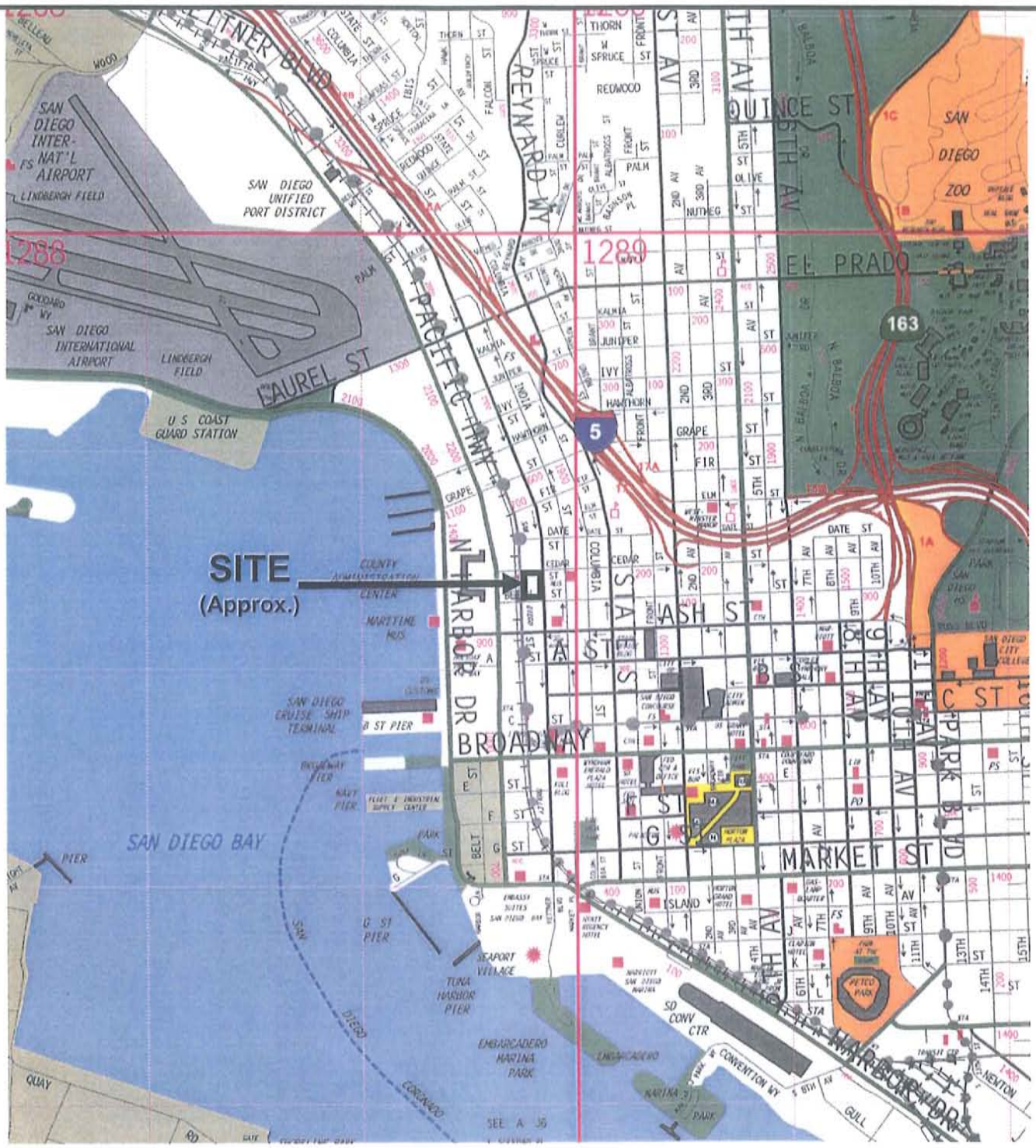
- Prior to initiating dewatering, obtain a MIWP permit for the discharge of water generated during future construction/dewatering activities.

8. REPORT LIMITATIONS

This report has been prepared exclusively for the County of San Diego. The conclusions and recommendations presented herein are based on a limited number of samples collected from in-place soil and from locations according to the County of San Diego prescribed protocol. The information presented is relevant to the dates of the study and should not be relied upon to represent conditions at later dates. The opinions expressed herein are based on our experience with similar studies and information obtained during our effort. If additional information becomes available, we request the opportunity to review the information and modify our opinions, if necessary.

The County of San Diego should recognize that this report is not a comprehensive site characterization and should not be construed as such. The appropriate regulatory agency may require additional investigations. The findings and conclusions as presented in this report are predicated on the results of the limited soil sampling and laboratory analyses performed. In addition, the information obtained is not intended to address potential impacts related to sources other than those specified herein. Therefore, the report should only be deemed conclusive with respect to the information obtained.

The conclusions and recommendations herein are based solely on the information Geocon obtained in compiling the report. Geocon makes no warranty as to the accuracy of statements made by others which may be contained in the report, nor are any other warranties or guarantees, express or implied, included or intended by the report except that it has been prepared in accordance with the current generally accepted practices and standards consistent with the level of care and skill exercised under similar circumstances by environmental sciences consultants practicing in this or similar localities performing the same or similar services. Geocon is not responsible for the conclusions, opinions, or recommendations made by others based on this information. None of the work performed hereunder shall constitute or be represented as a legal opinion of any kind or nature, but shall be a representation of findings of fact from the limited soil sampling and laboratory analyses performed.



SOURCE: 2004 THOMAS BROS. MAP DIGITAL EDITION
SAN DIEGO COUNTY, CALIFORNIA

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N
No Scale

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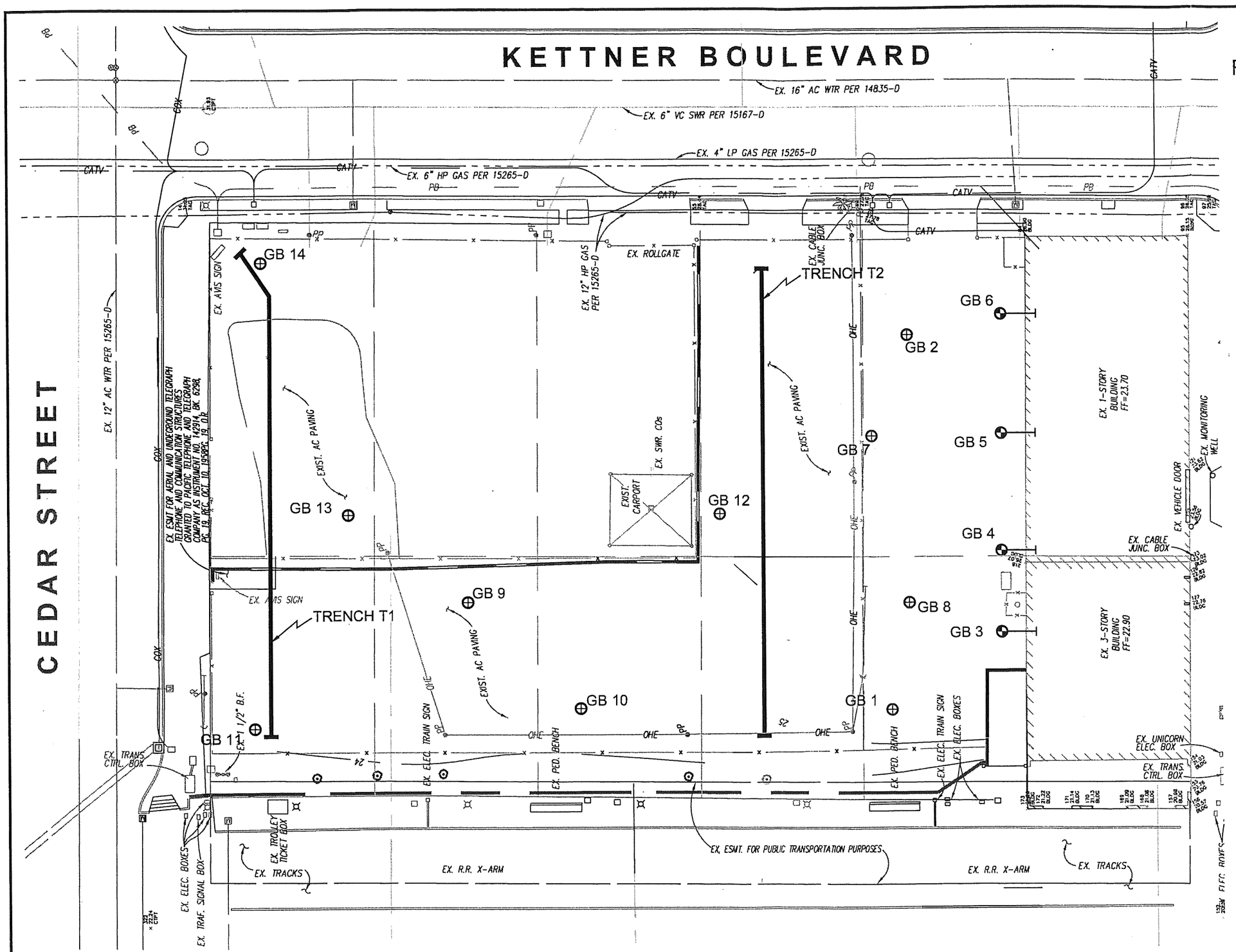
RCO:sc

VICINITY MAP

CEDAR/KETTNER PROJECT
SAN DIEGO, CALIFORNIA

DATE: 3-22-2004	PROJECT NO. 09360-06-01	FIG. 1

CEDAR/KETTNER
PARKING/RESIDENTIAL STRUCTURE
SAN DIEGO, CALIFORNIA



N

SCALE : 1" = 30'

GEOCON LEGEND

GB 1 ⊕ .....APPROX. LOCATION OF VERTICAL SOIL BORING

GB 3 ⊕ .....APPROX. LOCATION OF 30° ANGLE SOIL BORING

.....APPROX. LOCATION OF GEOTECHNICAL TRENCH (Excavated by GEOCON INCORPORATED)

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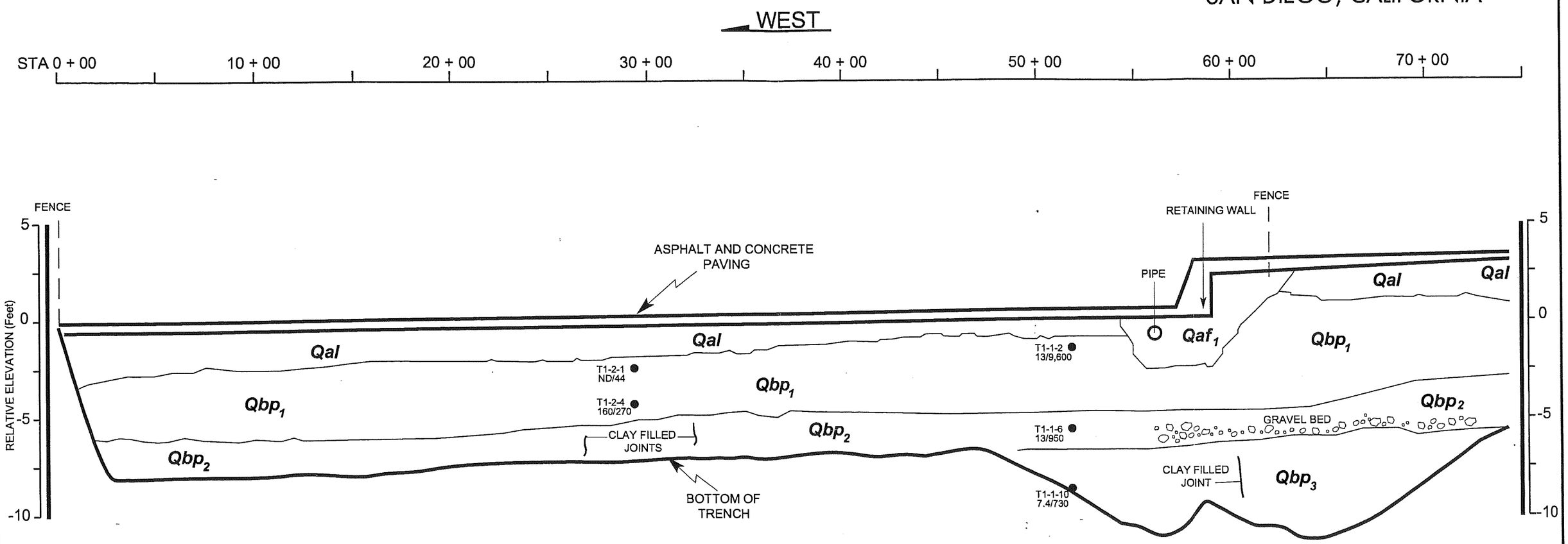
PROJECT NO. 09360 - 06 - 01

FIGURE 2

SITE PLAN

DATE 03-22-2004

CEDAR/KETTNER
PARKING/RESIDENTIAL STRUCTURE
SAN DIEGO, CALIFORNIA



Qaf .....FILL

Qaf$_1$.....Loose, damp, dark, yellowish - brown, Silty, fine to coarse SAND(SM), with gravel scattered debris, including brick, glass and wood

Qaf$_2$.....Loose, to medium dense, damp, olive - gray, Clayey SAND(SC), scattered debris

Qaf$_3$.....Debris, bottles, ash, wood, wire, ceramics enclosed in a cylindrical structure lined with 1" thick concrete walls

Qaf$_4$.....Dense, dry, pale yellowish - brown, Silty SAND(SM) with gravel

Qaf$_5$.....Medium dense, moist, greenish -gray to olive - gray, Silty SAND(SM), strong organic odor

Qal .....ALLUVIUM

Qal .....Loose, damp to moist, olive - gray, Silty SAND(SM)

Qbp.....BAY POINT FORMATION

Qbp$_1$.....Loose, damp to moist, moderate brown to moderate yellowish - brown, Silty SAND(SM), becomes medium dense below aproximately 2 to 3 feet

Qbp$_2$.....Medium dense, moist, mottled moderate brown, light brown, moderate and pale yellowish - brown, and light olive - gray, Clayey SAND(SC); in Trench 2, 2 approximately horizontal, parallel, non continuous, lenticular clay beds were observed. These interbeds are between 1 and 6 inches thick. In Trench 1 a discontinuous, lenticular gravel interbed was observed.

Qbp$_3$.....Dense, damp, mottled yellows and browns, Silty SAND(SM), partially cemented

GEOCON LEGEND

T1-2-4
360/3,900 ● .....APPROX. LOCATION OF SOIL SAMPLE WITH TPHg AND TPHd CONCENTRATION IN MILLIGRAMS PER KILOGRAM (mg/kg)

ND .....NOT DETECTED AT OR ABOVE LABORATORY DETECTION LIMITS

TPHg .....TOTAL PETROLEUM HYDROCARBONS AS GASOLINE

TPHd .....TOTAL PETROLEUM HYDROCARBONS AS DIESEL

FIGURE ADAPTED FROM *GEOTECHNICAL INVESTIGATION AND GEOLOGIC FAULT INVESTIGATION, CEDER/KETTNER PARKING/RESIDENTIAL STRUCTURE, SAN DIEGO, CALIFORNIA,* DATED OCTOBER 14, 2003, PREPARED BY GEOCON INCORPORATED

GEOLOGIC UNITS ARE REPORTED AS DOCUMENTED IN REFERENCED REPORT.

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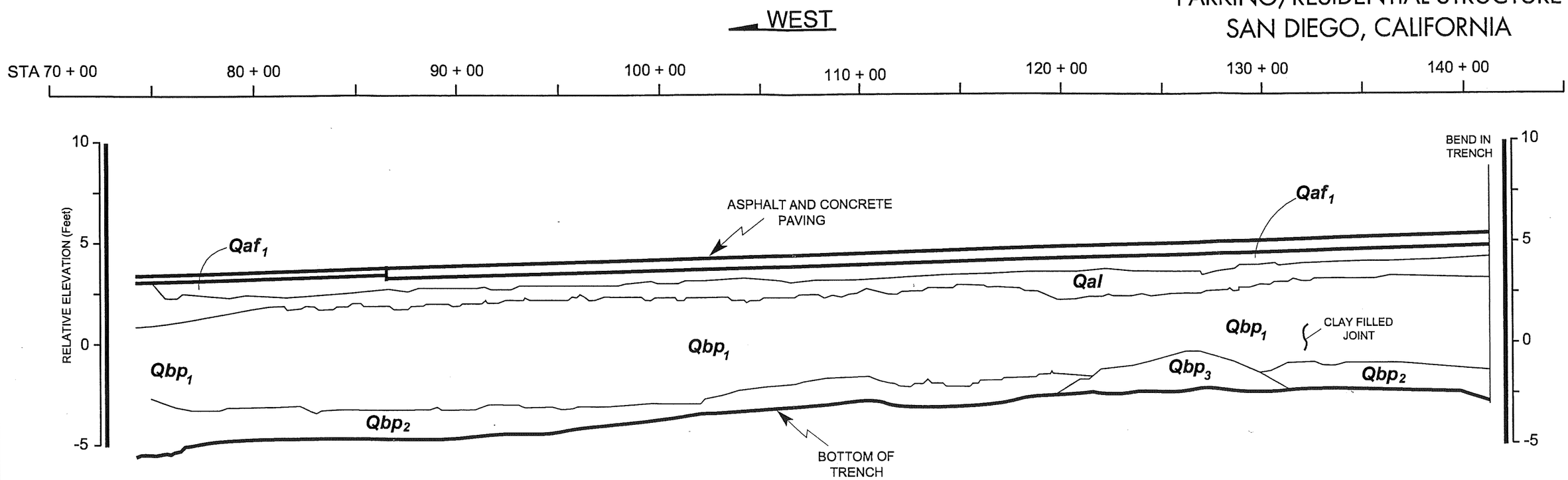
PROJECT NO. 09360 - 06 - 01
FIGURE 3 Plate 1
DATE 03-22-2004

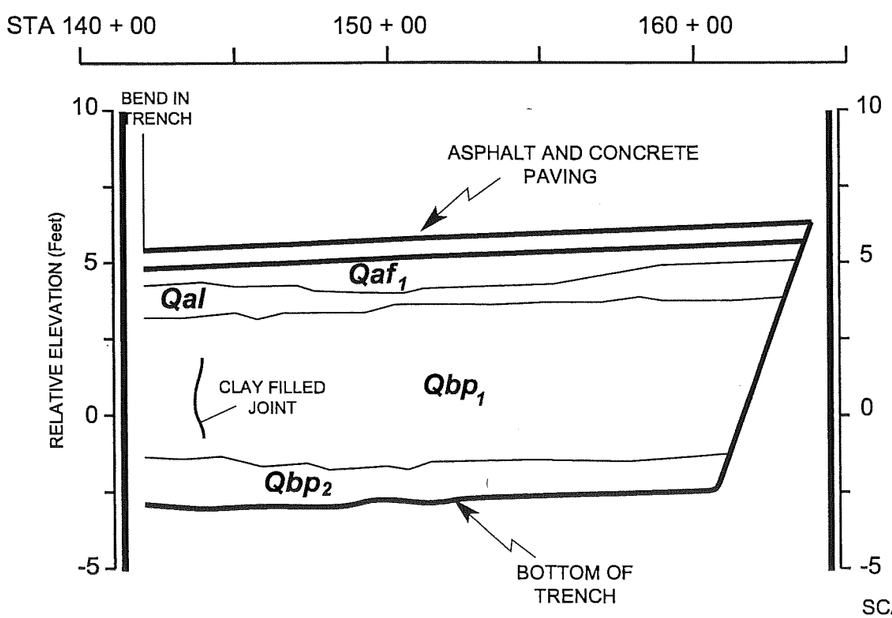
SCALE 1" = 5' (VERT. = HORIZ.)

LOG OF GEOTECHNICAL TRENCH 1

C:/Documents and Settings/Drafting 4/Micaela/Drawings/06851-22-02(Cedar-Kettner)/Fault Trenches

CEDAR/KETTNER PARKING/RESIDENTIAL STRUCTURE SAN DIEGO, CALIFORNIA





Qaf .....FILL

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Qaf$_5$.....Medium dense, moist, greenish -gray to olive - gray, Silty SAND(SM), strong organic odor

Qal .....ALLUVIUM

Qal .....Loose, damp to moist, olive - gray, Silty SAND(SM)

Qbp.....BAY POINT FORMATION

Qbp$_1$.....Loose, damp to moist, moderate brown to moderate yellowish - brown, Silty SAND(SM), becomes medium dense below aproximately 2 to 3 feet

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Qbp$_3$.....Dense, damp, mottled yellows and browns, Silty SAND(SM), partially cemented

FIGURE ADAPTED FROM *GEOTECHNICAL INVESTIGATION AND GEOLOGIC FAULT INVESTIGATION, CEDER/KETTNER PARKING/RESIDENTIAL STRUCTURE, SAN DIEGO, CALIFORNIA,* DATED OCTOBER 14, 2003, PREPARED BY GEOCON INCORPORATED

GEOLOGIC UNITS ARE REPORTED AS DOCUMENTED IN REFERENCED REPORT.

SCALE 1" = 5' (VERT. = HORIZ.)

LOG OF GEOTECHNICAL TRENCH 1

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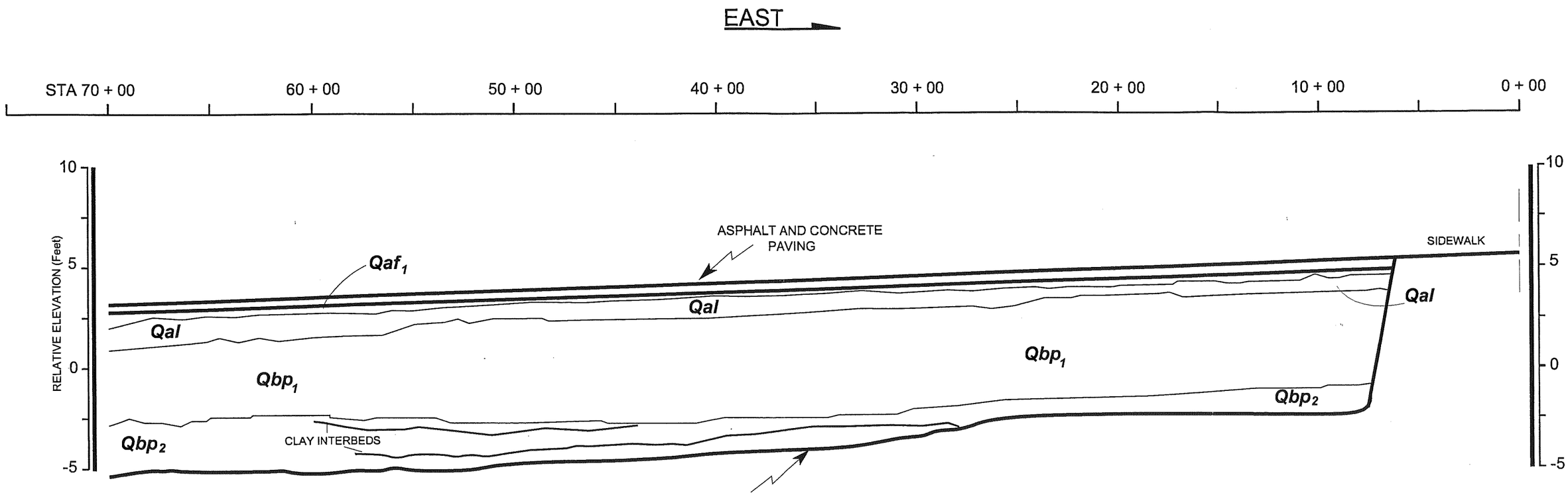
PROJECT NO. 09360 - 06 - 01
FIGURE 3 Plate 2
DATE 03-22-2004

CEDAR/KETTNER
PARKING/RESIDENTIAL STRUCTURE
SAN DIEGO, CALIFORNIA



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Qal .....Loose, damp to moist, olive - gray, Silty SAND(SM)

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GEOCON LEGEND

T2-5-5
360/3,900 ● .....APPROX. LOCATION OF SOIL SAMPLE WITH TPHg AND TPHd CONCENTRATION IN MILLIGRAMS PER KILOGRAM (mg/kg)

ND .....NOT DETECTED AT OR ABOVE LABORATORY DETECTION LIMITS

TPHg .....TOTAL PETROLEUM HYDROCARBONS AS GASOLINE

TPHd .....TOTAL PETROLEUM HYDROCARBONS AS DIESEL

FIGURE ADAPTED FROM *GEOTECHNICAL INVESTIGATION AND GEOLOGIC FAULT INVESTIGATION, CEDER/KETTNER PARKING/RESIDENTIAL STRUCTURE, SAN DIEGO, CALIFORNIA*, DATED OCTOBER 14, 2003, PREPARED BY GEOCON INCORPORATED

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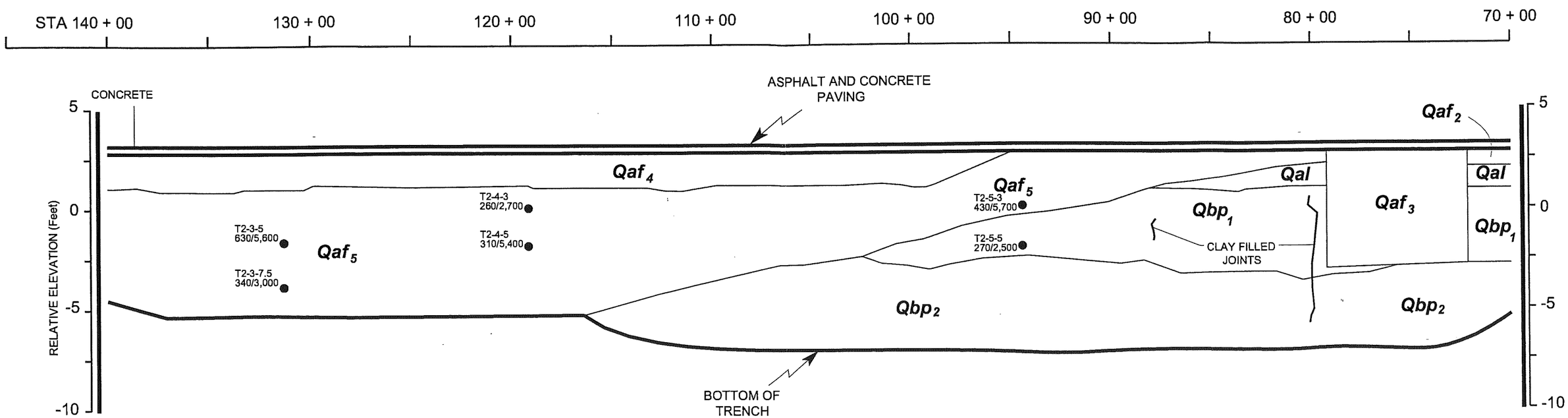
PROJECT NO. 09360 - 06 - 01
FIGURE 4 Plate 1
DATE 03-22-2004

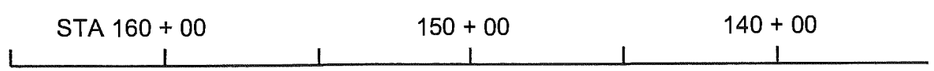
SCALE 1" = 5' (VERT. = HORIZ.)

LOG OF GEOTECHNICAL TRENCH 2

C:/Documents and Settings/Drafting 4/Micaela/Drawings/06851-22-02(Cedar/Kettner)/Fault Trenches

CEDAR/KETTNER
PARKING/RESIDENTIAL STRUCTURE
SAN DIEGO, CALIFORNIA





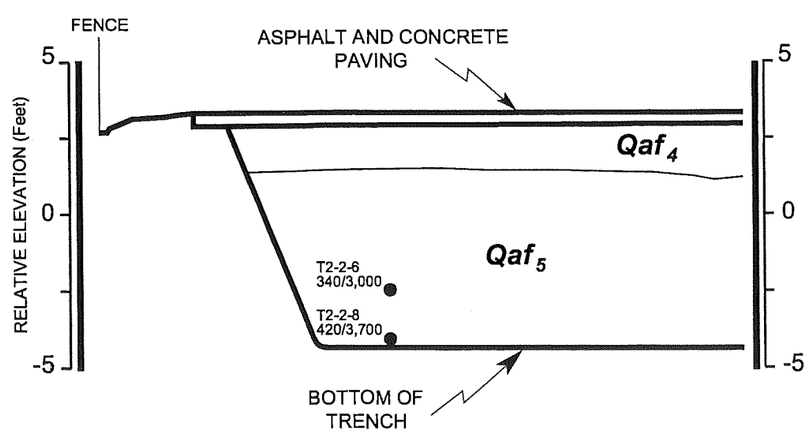


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FIGURE ADAPTED FROM *GEOTECHNICAL INVESTIGATION AND GEOLOGIC FAULT INVESTIGATION, CEDER/KETTNER PARKING/RESIDENTIAL STRUCTURE, SAN DIEGO, CALIFORNIA*, DATED OCTOBER 14, 2003, PREPARED BY GEOCON INCORPORATED

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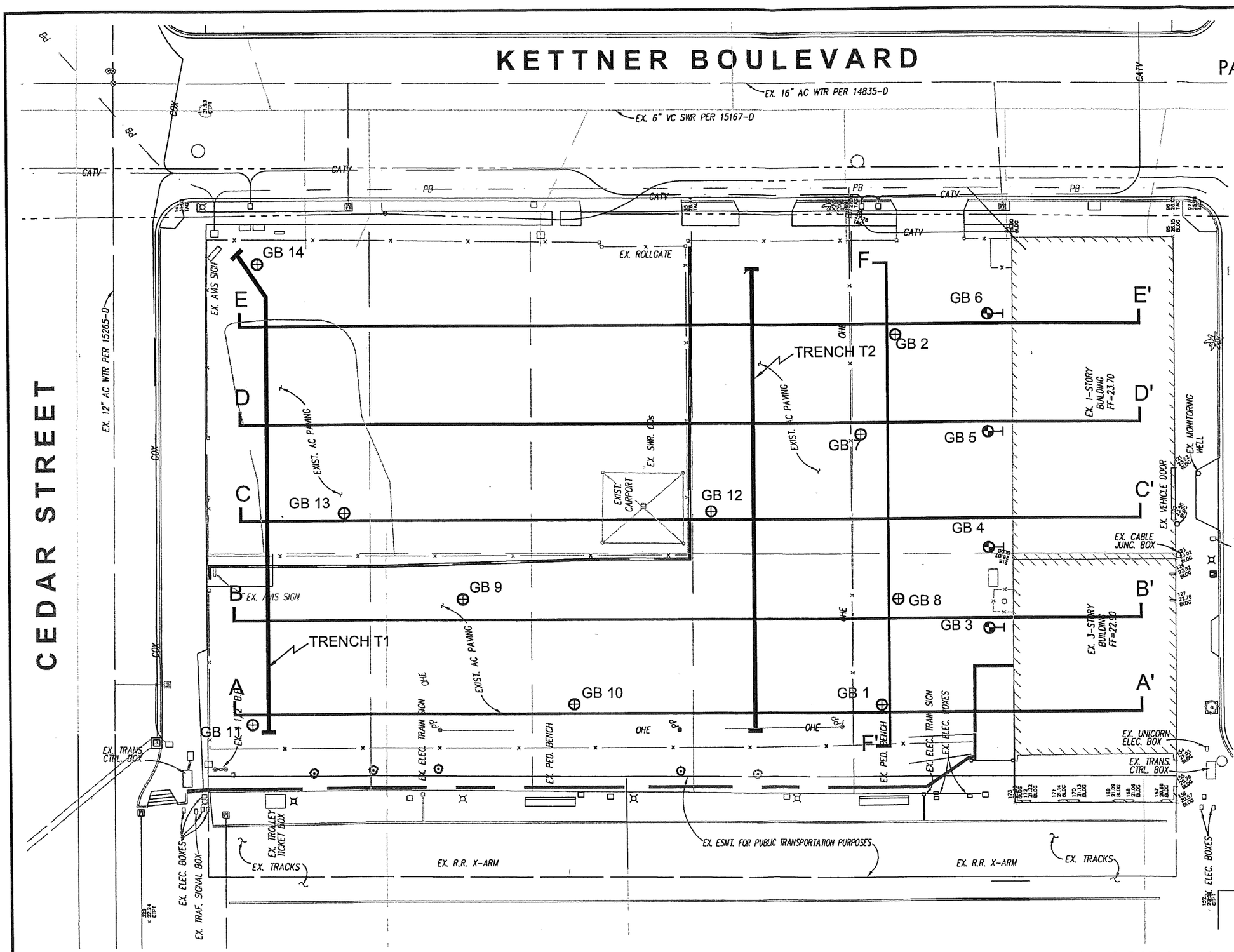
PROJECT NO. 09360 - 06 - 01
FIGURE 4 Plate 2
DATE 03-22-2004

SCALE 1" = 5' (VERT. = HORIZ.)

LOG OF GEOTECHNICAL TRENCH 2

C:/Documents and Settings/Drafting 4/Micaela/Drawings/06851-22-02(Cedar/Kettner)/Fault Trenches

CEDAR/KETTNER
PARKING/RESIDENTIAL STRUCTURE
SAN DIEGO, CALIFORNIA



N

SCALE : 1" = 30'

GEOCON LEGEND

GB 1 ⊕ .....APPROX. LOCATION OF VERTICAL SOIL BORING

GB 3 ⊕ .....APPROX. LOCATION OF 30° ANGLE SOIL BORING

▬ .....APPROX. LOCATION OF GEOTECHNICAL TRENCH (Excavated by GEOCON INCORPORATED)

A A' .....APPROX. LOCATION OF CROSS - SECTION

CROSS SECTION LOCATION MAP

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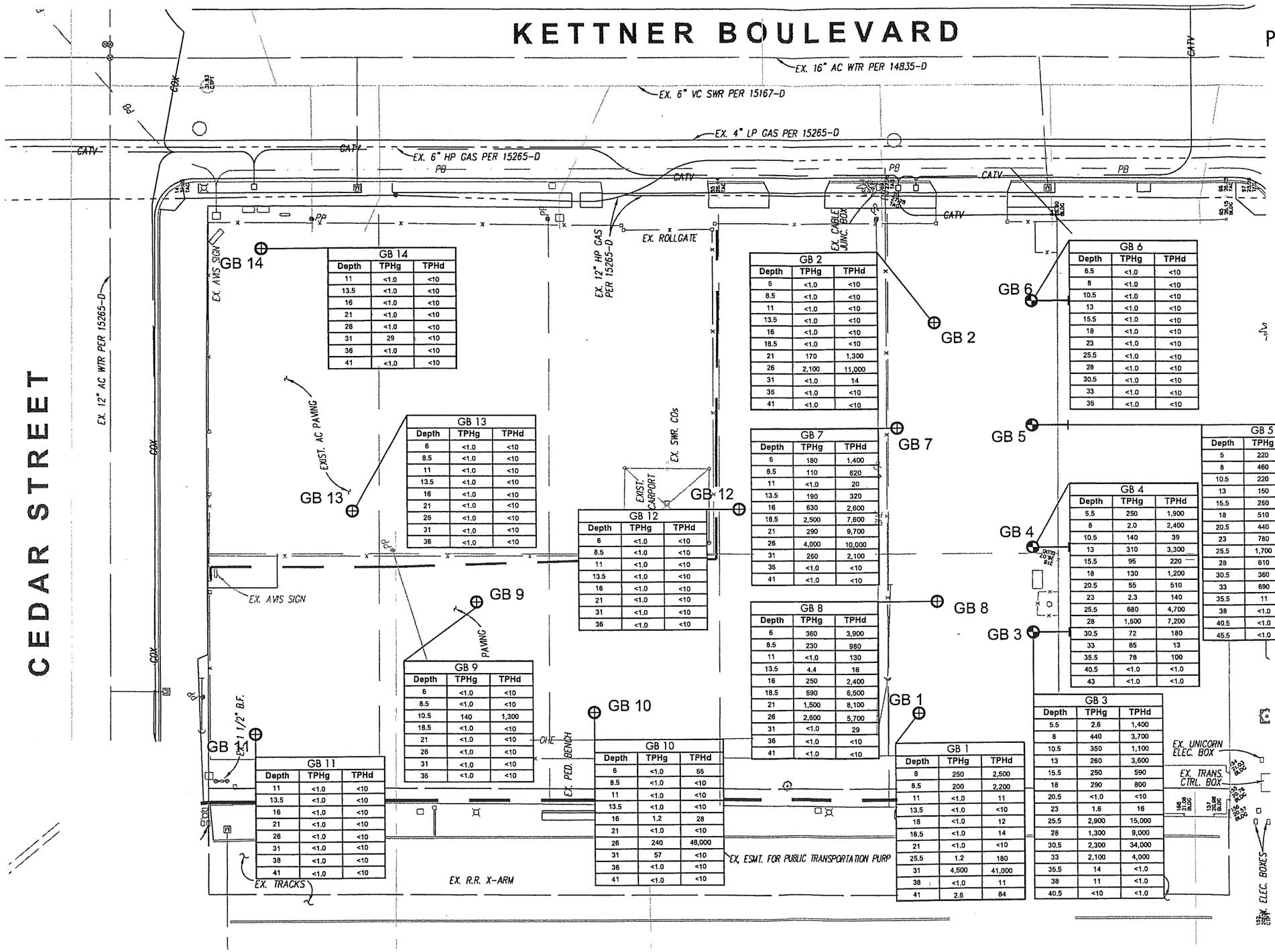
PROJECT NO. 09360 - 06 - 01
FIGURE 5
DATE 03-22-2004

CEDAR/KETTNER PARKING/RESIDENTIAL STRUCTURE SAN DIEGO, CALIFORNIA



SCALE : 1" = 30'

GB 14		
Depth	TPHg	TPHd
11	<1.0	<10
13.5	<1.0	<10
16	<1.0	<10
21	<1.0	<10
26	<1.0	<10
31	29	<10
36	<1.0	<10
41	<1.0	<10

GB 13		
Depth	TPHg	TPHd
6	<1.0	<10
8.5	<1.0	<10
11	<1.0	<10
13.5	<1.0	<10
16	<1.0	<10
21	<1.0	<10
26	<1.0	<10
31	<1.0	<10
36	<1.0	<10

GB 12		
Depth	TPHg	TPHd
6	<1.0	<10
8.5	<1.0	<10
11	<1.0	<10
13.5	<1.0	<10
16	<1.0	<10
21	<1.0	<10
31	<1.0	<10
36	<1.0	<10

GB 9		
Depth	TPHg	TPHd
6	<1.0	<10
8.5	<1.0	<10
10.5	140	1,300
18.5	<1.0	<10
21	<1.0	<10
26	<1.0	<10
31	<1.0	<10
36	<1.0	<10

GB 11		
Depth	TPHg	TPHd
11	<1.0	<10
13.5	<1.0	<10
16	<1.0	<10
21	<1.0	<10
26	<1.0	<10
31	<1.0	<10
36	<1.0	<10
41	<1.0	<10

GB 10		
Depth	TPHg	TPHd
6	<1.0	55
8.5	<1.0	<10
11	<1.0	<10
13.5	<1.0	<10
16	1.2	28
21	<1.0	<10
26	240	48,000
31	57	<10
36	<1.0	<10
41	<1.0	<10

GB 2		
Depth	TPHg	TPHd
6	<1.0	<10
8.5	<1.0	<10
11	<1.0	<10
13.5	<1.0	<10
16	<1.0	<10
18.5	<1.0	<10
21	170	1,300
26	2,100	11,000
31	<1.0	14
36	<1.0	<10
41	<1.0	<10

GB 7		
Depth	TPHg	TPHd
6	180	1,400
8.5	110	620
11	<1.0	20
13.5	190	320
16	630	2,600
18.5	2,500	7,600
21	290	9,700
26	4,000	10,000
31	260	2,100
36	<1.0	<10
41	<1.0	<10

GB 8		
Depth	TPHg	TPHd
6	360	3,900
8.5	230	980
11	<1.0	130
13.5	4.4	18
16	250	2,400
18.5	590	6,500
21	1,500	8,100
26	2,600	5,700
31	<1.0	29
36	<1.0	<10
41	<1.0	<10

GB 1		
Depth	TPHg	TPHd
8	250	2,500
8.5	200	2,200
11	<1.0	11
13.5	<1.0	<10
18	<1.0	12
18.5	<1.0	14
21	<1.0	<10
25.5	1.2	180
31	4,500	41,000
38	<1.0	11
41	2.6	84

GB 3		
Depth	TPHg	TPHd
5.5	2.6	1,400
8	440	3,700
10.5	350	1,100
13	260	3,600
15.5	250	590
18	290	800
20.5	<1.0	<10
23	1.6	16
25.5	2,900	15,000
28	1,300	9,000
30.5	2,300	34,000
33	2,100	4,000
35.5	14	<1.0
38	11	<1.0
40.5	<10	<1.0

GB 4		
Depth	TPHg	TPHd
5.5	250	1,900
8	2.0	2,400
10.5	140	39
13	310	3,300
15.5	95	220
18	130	1,200
20.5	55	510
23	2.3	140
25.5	680	4,700
28	1,600	7,200
30.5	72	180
33	85	13
35.5	78	100
40.5	<1.0	<1.0
43	<1.0	<1.0

GB 5		
Depth	TPHg	TPHd
5	220	12,000
8	460	8,000
10.5	220	3,800
13	150	900
15.5	250	960
18	510	760
20.5	440	24,000
23	780	14,000
25.5	1,700	16,000
28	610	6,500
30.5	360	3,100
33	690	21,000
35.5	11	170
38	<1.0	<10
40.5	<1.0	<10
45.5	<1.0	<10

GB 6		
Depth	TPHg	TPHd
6.5	<1.0	<10
8	<1.0	<10
10.5	<1.0	<10
13	<1.0	<10
15.5	<1.0	<10
18	<1.0	<10
23	<1.0	<10
25.5	<1.0	<10
28	<1.0	<10
30.5	<1.0	<10
33	<1.0	<10
35	<1.0	<10

GEOCON LEGEND

GB 1 ⊕ .....APPROX. LOCATION OF VERTICAL SOIL BORING

GB 3 ⊕ .....APPROX. LOCATION OF 30° ANGLE SOIL BORING

<1.0 .....NOT DETECTED AT OR ABOVE LABORATORY DETECTION LIMITS

TPHg .....TOTAL PETROLEUM HYDROCARBONS AS GASOLINE IN MILLIGRAMS PER LITER (mg/l)

TPHd .....TOTAL PETROLEUM HYDROCARBONS AS DIESEL IN MILLIGRAMS PER LITER (mg/l)

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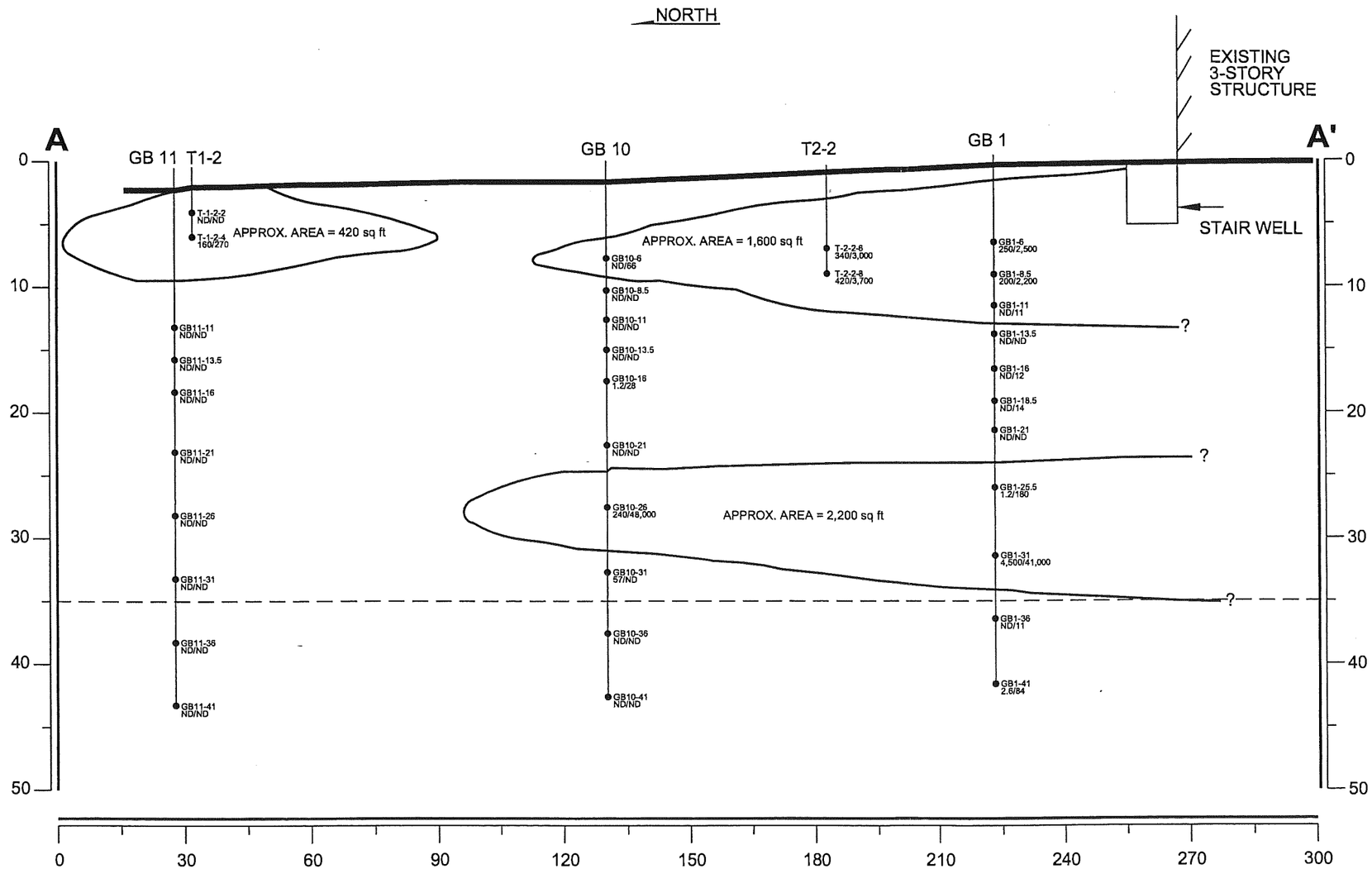
PROJECT NO. 09360 - 06 - 01
FIGURE 6
DATE 03-22-2004

SOIL SAMPLE ANALYTICAL RESULTS - TPHg AND TPHd

CEDAR/KETTNER
PARKING/RESIDENTIAL STRUCTURE
SAN DIEGO, CALIFORNIA



HORIZONTAL SCALE 1" = 30'
VERTICAL SCALE 1" = 10'

GEOCON LEGEND

GB8-6 350/3,900 ● .....APPROX. LOCATION OF SOIL SAMPLE WITH TPHg AND TPHd CONCENTRATION IN MILLIGRAMS PER KILOGRAM (mg/kg)

ND .....NOT DETECTED AT OR ABOVE LABORATORY DETECTION LIMITS

TPHg .....TOTAL PETROLEUM HYDROCARBONS AS GASOLINE

TPHd .....TOTAL PETROLEUM HYDROCARBONS AS DIESEL

? ? .....APPROX. AREA WITH SOIL CONTAINING TPHg AND/OR TPHd ABOVE 100 MILLIGRAMS PER KILOGRAM

- - - - .....APPROX. DEPTH OF PROPOSED EXCAVATION

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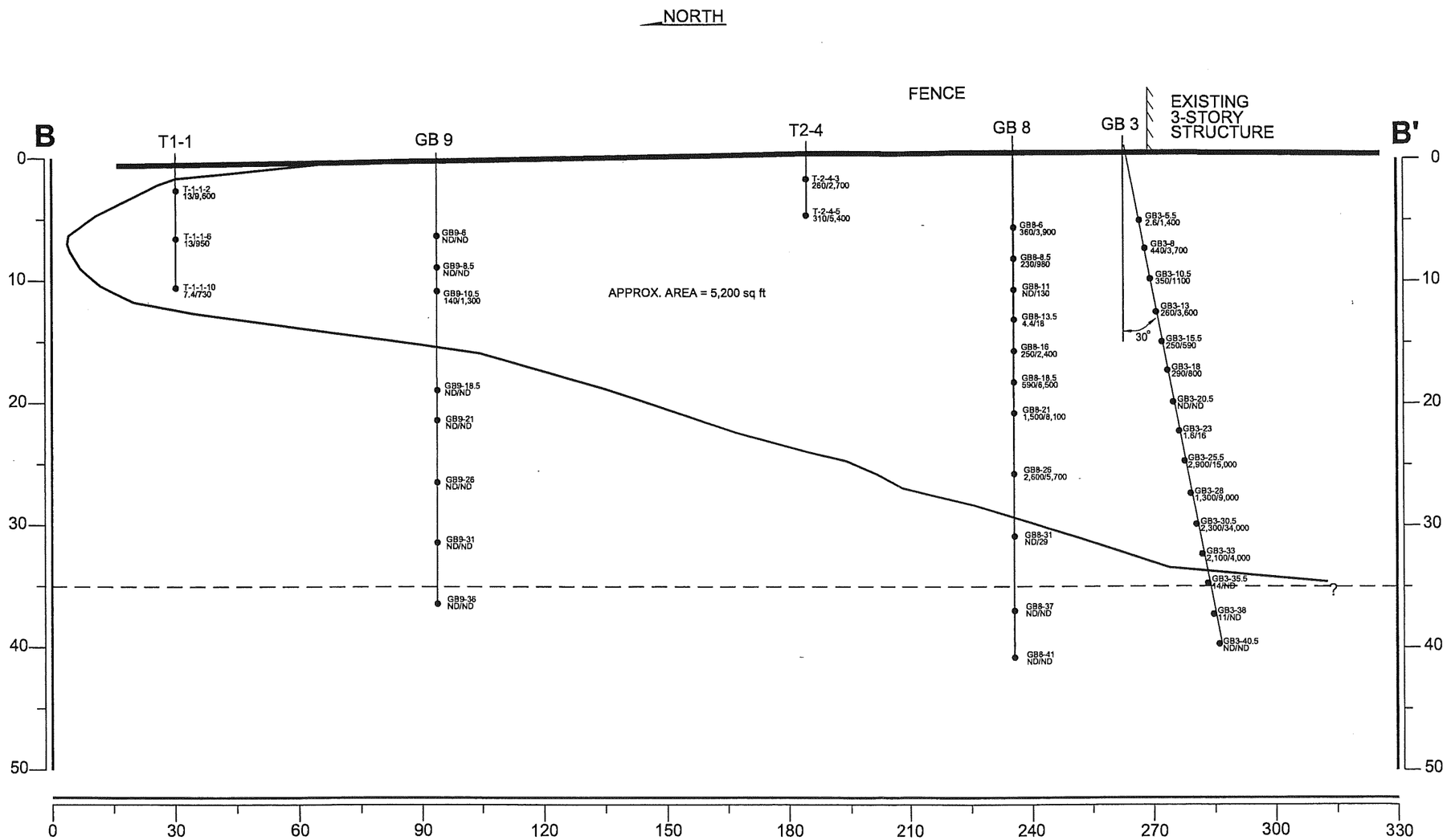
PROJECT NO. 09360 - 06 - 01
FIGURE 7A
DATE 03-22-2004

CROSS SECTION A-A'

CEDAR/KETTNER
PARKING/RESIDENTIAL STRUCTURE
SAN DIEGO, CALIFORNIA



HORIZONTAL SCALE 1" = 30'
VERTICAL SCALE 1" = 10'

GEOCON LEGEND

GB8-6 360/3,900 ● .....APPROX. LOCATION OF SOIL SAMPLE WITH TPHg AND TPHd CONCENTRATION IN MILLIGRAMS PER KILOGRAM (mg/kg)

ND .....NOT DETECTED AT OR ABOVE LABORATORY DETECTION LIMITS

TPHg .....TOTAL PETROLEUM HYDROCARBONS AS GASOLINE

TPHd .....TOTAL PETROLEUM HYDROCARBONS AS DIESEL

? ? .....APPROX. AREA WITH SOIL CONTAINING TPHg AND/OR TPHd ABOVE 100 MILLIGRAMS PER KILOGRAM

- - - - .....APPROX. DEPTH OF PROPOSED EXCAVATION

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ENVIRONMENTAL ■ GEOTECHNICAL ■ MATERIALS
6970 FLANDERS DRIVE - SAN DIEGO, CALIFORNIA 92121 - 2974
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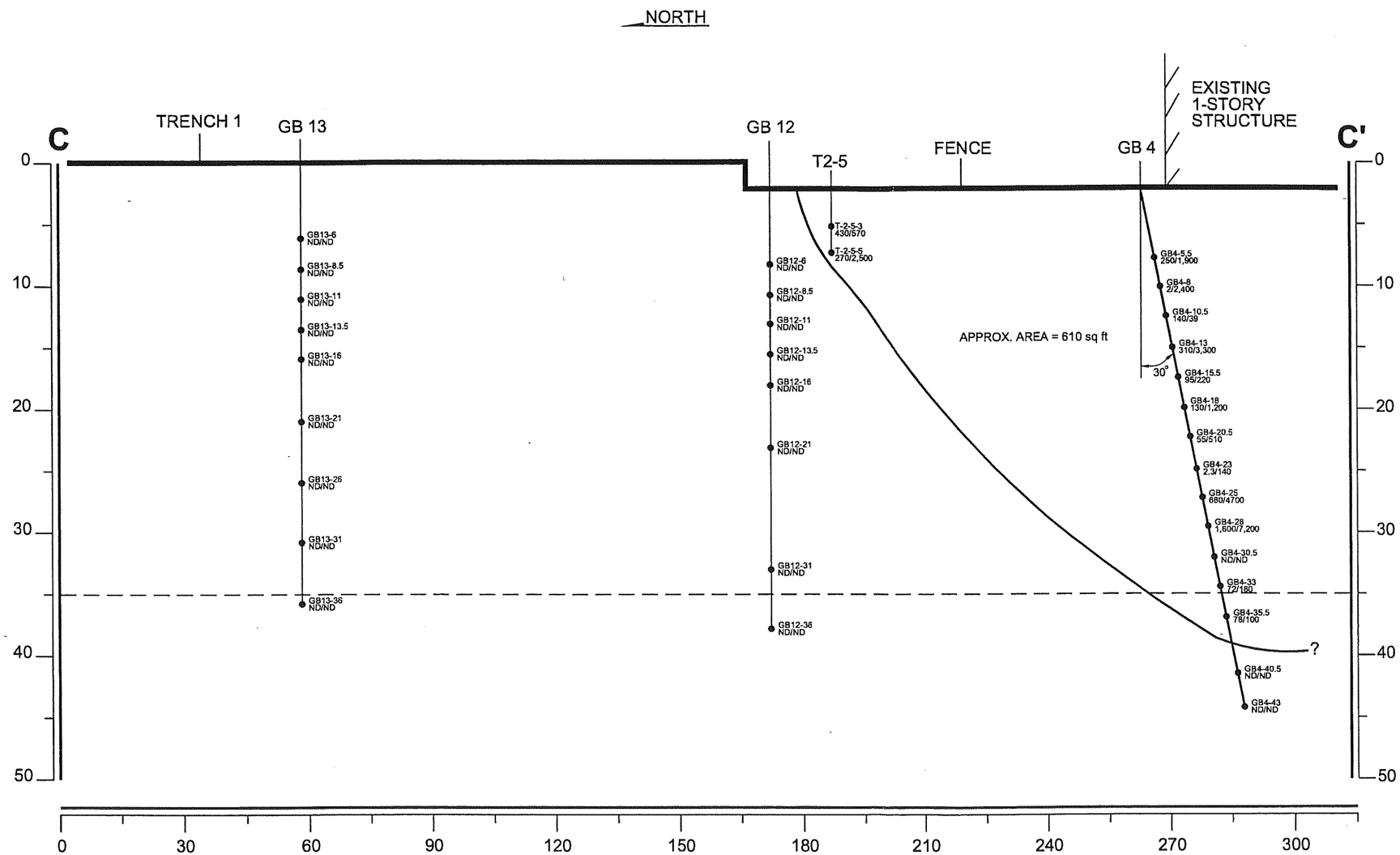
PROJECT NO. 09360 - 06 - 01
FIGURE 7B
DATE 03-22-2004

CROSS SECTION B-B'

CEDAR/KETTNER
PARKING/RESIDENTIAL STRUCTURE
SAN DIEGO, CALIFORNIA



HORIZONTAL SCALE 1" = 30'
VERTICAL SCALE 1" = 10'

GEOCON LEGEND

GB8-6 360/3,900 ● .....APPROX. LOCATION OF SOIL SAMPLE WITH TPHg AND TPHd CONCENTRATION IN MILLIGRAMS PER KILOGRAM (mg/kg)

ND .....NOT DETECTED AT OR ABOVE LABORATORY DETECTION LIMITS

TPHg .....TOTAL PETROLEUM HYDROCARBONS AS GASOLINE

TPHd .....TOTAL PETROLEUM HYDROCARBONS AS DIESEL

? ? .....APPROX. AREA WITH SOIL CONTAINING TPHg AND/OR TPHd ABOVE 100 MILLIGRAMS PER KILOGRAM

- - - - .....APPROX. DEPTH OF PROPOSED EXCAVATION

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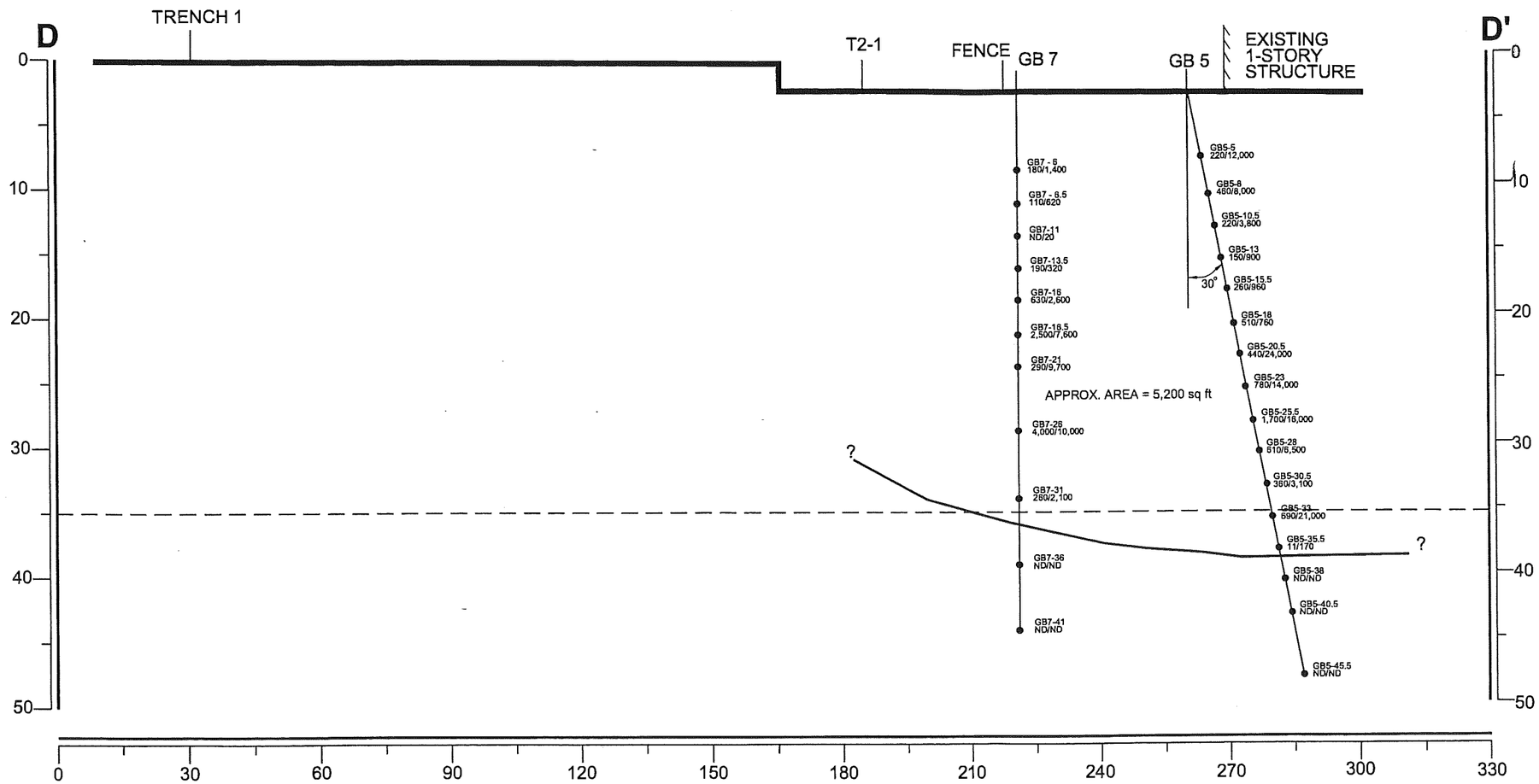
PROJECT NO. 09360 - 06 - 01
FIGURE 7C
DATE 03-22-2004

CROSS SECTION C-C'

CEDAR/KETTNER
PARKING/RESIDENTIAL STRUCTURE
SAN DIEGO, CALIFORNIA



HORIZONTAL SCALE 1" = 30'
VERTICAL SCALE 1" = 10'

GEOCON LEGEND

GB8-6 360/3,900 ● .....APPROX. LOCATION OF SOIL SAMPLE WITH TPHg AND TPHd CONCENTRATION IN MILLIGRAMS PER KILOGRAM (mg/kg)

ND .....NOT DETECTED AT OR ABOVE LABORATORY DETECTION LIMITS

TPHg .....TOTAL PETROLEUM HYDROCARBONS AS GASOLINE

TPHd .....TOTAL PETROLEUM HYDROCARBONS AS DIESEL

? ? .....APPROX. AREA WITH SOIL CONTAINING TPHg AND/OR TPHd ABOVE 100 MILLIGRAMS PER KILOGRAM

- - - - .....APPROX. DEPTH OF PROPOSED EXCAVATION

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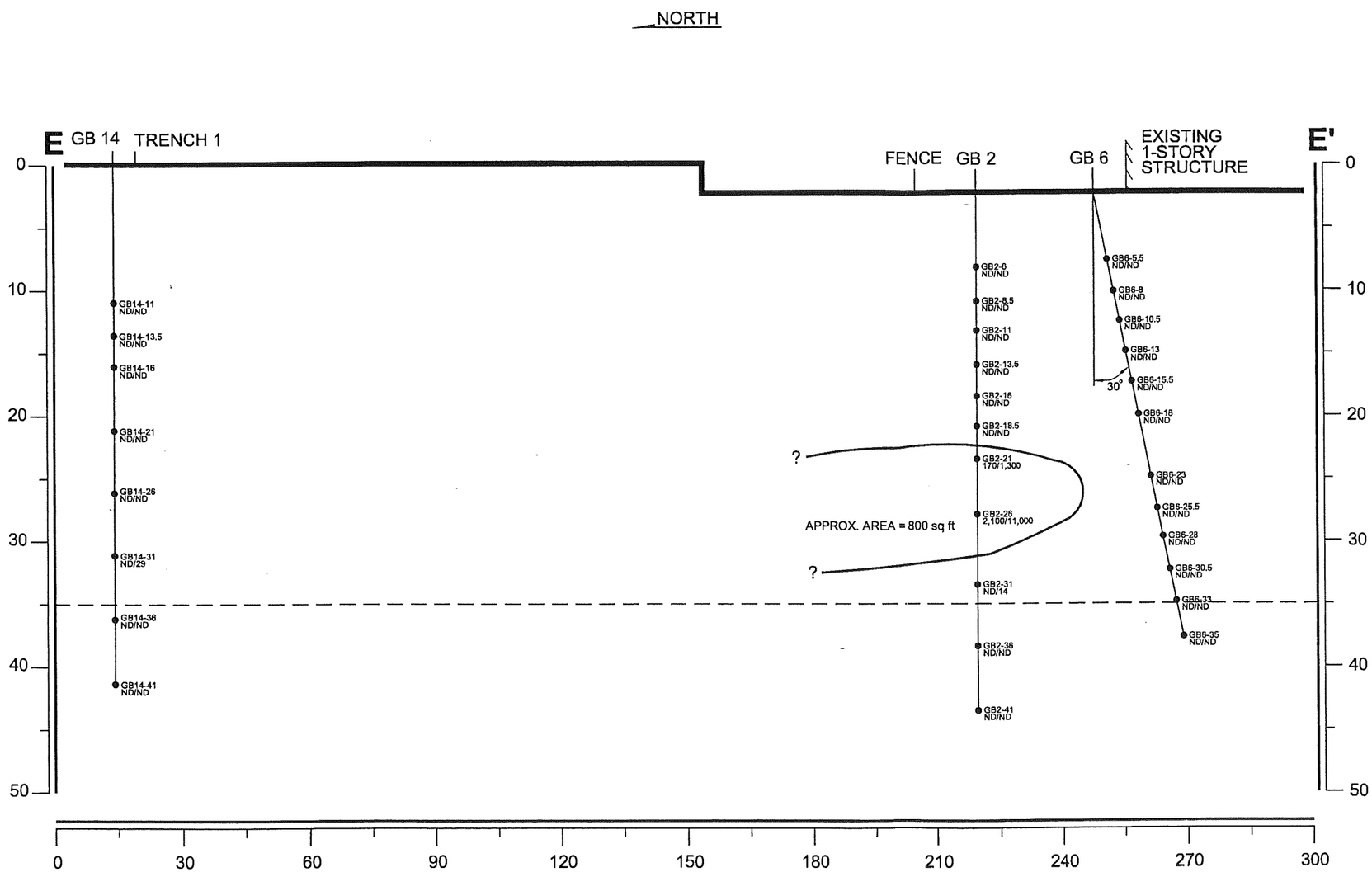
PROJECT NO. 09360 - 06 - 01
FIGURE 7D
DATE 03-22-2004

CROSS SECTION D-D'

CEDAR/KETTNER
PARKING/RESIDENTIAL STRUCTURE
SAN DIEGO, CALIFORNIA



HORIZONTAL SCALE 1" = 30'
VERTICAL SCALE 1" = 10'

GEOCON LEGEND

GB8-6 360/3,900 ● .....APPROX. LOCATION OF SOIL SAMPLE WITH TPHg AND TPHd CONCENTRATION IN MILLIGRAMS PER KILOGRAM (mg/kg)

ND .....NOT DETECTED AT OR ABOVE LABORATORY DETECTION LIMITS

TPHg .....TOTAL PETROLEUM HYDROCARBONS AS GASOLINE

TPHd .....TOTAL PETROLEUM HYDROCARBONS AS DIESEL

? ? .....APPROX. AREA WITH SOIL CONTAINING TPHg AND/OR TPHd ABOVE 100 MILLIGRAMS PER KILOGRAM

- - - - .....APPROX. DEPTH OF PROPOSED EXCAVATION

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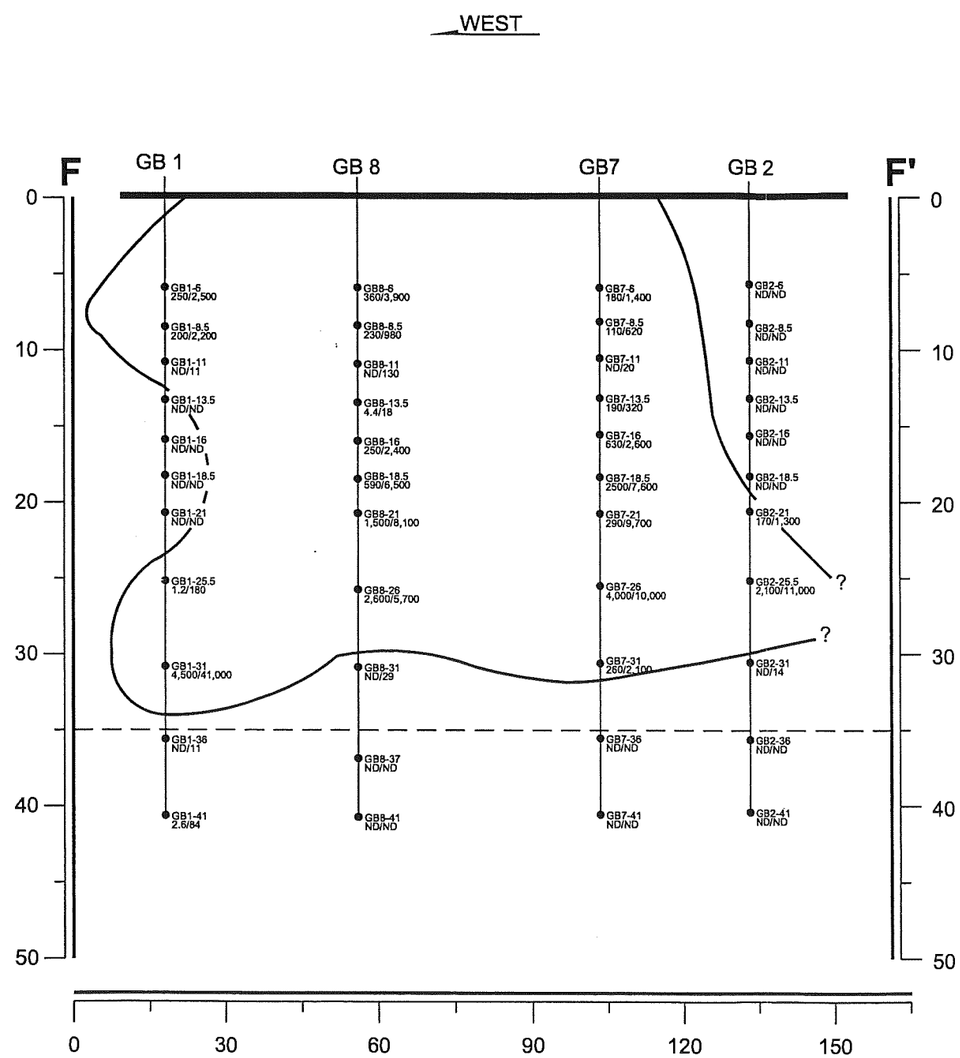
PROJECT NO. 09360 - 06 - 01
FIGURE 7E
DATE 03-22-2004

CROSS SECTION E-E'

CEDAR/KETTNER
PARKING/RESIDENTIAL STRUCTURE
SAN DIEGO, CALIFORNIA



HORIZONTAL SCALE 1" = 30'
VERTICAL SCALE 1" = 10'

GEOCON LEGEND

GB8-6 360/3,900 ● .....APPROX. LOCATION OF SOIL SAMPLE WITH TPHg AND TPHd CONCENTRATION IN MILLIGRAMS PER KILOGRAM (mg/kg)

ND .....NOT DETECTED AT OR ABOVE LABORATORY DETECTION LIMITS

TPHg .....TOTAL PETROLEUM HYDROCARBONS AS GASOLINE

TPHd .....TOTAL PETROLEUM HYDROCARBONS AS DIESEL

? ? .....APPROX. AREA WITH SOIL CONTAINING TPHg AND/OR TPHd ABOVE 100 MILLIGRAMS PER KILOGRAM

- - - - .....APPROX. DEPTH OF PROPOSED EXCAVATION

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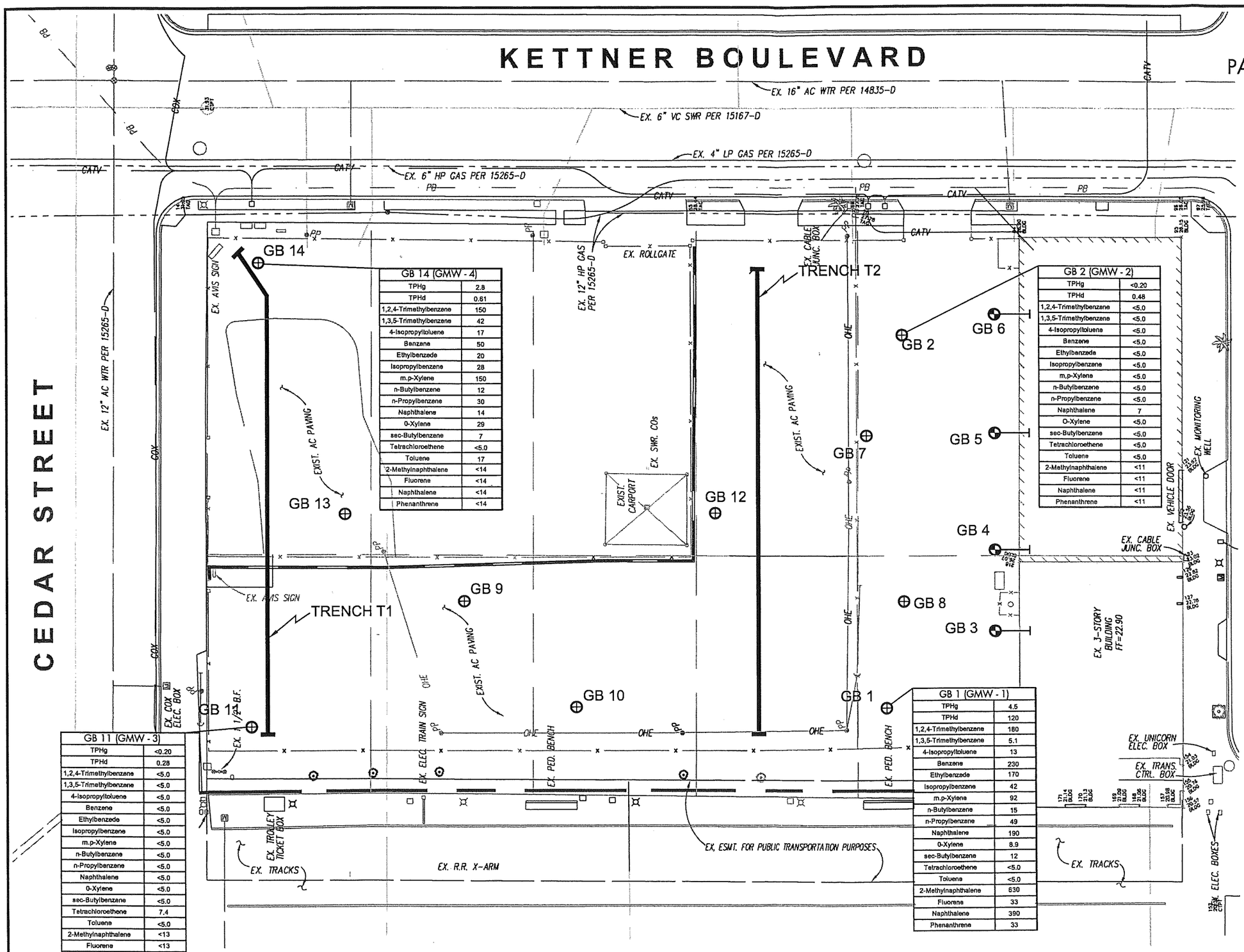
PROJECT NO. 09360 - 06 - 01
FIGURE 7F
DATE 03-22-2004

CROSS SECTION F-F'

CEDAR/KETTNER PARKING/RESIDENTIAL STRUCTURE SAN DIEGO, CALIFORNIA



GB 14 (GMW - 4)	
TPHg	2.8
TPHd	0.61
1,2,4-Trimethylbenzene	150
1,3,5-Trimethylbenzene	42
4-Isopropyltoluene	17
Benzene	50
Ethylbenzede	20
Isopropylbenzene	28
m,p-Xylene	150
n-Butylbenzene	12
n-Propylbenzene	30
Naphthalene	14
0-Xylene	29
sec-Butylbenzene	7
Tetrachloroethene	<5.0
Toluene	17
2-Methylnaphthalene	<14
Fluorene	<14
Naphthalene	<14
Phenanthrene	<14

GB 2 (GMW - 2)	
TPHg	<0.20
TPHd	0.48
1,2,4-Trimethylbenzene	<5.0
1,3,5-Trimethylbenzene	<5.0
4-Isopropyltoluene	<5.0
Benzene	<5.0
Ethylbenzede	<5.0
Isopropylbenzene	<5.0
m,p-Xylene	<5.0
n-Butylbenzene	<5.0
n-Propylbenzene	<5.0
Naphthalene	7
O-Xylene	<5.0
sec-Butylbenzene	<5.0
Tetrachloroethene	<5.0
Toluene	<5.0
2-Methylnaphthalene	<11
Fluorene	<11
Naphthalene	<11
Phenanthrene	<11

GB 11 (GMW - 3)	
TPHg	<0.20
TPHd	0.28
1,2,4-Trimethylbenzene	<5.0
1,3,5-Trimethylbenzene	<5.0
4-Isopropyltoluene	<5.0
Benzene	<5.0
Ethylbenzede	<5.0
Isopropylbenzene	<5.0
m,p-Xylene	<5.0
n-Butylbenzene	<5.0
n-Propylbenzene	<5.0
Naphthalene	<5.0
0-Xylene	<5.0
sec-Butylbenzene	<5.0
Tetrachloroethene	7.4
Toluene	<5.0
2-Methylnaphthalene	<13
Fluorene	<13
Naphthalene	<13
Phenanthrene	<13

GB 1 (GMW - 1)	
TPHg	4.5
TPHd	120
1,2,4-Trimethylbenzene	180
1,3,5-Trimethylbenzene	5.1
4-Isopropyltoluene	13
Benzene	230
Ethylbenzede	170
Isopropylbenzene	42
m,p-Xylene	92
n-Butylbenzene	15
n-Propylbenzene	49
Naphthalene	190
0-Xylene	8.9
sec-Butylbenzene	12
Tetrachloroethene	<5.0
Toluene	<5.0
2-Methylnaphthalene	630
Fluorene	33
Naphthalene	390
Phenanthrene	33

N

SCALE : 1" = 30'

GEOCON LEGEND

GB 1 .....APPROX. LOCATION OF VERTICAL SOIL BORING

GB 3 .....APPROX. LOCATION OF 30° ANGLE SOIL BORING

<1.0 .....NOT DETECTED AT OR ABOVE LABORATORY DETECTION LIMITS

TPHg .....TOTAL PETROLEUM HYDROCARBONS AS GASOLINE IN MILLIGRAMS PER LITER (mg/l)

TPHd .....TOTAL PETROLEUM HYDROCARBONS AS DIESEL IN MILLIGRAMS PER LITER (mg/l)

<5.0 .....NOT DETECTED AT OR ABOVE THE INDICATED LABORATORY DETECTION LIMIT. ALL VOC AND SVOC RESULTS REPORTED IM MICROGRAMS PER LITER (Mg/l)

GROUNDWATER SAMPLE ANALYICAL RESULTS - TPHg, TPHd, VOCs, AND SVOCs

GEOCON CONSULTANTS, INC.
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PROJECT NO. 09360 - 06 - 01
FIGURE 8
DATE 03-22-2004

TABLE I
SUMMARY OF SOIL SAMPLE ANALYTICAL RESULTS – TPHg, TPHd, VOCs, AND SVOCs
Cedar/Kettner
San Diego, California
July 2003

Constituent	Test Method	SAMPLE ID										
		GB1-6	GB1-8.5	GB1-11	GB1-13.5	GB1-16	GB1-18.5	GB1-21	GB1-25.5	GB1-31	GB1-36	GB1-41
TPHg	8015B (mg/kg)	250	200	<1.0	<1.0	<1.0	<1.0	<1.0	1.2	4,500	<1.0	2.6
TPHd[1]		2,500	2,200	11	<10	12	14	<10	180	41,000	11	84
1,2,4-Trimethylbenzene	8260B (µg/kg)	---	---	---	---	---	---	---	---	89,000	---	---
1,3,5-Trimethylbenzene		---	---	---	---	---	---	---	---	12,000	---	---
4-Isopropyltoluene		---	---	---	---	---	---	---	---	12,000	---	---
Benzene		---	---	---	---	---	---	---	---	<10,000	---	---
Ethylbenzene		---	---	---	---	---	---	---	---	24,000	---	---
Isopropylbenzene		---	---	---	---	---	---	---	---	13,000	---	---
M,p-Xylene		---	---	---	---	---	---	---	---	18,000	---	---
n-Butylbenzene		---	---	---	---	---	---	---	---	19,000	---	---
n-Propylbenzene		---	---	---	---	---	---	---	---	20,000	---	---
Naphthalene		---	---	---	---	---	---	---	---	63,000	---	---
o-Xylene		---	---	---	---	---	---	---	---	<10,000	---	---
sec-Butylbenzene		---	---	---	---	---	---	---	---	11,000	---	---
Tetrachloroethene		---	---	---	---	---	---	---	---	<10,000	---	---
Toluene		---	---	---	---	---	---	---	---	<10,000	---	---
2-Methylnaphthalene	8270C (µg/kg)	---	---	---	---	---	---	---	---	180,000	---	---
Fluorene		---	---	---	---	---	---	---	---	<25,000	---	---
Naphthalene		---	---	---	---	---	---	---	---	62,000	---	---
Phenanthrene		---	---	---	---	---	---	---	---	<25,000	---	---

Notes:
TPHg = Total petroleum hydrocarbons as gasoline
TPHd = Total petroleum hydrocarbons as diesel
< = Not detected at or above the indicated laboratory detection limit
mg/kg = Milligrams per kilogram
µg/kg = Micrograms per kilogram
(1) = Samples contained hydrocarbons within the diesel range that do not match the diesel pattern. Quantitation was based on a diesel standard.
--- = Sample not analyzed for this constituent
GB1-6 = Geocon soil boring #1 with sample collected at 6 feet

TABLE I (continued)
SUMMARY OF SOIL SAMPLE ANALYTICAL RESULTS – TPHg, TPHd, VOCs, AND SVOCs
Cedar/Kettner
San Diego, California
July 2003

Constituent	Test Method	SAMPLE ID										
		GB2-6	GB2-8.5	GB2-11	GB2-13.5	GB2-16	GB2-18.5	GB2-21	GB2-26	GB2-31	GB2-36	GB2-41
TPHg	8015B (mg/kg)	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	170	2,100	<1.0	<1.0	<1.0
TPHd[1]		<10	<10	<10	<10	<10	<10	1,300	11,000	14	<10	<10
1,2,4-Trimethylbenzene	8260B (µg/kg)	---	---	---	---	---	---	---	---	---	---	---
1,3,5-Trimethylbenzene		---	---	---	---	---	---	---	---	---	---	---
4-Isopropyltoluene		---	---	---	---	---	---	---	---	---	---	---
Benzene		---	---	---	---	---	---	---	---	---	---	---
Ethylbenzene		---	---	---	---	---	---	---	---	---	---	---
Isopropylbenzene		---	---	---	---	---	---	---	---	---	---	---
m.p-Xylene		---	---	---	---	---	---	---	---	---	---	---
n-Butylbenzene		---	---	---	---	---	---	---	---	---	---	---
n-Propylbenzene		---	---	---	---	---	---	---	---	---	---	---
Naphthalene		---	---	---	---	---	---	---	---	---	---	---
o-Xylene		---	---	---	---	---	---	---	---	---	---	---
sec-Butylbenzene		---	---	---	---	---	---	---	---	---	---	---
Tetrachloroethene		---	---	---	---	---	---	---	---	---	---	---
Toluene		---	---	---	---	---	---	---	---	---	---	---
2-Methylnaphthalene	8270C (µg/kg)	---	---	---	---	---	---	---	---	---	---	---
Fluorene		---	---	---	---	---	---	---	---	---	---	---
Naphthalene		---	---	---	---	---	---	---	---	---	---	---
Phenanthrene		---	---	---	---	---	---	---	---	---	---	---

Notes:
TPHg = Total petroleum hydrocarbons as gasoline
TPHd = Total petroleum hydrocarbons as diesel
< = Not detected at or above the indicated laboratory detection limit
mg/kg = Milligrams per kilogram
µg/kg = Micrograms per kilogram
(1) = Samples contained hydrocarbons within the diesel range that do not match the diesel pattern. Quantitation was based on a diesel standard.
--- = Sample not analyzed for this constituent
GB1-6 = Geocon soil boring #1 with sample collected at 6 feet

TABLE I (continued)
SUMMARY OF SOIL SAMPLE ANALYTICAL RESULTS – TPHg, TPHd, VOCs, AND SVOCs
Cedar/Kettner
San Diego, California
July 2003

Constituent	Test Method	SAMPLE ID														
		GB 3-5.5	GB 3-8	GB 3-10.5	GB 3-13	GB 3-15.5	GB 3-18	GB 3-20.5	GB 3-23	GB 3-25.5	GB 3-28	GB 3-30.5	GB 3-33	GB 3-35.5	GB 3-38	GB 3-40.5
TPHg	8015B (mg/kg)	2.6	440	350	260	250	290	<1.0	1.6	2,900	1,300	2,300	2,100	14	11	<10
TPHd[1]		1,400	3,700	1,100	3,600	590	800	<10	16	15,000	9,000	34,000	4,000	<1.0	<1.0	<1.0
1,2,4-Trimethylbenzene	8260B (µg/kg)	---	---	---	---	---	---	---	---	44,000	---	---	---	---	---	---
1,3,5-Trimethylbenzene		---	---	---	---	---	---	---	---	16,000	---	---	---	---	---	---
4-Isopropyltoluene		---	---	---	---	---	---	---	---	7,500	---	---	---	---	---	---
Benzene		---	---	---	---	---	---	---	---	<2,500	---	---	---	---	---	---
Ethylbenzene		---	---	---	---	---	---	---	---	11,000	---	---	---	---	---	---
Isopropylbenzene		---	---	---	---	---	---	---	---	9,200	---	---	---	---	---	---
m.p-Xylene		---	---	---	---	---	---	---	---	26,000	---	---	---	---	---	---
n-Butylbenzene		---	---	---	---	---	---	---	---	12,000	---	---	---	---	---	---
n-Propylbenzene		---	---	---	---	---	---	---	---	14,000	---	---	---	---	---	---
Naphthalene		---	---	---	---	---	---	---	---	41,000	---	---	---	---	---	---
o-Xylene		---	---	---	---	---	---	---	---	<2,500	---	---	---	---	---	---
sec-Butylbenzene		---	---	---	---	---	---	---	---	8,700	---	---	---	---	---	---
Tetrachloroethene		---	---	---	---	---	---	---	---	<2,500	---	---	---	---	---	---
Toluene		---	---	---	---	---	---	---	---	<2,500	---	---	---	---	---	---
2-Methylnaphthalene	8270C (µg/kg)	---	---	---	---	---	---	---	---	---	---	67,000	---	---	---	---
Fluorene		---	---	---	---	---	---	---	---	---	---	6,600	---	---	---	---
Naphthalene		---	---	---	---	---	---	---	---	---	---	26,000	---	---	---	---
Phenanthrene		---	---	---	---	---	---	---	---	---	---	7,100	---	---	---	---

Notes:
TPHg = Total petroleum hydrocarbons as gasoline
TPHd = Total petroleum hydrocarbons as diesel
< = Not detected at or above the indicated laboratory detection limit
mg/kg = Milligrams per kilogram
µg/kg = Micrograms per kilogram
(1) = Samples contained hydrocarbons within the diesel range that do not match the diesel pattern. Quantitation was based on a diesel standard.
--- = Sample not analyzed for this constituent
GB1-6 = Geocon soil boring #1 with sample collected at 6 feet

TABLE I (continued)
SUMMARY OF SOIL SAMPLE ANALYTICAL RESULTS – TPHg, TPHd, VOCs, AND SVOCs
Cedar/Kettner
San Diego, California
July 2003

Constituent	Test Method	SAMPLE ID															
		GB 4-5.5	GB 4-8	GB 4-10.5	GB 4-13	GB 4-15.5	GB 4-18	GB 4-20.5	GB 4-23	GB 4-25.5	GB 4-28	GB 4-30.5	GB 4-33	GB 4-35.5	GB 4-40.5	GB 4-43	GB 5-45.5
TPHg	8015B (mg/kg)	250	2.0	140	310	95	130	55	2.3	680	1,600	72	85	78	<1.0	<1.0	<1.0
TPHd[1]		1,900	2,400	39	3,300	220	1,200	510	140	4,700	7,200	180	13	100	<10	<10	<10
1,2,4-Trimethylbenzene	8260B (µg/kg)	---	---	---	---	---	---	---	---	---	<2,500	---	---	---	---	---	---
1,3,5-Trimethylbenzene		---	---	---	---	---	---	---	---	---	<2,500	---	---	---	---	---	---
4-Isopropyltoluene		---	---	---	---	---	---	---	---	---	<2,500	---	---	---	---	---	---
Benzene		---	---	---	---	---	---	---	---	---	<2,500	---	---	---	---	---	---
Ethylbenzene		---	---	---	---	---	---	---	---	---	5,200	---	---	---	---	---	---
Isopropylbenzene		---	---	---	---	---	---	---	---	---	6,100	---	---	---	---	---	---
m.p-Xylene		---	---	---	---	---	---	---	---	---	<2,500	---	---	---	---	---	---
n-Butylbenzene		---	---	---	---	---	---	---	---	---	5,400	---	---	---	---	---	---
n-Propylbenzene		---	---	---	---	---	---	---	---	---	8,200	---	---	---	---	---	---
Naphthalene		---	---	---	---	---	---	---	---	---	20,000	---	---	---	---	---	---
0-Xylene		---	---	---	---	---	---	---	---	---	<2,500	---	---	---	---	---	---
sec-Butylbenzene		---	---	---	---	---	---	---	---	---	5,900	---	---	---	---	---	---
Tetrachloroethene		---	---	---	---	---	---	---	---	---	<2,500	---	---	---	---	---	---
Toluene		---	---	---	---	---	---	---	---	---	<2,500	---	---	---	---	---	---
2-Methylnaphthalene	8270C (µg/kg)	---	---	---	---	---	---	---	---	---	17,000	---	---	---	---	---	---
Fluorene		---	---	---	---	---	---	---	---	---	<3,300	---	---	---	---	---	---
Naphthalene		---	---	---	---	---	---	---	---	---	<3,300	---	---	---	---	---	---
Phenanthrene		---	---	---	---	---	---	---	---	---	<3,300	---	---	---	---	---	---

Notes:
TPHg = Total petroleum hydrocarbons as gasoline
TPHd = Total petroleum hydrocarbons as diesel
< = Not detected at or above the indicated laboratory detection limit
mg/kg = Milligrams per kilogram
µg/kg = Micrograms per kilogram
(1) = Samples contained hydrocarbons within the diesel range that do not match the diesel pattern. Quantitation was based on a diesel standard.
--- = Sample not analyzed for this constituent
GB1-6 = Geocon soil boring #1 with sample collected at 6 feet

TABLE I (continued)
SUMMARY OF SOIL SAMPLE ANALYTICAL RESULTS – TPHg, TPHd, VOCs, AND SVOCs
Cedar/Kettner
San Diego, California
July 2003

Constituent	Test Method	SAMPLE ID															
		GB 5-5	GB 5-8	GB 5-10.5	GB 5-13	GB 5-15.5	GB 5-18	GB 5-20.5	GB 5-23	GB 5-25.5	GB 5-28	GB 5-30.5	GB 5-33	GB 5-35.5	GB 5-38	GB 5-40.5	GB 5-45.5
TPHg	8015B (mg/kg)	220	460	220	150	260	510	440	780	1,700	610	360	690	11	<1.0	<1.0	<1.0
TPHd[1]		12,000	8,000	3,800	900	960	760	24,000	14,000	16,000	6,500	3,100	21,000	170	<10	<10	<10
1,2,4-Trimethylbenzene	8260B (µg/kg)	---	---	---	---	---	---	---	---	<2,500	---	---	---	---	---	---	---
1,3,5-Trimethylbenzene		---	---	---	---	---	---	---	---	<2,500	---	---	---	---	---	---	---
4-Isopropyltoluene		---	---	---	---	---	---	---	---	<2,500	---	---	---	---	---	---	---
Benzene		---	---	---	---	---	---	---	---	<2,500	---	---	---	---	---	---	---
Ethylbenzene		---	---	---	---	---	---	---	---	2,600	---	---	---	---	---	---	---
Isopropylbenzene		---	---	---	---	---	---	---	---	3,000	---	---	---	---	---	---	---
m.p-Xylene		---	---	---	---	---	---	---	---	<2,500	---	---	---	---	---	---	---
n-Butylbenzene		---	---	---	---	---	---	---	---	7,800	---	---	---	---	---	---	---
n-Propylbenzene		---	---	---	---	---	---	---	---	6,100	---	---	---	---	---	---	---
Naphthalene		---	---	---	---	---	---	---	---	25,000	---	---	---	---	---	---	---
o-Xylene		---	---	---	---	---	---	---	---	<2,500	---	---	---	---	---	---	---
sec-Butylbenzene		---	---	---	---	---	---	---	---	5,400	---	---	---	---	---	---	---
Tetrachloroethene		---	---	---	---	---	---	---	---	<2,500	---	---	---	---	---	---	---
Toluene		---	---	---	---	---	---	---	---	<2,500	---	---	---	---	---	---	---
2-Methylnaphthalene	8270C (µg/kg)	---	---	---	---	---	---	20,000	---	---	---	---	---	---	---	---	---
Fluorene		---	---	---	---	---	---	<3,300	---	---	---	---	---	---	---	---	---
Naphthalene		---	---	---	---	---	---	5,500	---	---	---	---	---	---	---	---	---
Phenanthrene		---	---	---	---	---	---	<3,300	---	---	---	---	---	---	---	---	---

Notes:
TPHg = Total petroleum hydrocarbons as gasoline
TPHd = Total petroleum hydrocarbons as diesel
< = Not detected at or above the indicated laboratory detection limit
mg/kg = Milligrams per kilogram
µg/kg = Micrograms per kilogram
(1) = Samples contained hydrocarbons within the diesel range that do not match the diesel pattern. Quantitation was based on a diesel standard.
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GB1-6 = Geocon soil boring #1 with sample collected at 6 feet

TABLE I (continued)
SUMMARY OF SOIL SAMPLE ANALYTICAL RESULTS – TPHg, TPHd, VOCs, AND SVOCs
Cedar/Kettner
San Diego, California
July 2003

Constituent	Test Method	SAMPLE ID											
		GB6-5.5	GB6-8	GB6-10.5	GB6-13	GB6-15.5	GB6-18	GB6-23	GB6-25.5	GB6-28	GB6-30.5	GB6-33	GB6-35
TPHg	8015B (mg/kg)	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0
TPHd[(1)]		<10	<10	<10	<10	<10	<10	<10	<10	<10	<10	<10	<10
1,2,4-Trimethylbenzene	8260B (µg/kg)	---	---	---	---	---	---	---	---	---	---	---	---
1,3,5-Trimethylbenzene		---	---	---	---	---	---	---	---	---	---	---	---
4-Isopropyltoluene		---	---	---	---	---	---	---	---	---	---	---	---
Benzene		---	---	---	---	---	---	---	---	---	---	---	---
Ethylbenzene		---	---	---	---	---	---	---	---	---	---	---	---
Isopropylbenzene		---	---	---	---	---	---	---	---	---	---	---	---
m.p-Xylene		---	---	---	---	---	---	---	---	---	---	---	---
n-Butylbenzene		---	---	---	---	---	---	---	---	---	---	---	---
n-Propylbenzene		---	---	---	---	---	---	---	---	---	---	---	---
Naphthalene		---	---	---	---	---	---	---	---	---	---	---	---
o-Xylene		---	---	---	---	---	---	---	---	---	---	---	---
sec-Butylbenzene		---	---	---	---	---	---	---	---	---	---	---	---
Tetrachloroethene		---	---	---	---	---	---	---	---	---	---	---	---
Toluene		---	---	---	---	---	---	---	---	---	---	---	---
2-Methylnaphthalene	8270C (µg/kg)	---	---	---	---	---	---	---	---	---	---	---	---
Fluorene		---	---	---	---	---	---	---	---	---	---	---	---
Naphthalene		---	---	---	---	---	---	---	---	---	---	---	---
Phenanthrene		---	---	---	---	---	---	---	---	---	---	---	---

Notes:
TPHg = Total petroleum hydrocarbons as gasoline
TPHd = Total petroleum hydrocarbons as diesel
< = Not detected at or above the indicated laboratory detection limit
mg/kg = Milligrams per kilogram
µg/kg = Micrograms per kilogram
(1) = Samples contained hydrocarbons within the diesel range that do not match the diesel pattern. Quantitation was based on a diesel standard.
--- = Sample not analyzed for this constituent
GB1-6 = Geocon soil boring #1 with sample collected at 6 feet

TABLE I (continued)
SUMMARY OF SOIL SAMPLE ANALYTICAL RESULTS – TPHg, TPHd, VOCs, AND SVOCs
Cedar/Kettner
San Diego, California
July 2003

Constituent	Test Method	SAMPLE ID										
		GB7-6	GB7-8.5	GB7-11	GB7-13.5	GB7-16	GB7-18.5	GB7-21	GB7-26	GB7-31	GB7-36	GB7-41
TPHg	8015B (mg/kg)	180	110	<1.0	190	630	2,500	290	4,000	260	<1.0	<1.0
TPHd[1]		1,400	620	20	320	2,600	7,600	9,700	10,000	2,100	<10	<10
1,2,4-Trimethylbenzene	8260B (µg/kg)	---	---	---	---	---	---	---	<2,500	---	---	---
1,3,5-Trimethylbenzene		---	---	---	---	---	---	---	<2,500	---	---	---
4-Isopropyltoluene		---	---	---	---	---	---	---	<2,500	---	---	---
Benzene		---	---	---	---	---	---	---	<2,500	---	---	---
Ethylbenzene		---	---	---	---	---	---	---	8,900	---	---	---
Isopropylbenzene		---	---	---	---	---	---	---	6,700	---	---	---
m.p-Xylene		---	---	---	---	---	---	---	<2,500	---	---	---
n-Butylbenzene		---	---	---	---	---	---	---	5,300	---	---	---
n-Propylbenzene		---	---	---	---	---	---	---	8,800	---	---	---
Naphthalene		---	---	---	---	---	---	---	17,000	---	---	---
o-Xylene		---	---	---	---	---	---	---	<2,500	---	---	---
sec-Butylbenzene		---	---	---	---	---	---	---	5,000	---	---	---
Tetrachloroethene		---	---	---	---	---	---	---	<2,500	---	---	---
Toluene		---	---	---	---	---	---	---	<2,500	---	---	---
2-Methylnaphthalene	8270C (µg/kg)	---	---	---	---	---	---	---	44,000	---	---	---
Fluorene		---	---	---	---	---	---	---	4,300	---	---	---
Naphthalene		---	---	---	---	---	---	---	17,000	---	---	---
Phenanthrene		---	---	---	---	---	---	---	3,700	---	---	---

Notes:
TPHg = Total petroleum hydrocarbons as gasoline
TPHd = Total petroleum hydrocarbons as diesel
< = Not detected at or above the indicated laboratory detection limit
mg/kg = Milligrams per kilogram
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(1) = Samples contained hydrocarbons within the diesel range that do not match the diesel pattern. Quantitation was based on a diesel standard.
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GB1-6 = Geocon soil boring #1 with sample collected at 6 feet

TABLE I (continued)
SUMMARY OF SOIL SAMPLE ANALYTICAL RESULTS – TPHg, TPHd, VOCs, AND SVOCs
Cedar/Kettner
San Diego, California
July 2003

Constituent	Test Method	SAMPLE ID										
		GB8-6	GB8-8.5	GB8-11	GB8-13.5	GB8-16	GB8-18.5	GB8-21	GB8-26	GB8-31	GB8-37	GB8-41
TPHg	8015B (mg/kg)	360	230	<1.0	4.4	250	590	1,500	2,600	<1.0	<1.0	<1.0
TPHd[1]		3,900	980	130	18	2,400	6,500	8,100	5,700	29	<10	<10
1,2,4-Trimethylbenzene	8260B (µg/kg)	---	---	---	---	---	---	---	7,900	---	---	---
1,3,5-Trimethylbenzene		---	---	---	---	---	---	---	11,000	---	---	---
4-Isopropyltoluene		---	---	---	---	---	---	---	4,400	---	---	---
Benzene		---	---	---	---	---	---	---	<2,500	---	---	---
Ethylbenzene		---	---	---	---	---	---	---	11,000	---	---	---
Isopropylbenzene		---	---	---	---	---	---	---	5,000	---	---	---
m.p-Xylene		---	---	---	---	---	---	---	24,000	---	---	---
n-Butylbenzene		---	---	---	---	---	---	---	7,100	---	---	---
n-Propylbenzene		---	---	---	---	---	---	---	7,900	---	---	---
Naphthalene		---	---	---	---	---	---	---	26,000	---	---	---
o-Xylene		---	---	---	---	---	---	---	<2,500	---	---	---
sec-Butylbenzene		---	---	---	---	---	---	---	4,700	---	---	---
Tetrachloroethene		---	---	---	---	---	---	---	<2,500	---	---	---
Toluene		---	---	---	---	---	---	---	<2,500	---	---	---
2-Methylnaphthalene	8270C (µg/kg)	---	---	---	---	---	---	20,000	---	---	---	---
Fluorene		---	---	---	---	---	---	<3,300	---	---	---	---
Naphthalene		---	---	---	---	---	---	6,100	---	---	---	---
Phenanthrene		---	---	---	---	---	---	<3,300	---	---	---	---

Notes:
TPHg = Total petroleum hydrocarbons as gasoline
TPHd = Total petroleum hydrocarbons as diesel
< = Not detected at or above the indicated laboratory detection limit
mg/kg = Milligrams per kilogram
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(1) = Samples contained hydrocarbons within the diesel range that do not match the diesel pattern. Quantitation was based on a diesel standard.
--- = Sample not analyzed for this constituent
GB1-6 = Geocon soil boring #1 with sample collected at 6 feet

TABLE I (continued)
SUMMARY OF SOIL SAMPLE ANALYTICAL RESULTS – TPHg, TPHd, VOCs, AND SVOCs
Cedar/Kettner
San Diego, California
July 2003

Constituent	Test Method	SAMPLE ID							
		GB9-6	GB9-8.5	GB9-10.5	GB9-18.5	GB9-21	GB9-26	GB9-31	GB9-36
TPHg	8015B (mg/kg)	<1.0	<1.0	140	<1.0	<1.0	<1.0	<1.0	<1.0
TPHd[1]		<10	<10	1,300	<10	<10	<10	<10	<10
1,2,4-Trimethylbenzene	8260B (µg/kg)	---	---	920	---	---	---	---	---
1,3,5-Trimethylbenzene		---	---	<500	---	---	---	---	---
4-Isopropyltoluene		---	---	<500	---	---	---	---	---
Benzene		---	---	<500	---	---	---	---	---
Ethylbenzene		---	---	<500	---	---	---	---	---
Isopropylbenzene		---	---	<500	---	---	---	---	---
m,p-Xylene		---	---	<500	---	---	---	---	---
n-Butylbenzene		---	---	<500	---	---	---	---	---
n-Propylbenzene		---	---	<500	---	---	---	---	---
Naphthalene		---	---	1,500	---	---	---	---	---
o-Xylene		---	---	<500	---	---	---	---	---
sec-Butylbenzene		---	---	<500	---	---	---	---	---
Tetrachloroethene		---	---	<500	---	---	---	---	---
Toluene		---	---	<500	---	---	---	---	---
2-Methylnaphthalene	8270C (µg/kg)	---	---	<660	---	---	---	---	---
Fluorene		---	---	<660	---	---	---	---	---
Naphthalene		---	---	<660	---	---	---	---	---
Phenanthrene		---	---	<660	---	---	---	---	---

Notes:
TPHg = Total petroleum hydrocarbons as gasoline
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mg/kg = Milligrams per kilogram
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TABLE I (continued)
SUMMARY OF SOIL SAMPLE ANALYTICAL RESULTS – TPHg, TPHd, VOCs, AND SVOCs
Cedar/Kettner
San Diego, California
July 2003

Constituent	Test Method	SAMPLE ID									
		GB10-6	GB10-8.5	GB10-11	GB10-13.5	GB10-16	GB10-21	GB10-26	GB10-31	GB10-36	GB10-41
TPHg	8015B (mg/kg)	<1.0	<1.0	<1.0	<1.0	1.2	<1.0	240	57	<1.0	<1.0
TPHd[1]		66	<10	<10	<10	28	<10	48,000	<10	<10	<10
1,2,4-Trimethylbenzene	8260B (µg/kg)	---	---	---	---	---	---	67,000	---	---	---
1,3,5-Trimethylbenzene		---	---	---	---	---	---	20,000	---	---	---
4-Isopropyltoluene		---	---	---	---	---	---	4,700	---	---	---
Benzene		---	---	---	---	---	---	5,300	---	---	---
Ethylbenzene		---	---	---	---	---	---	14,000	---	---	---
Isopropylbenzene		---	---	---	---	---	---	3,900	---	---	---
m.p-Xylene		---	---	---	---	---	---	66,000	---	---	---
n-Butylbenzene		---	---	---	---	---	---	10,000	---	---	---
n-Propylbenzene		---	---	---	---	---	---	9,800	---	---	---
Naphthalene		---	---	---	---	---	---	48,000	---	---	---
o-Xylene		---	---	---	---	---	---	24,000	---	---	---
sec-Butylbenzene		---	---	---	---	---	---	3,600	---	---	---
Tetrachloroethene		---	---	---	---	---	---	<500	---	---	---
Toluene		---	---	---	---	---	---	23,000	---	---	---
2-Methylnaphthalene	8270C (µg/kg)	---	---	---	---	---	---	110,000	---	---	---
Fluorene		---	---	---	---	---	---	15,000	---	---	---
Naphthalene		---	---	---	---	---	---	35,000	---	---	---
Phenanthrene		---	---	---	---	---	---	19,000	---	---	---

Notes:
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TABLE I (continued)
SUMMARY OF SOIL SAMPLE ANALYTICAL RESULTS – TPHg, TPHd, VOCs, AND SVOCs
Cedar/Kettner
San Diego, California
July 2003

Constituent	Test Method	SAMPLE ID							
		GB11-11	GB11-13.5	GB11-16	GB11-21	GB11-26	GB11-31	GB11-36	GB11-41
TPHg	8015B (mg/kg)	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0
TPHd[1]		<10	<10	<10	<10	<10	<10	<10	<10
1,2,4-Trimethylbenzene	8260B (µg/kg)	---	---	---	---	---	---	---	---
1,3,5-Trimethylbenzene		---	---	---	---	---	---	---	---
4-Isopropyltoluene		---	---	---	---	---	---	---	---
Benzene		---	---	---	---	---	---	---	---
Ethylbenzene		---	---	---	---	---	---	---	---
Isopropylbenzene		---	---	---	---	---	---	---	---
m.p-Xylene		---	---	---	---	---	---	---	---
n-Butylbenzene		---	---	---	---	---	---	---	---
n-Propylbenzene		---	---	---	---	---	---	---	---
Naphthalene		---	---	---	---	---	---	---	---
o-Xylene		---	---	---	---	---	---	---	---
sec-Butylbenzene		---	---	---	---	---	---	---	---
Tetrachloroethene		---	---	---	---	---	---	---	---
Toluene		---	---	---	---	---	---	---	---
2-Methylnaphthalene	8270C (µg/kg)	---	---	---	---	---	---	---	---
Fluorene		---	---	---	---	---	---	---	---
Naphthalene		---	---	---	---	---	---	---	---
Phenanthrene		---	---	---	---	---	---	---	---

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TABLE I (continued)
SUMMARY OF SOIL SAMPLE ANALYTICAL RESULTS – TPHg, TPHd, VOCs, AND SVOCs
Cedar/Kettner
San Diego, California
July 2003

Constituent	Test Method	SAMPLE ID							
		GB12-6	GB12-8.5	GB12-11	GB12-13.5	GB12-16	GB12-21	GB12-31	GB12-36
TPHg	8015B (mg/kg)	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0
TPHd[1]		<10	<10	<10	<10	<10	<10	<10	<10
1,2,4-Trimethylbenzene	8260B (µg/kg)	---	---	---	---	---	---	---	---
1,3,5-Trimethylbenzene		---	---	---	---	---	---	---	---
4-Isopropyltoluene		---	---	---	---	---	---	---	---
Benzene		---	---	---	---	---	---	---	---
Ethylbenzene		---	---	---	---	---	---	---	---
Isopropylbenzene		---	---	---	---	---	---	---	---
m.p-Xylene		---	---	---	---	---	---	---	---
n-Butylbenzene		---	---	---	---	---	---	---	---
n-Propylbenzene		---	---	---	---	---	---	---	---
Naphthalene		---	---	---	---	---	---	---	---
o-Xylene		---	---	---	---	---	---	---	---
sec-Butylbenzene		---	---	---	---	---	---	---	---
Tetrachloroethene		---	---	---	---	---	---	---	---
Toluene		---	---	---	---	---	---	---	---
2-Methylnaphthalene	8270C (µg/kg)	---	---	---	---	---	---	---	---
Fluorene		---	---	---	---	---	---	---	---
Naphthalene		---	---	---	---	---	---	---	---
Phenanthrene		---	---	---	---	---	---	---	---

Notes:
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TPHd = Total petroleum hydrocarbons as diesel
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TABLE I (continued)
SUMMARY OF SOIL SAMPLE ANALYTICAL RESULTS – TPHg, TPHd, VOCs, AND SVOCs
Cedar/Kettner
San Diego, California
July 2003

Constituent	Test Method	SAMPLE ID								
		GB13-6	GB13-8.5	GB13-11	GB13-13.5	GB13-16	GB13-21	GB13-26	GB13-31	GB13-36
TPHg	8015B (mg/kg)	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0
TPHd[1]		<10	<10	<10	<10	<10	<10	<10	<10	<10
1,2,4-Trimethylbenzene	8260B (µg/kg)	---	---	---	---	---	---	---	---	---
1,3,5-Trimethylbenzene		---	---	---	---	---	---	---	---	---
4-Isopropyltoluene		---	---	---	---	---	---	---	---	---
Benzene		---	---	---	---	---	---	---	---	---
Ethylbenzene		---	---	---	---	---	---	---	---	---
Isopropylbenzene		---	---	---	---	---	---	---	---	---
m.p-Xylene		---	---	---	---	---	---	---	---	---
n-Butylbenzene		---	---	---	---	---	---	---	---	---
n-Propylbenzene		---	---	---	---	---	---	---	---	---
Naphthalene		---	---	---	---	---	---	---	---	---
o-Xylene		---	---	---	---	---	---	---	---	---
sec-Butylbenzene		---	---	---	---	---	---	---	---	---
Tetrachloroethene		---	---	---	---	---	---	---	---	---
Toluene		---	---	---	---	---	---	---	---	---
2-Methylnaphthalene	8270C (µg/kg)	---	---	---	---	---	---	---	---	---
Fluorene		---	---	---	---	---	---	---	---	---
Naphthalene		---	---	---	---	---	---	---	---	---
Phenanthrene		---	---	---	---	---	---	---	---	---

Notes:
TPHg = Total petroleum hydrocarbons as gasoline
TPHd = Total petroleum hydrocarbons as diesel
< = Not detected at or above the indicated laboratory detection limit
mg/kg = Milligrams per kilogram
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(1) = Samples contained hydrocarbons within the diesel range that do not match the diesel pattern. Quantitation was based on a diesel standard.
--- = Sample not analyzed for this constituent
GB1-6 = Geocon soil boring #1 with sample collected at 6 feet

TABLE I (continued)
SUMMARY OF SOIL SAMPLE ANALYTICAL RESULTS – TPHg, TPHd, VOCs, AND SVOCs
Cedar/Kettner
San Diego, California
July 2003

Constituent	Test Method	SAMPLE ID							
		GB14-11	GB14-13.5	GB14-16	GB14-21	GB14-26	GB14-31	GB14-36	GB14-41
TPHg	8015B (mg/kg)	<1.0	<1.0	<1.0	<1.0	<1.0	29	<1.0	<1.0
TPHd[1]		<10	<10	<10	<10	<10	<10	<10	<10
1,2,4-Trimethylbenzene	8260B (µg/kg)	---	---	---	---	---	290	---	---
1,3,5-Trimethylbenzene		---	---	---	---	---	130	---	---
4-Isopropyltoluene		---	---	---	---	---	84	---	---
Benzene		---	---	---	---	---	<5.0	---	---
Ethylbenzene		---	---	---	---	---	<5.0	---	---
Isopropylbenzene		---	---	---	---	---	45	---	---
m.p-Xylene		---	---	---	---	---	83	---	---
n-Butylbenzene		---	---	---	---	---	69	---	---
n-Propylbenzene		---	---	---	---	---	66	---	---
Naphthalene		---	---	---	---	---	150	---	---
o-Xylene		---	---	---	---	---	25	---	---
sec-Butylbenzene		---	---	---	---	---	32	---	---
Tetrachloroethene		---	---	---	---	---	<5.0	---	---
Toluene		---	---	---	---	---	<5.0	---	---
2-Methylnaphthalene	8270C (µg/kg)	---	---	---	---	---	---	---	---
Fluorene		---	---	---	---	---	---	---	---
Naphthalene		---	---	---	---	---	---	---	---
Phenanthrene		---	---	---	---	---	---	---	---

Notes:
TPHg = Total petroleum hydrocarbons as gasoline
TPHd = Total petroleum hydrocarbons as diesel
< = Not detected at or above the indicated laboratory detection limit
mg/kg = Milligrams per kilogram
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(1) = Samples contained hydrocarbons within the diesel range that do not match the diesel pattern. Quantitation was based on a diesel standard.
--- = Sample not analyzed for this constituent
GB1-6 = Geocon soil boring #1 with sample collected at 6 feet

TABLE I (continued)
SUMMARY OF SOIL SAMPLE ANALYTICAL RESULTS – TPHg, TPHd, VOCs, AND SVOCs
Cedar/Kettner
San Diego, California
July 2003

Constituent	Test Method	SAMPLE ID												
		T1-1-2	T1-1-6	T1-1-10	T1-2-1	T1-2-4	T2-2-6	T2-2-8	T2-3-5	T2-3-7.5	T2-4-3	T2-4-5	T2-5-3	T2-5-5
TPHg	8015B (mg/kg)	13	13	7.4	<1.0	160	340	420	630	340	260	310	430	270
TPHd[1]		9,600	950	730	44	270	3,000	3,700	5,600	3,000	2,700	5,400	5,700	2,500
1,2,4-Trimethylbenzene	8260B (µg/kg)	---	---	---	---	<250	---	---	15,000	---	---	---	---	---
1,3,5-Trimethylbenzene		---	---	---	---	<250	---	---	3,400	---	---	---	---	---
4-Isopropyltoluene		---	---	---	---	<250	---	---	<2,500	---	---	---	---	---
Benzene		---	---	---	---	<250	---	---	<2,500	---	---	---	---	---
Ethylbenzene		---	---	---	---	<250	---	---	2,600	---	---	---	---	---
Isopropylbenzene		---	---	---	---	<250	---	---	<2,500	---	---	---	---	---
m.p-Xylene		---	---	---	---	<250	---	---	<2,500	---	---	---	---	---
n-Butylbenzene		---	---	---	---	<250	---	---	3,000	---	---	---	---	---
n-Propylbenzene		---	---	---	---	<250	---	---	<2,500	---	---	---	---	---
Naphthalene		---	---	---	---	<250	---	---	8,000	---	---	---	---	---
o-Xylene		---	---	---	---	<250	---	---	<2,500	---	---	---	---	---
sec-Butylbenzene		---	---	---	---	<250	---	---	<2,500	---	---	---	---	---
Tetrachloroethene		---	---	---	---	<250	---	---	<2,500	---	---	---	---	---
Toluene		---	---	---	---	<250	---	---	<2,500	---	---	---	---	---
2-Methylnaphthalene	8270C (µg/kg)	46,000	---	---	---	---	---	---	---	---	---	---	4,800	---
Fluorene		46,000	---	---	---	---	---	---	---	---	---	---	<3,300	---
Naphthalene		46,000	---	---	---	---	---	---	---	---	---	---	<3,300	---
Phenanthrene		46,000	---	---	---	---	---	---	---	---	---	---	<3,300	---

Notes:
TPHg = Total petroleum hydrocarbons as gasoline
TPHd = Total petroleum hydrocarbons as diesel
< = Not detected at or above the indicated laboratory detection limit
mg/kg = Milligrams per kilogram
µg/kg = Micrograms per kilogram
(1) = Samples contained hydrocarbons within the diesel range that do not match the diesel pattern. Quantitation was based on a diesel standard.
--- = Sample not analyzed for this constituent
GB1-6 = Geocon soil boring #1 with sample collected at 6 feet

TABLE II
SUMMARY OF SOIL SAMPLE ANALYTICAL RESULTS – CCR TITLE 22 METALS
Cedar/Kettner
San Diego, California
July 2003

Constituent	TTLC	STLC	Sample ID																
			T1-1-2	T1-2-1	T2-1-2	T2-1-5	T2-1-6	GB 1-6	GB 2-6	GB 3-5.5	GB 4-5.5	GB 5-5	GB 6-5.5	GB 7-6	GB 8-6	GB 9-6	GB 10-6	GB 13-6	GB 14-11
Antimony	500	15	1.2	4.0	3.8	2.4	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0
Arsenic	500	5.0	<1.0	4.0	<1.0	3.2	<1.0	1.2	<1.0	2.5	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0
Barium	10,000	100	110	24	260	370	22	32	27	57	32	43	35	40	33	19	16	27	14
Beryllium	75	0.75	<1.0	4.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0
Cadmium	100	1.0	1.7	4.0	1.5	1.8	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0
Chromium	2,500	5.0	15	11	16	53	9.2	9.0	9.0	7.2	8.3	9.7	9.7	11	8.9	7.7	7.2	9.2	5.7
Cobalt	8,000	80	4.5	3.5	2.8	3.2	1.6	3.9	4.7	3.1	3.2	5.6	4.3	4.1	3.6	2.6	2.7	4.0	4.1
Copper	2,500	25	61	5.9	89	**260**	<1.0	5.9	3.8	7.1	9.8	6.2	7.8	17	9.7	2.6	4.8	13	1.6
Lead	1,000	5.0	130	7.8	**650**	**5,100**	5.5	5.7	3.3	16	5.7	16	3.6	17	7.1	2.6	2.2	2.6	2.0
Mercury	20	0.2	<0.10	<0.1	1	**11**	<0.10	<0.10	<0.10	<0.10	<0.10	<0.10	<0.10	<0.10	<0.10	<0.10	<0.10	<0.10	<0.10
Molybdenum	3,500	350	<1.0	<0.1	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0
Nickel	2,000	20	13	3.3	6.3	5.7	2.4	3.0	3.0	3.2	2.6	3.4	3.2	4.0	3.4	2.3	2.3	3.2	2.0
Selenium	100	1.0	<1.0	<1.0	5.2	<1.0	<1.0	<1.0	<1.0	3.5	<1.0	<1.0	<1.0	3.5	<1.0	<1.0	<1.0	<1.0	<1.0
Silver	500	5.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0
Thallium	700	7.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0
Vanadium	2,400	24	25	23	16	18	28	25	26	18	22	24	26	27	25	19	16	23	15
Zinc	5,000	250	490	26	570	870	12	26	17	32	32	20	43	63	44	15	16	27	9.5

Notes:
All data presented in milligrams per kilogram (STLCs in milligrams per liter)
TTLC = Total Threshold Limit Concentration
STLC = Soluble Threshold Limit Concentration
< = Not detected at or above the indicated laboratory detection limit

TABLE III
SUMMARY OF GROUNDWATER SAMPLE ANALYTICAL RESULTS – TPHg, TPHd, VOCs, and SVOCs
Cedar/Kettner
San Diego, California
July 2003

Constituent	Test Method	Sample ID			
		GMW-1	GMW-2	GMW-3	GMW-4
TPHg	8015B (mg/l)	4.5	<0.20	<0.20	2.8
TPHd[1]		120	0.48	0.28	0.61
1,2,4-Trimethylbenzene	8260B (µg/l)	180	<5.0	<5.0	150
1,3,5-Trimethylbenzene		5.1	<5.0	<5.0	42
4-Isopropyltoluene		13	<5.0	<5.0	17
Benzene		230	<5.0	<5.0	50
Ethylbenzene		170	<5.0	<5.0	20
Isopropylbenzene		42	<5.0	<5.0	28
m,p-Xylene		92	<5.0	<5.0	150
n-Butylbenzene		15	<5.0	<5.0	12
n-Propylbenzene		49	<5.0	<5.0	30
Naphthalene		190	7.0	<5.0	14
o-Xylene		8.9	<5.0	<5.0	29
sec-Butylbenzene		12	<5.0	<5.0	7.0
Tetrachloroethene		<5.0	<5.0	7.4	<5.0
Toluene		<5.0	<5.0	<5.0	17
2-Methylnaphthalene	8270C (µg/l)	630	<11	<13	<14
Fluorene		33	<11	<13	<14
Naphthalene		390	<11	<13	<14
Phenanthrene		33	<11	<13	<14

Notes:

TPHg	=	Total petroleum hydrocarbons as gasoline
TPHd	=	Total petroleum hydrocarbons as diesel
<	=	Not detected at or above the indicated laboratory detection limit
µg/kg	=	Micrograms per kilogram
(1)	=	Samples contained hydrocarbons within the diesel range that do not match the diesel pattern. Quantitation was based on a diesel standard.
---	=	Sample not analyzed for this constituent

TABLE IV
SUMMARY OF GROUNDWATER SAMPLE ANALYTICAL RESULTS – CCR TITLE 22 METALS
Cedar/Kettner
San Diego, California
July 2003

Constituent	GB11 (GMW-3)	GB14 (GMW-4)	GB7 (GB7-WS)	GB8 (GB8-WS)
Antimony	<0.0050	<0.0050	0.040	<0.0050
Arsenic	0.0077	0.0096	0.260	0.010
Barium	0.020	0.050	4.2	0.090
Beryllium	<0.0030	<0.0030	<0.0030	<0.0030
Cadmium	<0.0030	<0.0030	<0.0030	<0.0030
Chromium	<0.0030	<0.0030	1.800	<0.0030
Cobalt	0.0076	0.007	0.51	0.0083
Copper	0.0033	<0.0030	1.3	0.0031
Lead	<0.0050	<0.0050	0.37	<0.0050
Mercury	<0.0002	<0.0002	0.0011	<0.0002
Molybdenum	<0.0050	0.030	0.15	0.010
Nickel	0.030	0.0082	0.43	0.009
Selenium	0.0073	0.020	<0.0050	0.010
Silver	<0.0030	<0.0030	<.0030	<.0030
Thallium	<0.0050	<0.0050	0.060	<0.0050
Vanadium	0.0037	0.0068	2.4	<.0030
Zinc	0.020	0.010	4.2	0.010

Notes:
All results in milligrams per liter
< = Not detected at or above the indicated laboratory detection limit

TABLE V
SUMMARY OF CROSS-SECTIONAL AREAS AND
ESTIMATED VOLUMES OF SOIL CONTAINING TPHg AND/OR TPHd
Cedar/Kettner
San Diego, California
July 2003

Cross Section	Cross-Sectional Area	Average Cross-Sectional Area	Spacing	Sub Total	
	(Square feet)	(Square feet)	(Feet)	(Cubic Feet)	
AA'	4,220	2,100	30	63,300	
BB'	5,200	4,720	30	141,300	
CC'	610	2,905	30	87,150	
DD'	5,200	2,905	30	87,150	
EE'	800	3,000	30	90,000	
			TOTAL	468,900	Cubic Feet
			TOTAL	**17,367**	Cubic Yards