

**CITY OF SAN DIEGO  
M E M O R A N D U M**

DATE: October 21, 2010

TO: Environmental Review Record

FROM: Beth Murray, Deputy Director, City Planning and Community Investment

SUBJECT: Re-evaluation of Environmental Assessment for Veterans Village of San Diego – Phase IV

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Veterans Village as originally approved involves the expansion of an existing residential care facility for low-income, homeless military veterans located at 4141 Pacific Highway, San Diego, 92110. The project has been in construction since November 2004, and its estimated completion date is the summer of 2011. Development of the project is being conducted in phases, and no changes to the original plans have been made or are proposed. This re-evaluation is undertaken for Phase IV of the project - of which up to \$1,500,000 of HUD HOME funds will be used - yielding 12 rooms, each featuring two beds, to be occupied as supportive transitional housing for an additional 24 program participants.

The entire project, when completed, will have the capacity to serve 364 individuals. An environmental assessment (FONSI) was approved by the City of San Diego in April 2003 and the project was awarded a HUD-EDI Special Projects grant for Phase II in August 2006 (B-04-SP-CA-1023) and HUD HOME funds in April 2009 for Phase III. Phase II and Phase III were reviewed and determined to be a Categorically Excluded activity (not subject to 58.5) per 24 CFR 58.35(b)(7) – Approval of Supplemental Assistance.

The project continues to assist homeless veterans by providing supportive services and transitional housing. Because the site is bound by a Conditional Use Permit, any significant changes to the original scope or design would require the City to issue additional permits. As of this date, no new permits have been requested from the developer or issued by the City.

Upon careful review of the project, the City of San Diego has concluded that no substantial changes in the nature, magnitude or extent of the project are proposed; no new circumstances and environmental conditions will affect or have a bearing on the project's impacts; and, no alternative has been selected that was not in the original finding.

Based on the above discussion, the City of San Diego finds that a re-evaluation of environmental assessments and other environment findings is not warranted by this activity pursuant to Section 58.47 a (1) through a (3). Furthermore, no conditions are present that prompt any action identified in Section 58.47 b (1) through b (3).



Prepared by: Laura Black, Project Manager, CPCI

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Beth Murray, Deputy Director, CPCI

Responsible Entity Certifying Official Name & Title

Beth Murray  
Responsible Entity Certifying Official Signature

10/21/10  
Date





U.S. Department of Housing and Urban  
Development  
San Francisco Regional Office - Region IX  
600 Harrison Street  
San Francisco, California 94107-1387

## LEVEL OF ENVIRONMENTAL REVIEW DETERMINATION

**Project Name / Description:** Veterans Village, 4141 Pacific Highway, San Diego, CA 92110. Funding for development of 24 additional transitional housing beds at the Veterans Village residential care facility for homeless veterans. HUD HOME funds \$1,500,000; TDC \$3,200,000. Grant No.: M-10-MC-06-0533

### Level of Environmental Review (cite regulation):

Categorically excluded not subject to statutes per 58.35(b)(7) – Approval of Supplemental Assistance

### STATUTES and REGULATIONS listed at 24 CFR 58.6

#### **FLOOD INSURANCE / FLOOD DISASTER PROTECTION ACT**

1. Does the project involve the acquisition, construction or rehabilitation of structures, buildings or mobile homes?

- ☐ No; flood insurance is not required. The review of this factor is completed.  
☒ Yes; continue.

2. Is the structure or part of the structure located in a FEMA designated Special Flood Hazard Area?

- ☒ No. Source Document (FEMA/FIRM floodplain zone designation, panel number, date):

Flood Zone X, Map No. 06073C1877F, effective June 19, 1997

(Factor review completed).

- ☐ Yes. Source Document (FEMA/FIRM floodplain zone designation, panel number, date):

\_\_\_\_\_  
(Continue review).

3. Is the community participating in the National Insurance Program (or has less than one year passed since FEMA notification of Special Flood Hazards)?

- ☐ Yes - Flood Insurance under the National Flood Insurance Program must be obtained and maintained for the economic life of the project, in the amount of the total project cost.

#### **COASTAL BARRIERS RESOURCES ACT**

1. Is the project located in a coastal barrier resource area?

- ☒ No; Cite Source Documentation:

There are no coastal barriers in the State of California.

(This element is completed).

- ☐ Yes - **Federal assistance may not be used in such an area.**

#### **AIRPORT RUNWAY CLEAR ZONES AND CLEAR ZONES DISCLOSURES**

1. Does the project involve the sale or acquisition of existing property within a Civil Airport's Runway Clear Zone, Approach Protection Zone or a Military Installation's Clear Zone?

- ☒ No; cite Source Document, page:

The location of the proposed facility is not within the Airport Environs Overlay Zone for Lindbergh Field.

Operations. Source: Runway Protection Zone maps for Lindbergh Field.

Project complies with 24 CFR 51.303(a)(3).

- ☐ Yes; **Disclosure statement must be provided** to buyer and a copy of the signed disclosure statement must be maintained in this Environmental Review Record.

Laura C. Black, Project Manager, CPCI

Preparer Name/Title

Signature

Date

Beth Murray, Deputy Director

City Planning & Community Investment

Preparer Name/Title

Signature

Date



U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT (HUD)  
AND  
CITY OF SAN DIEGO

FINDING OF NO SIGNIFICANT IMPACT (FONSI)

PURSUANT TO THE HUD NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) GUIDELINES  
(24 CFR PART 58)

AND

MITIGATED NEGATIVE DECLARATION

PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA),  
CALIFORNIA PUBLIC RESOURCES CODE SECTION 21000 *ET SEQ.*

SUBJECT: Veterans Village of San Diego - CONDITIONAL USE PERMIT (CUP), RIGHT OF WAY VACATION, REQUEST FOR THE RELEASE OF COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) FUNDS in the amount of \$500,000 to amend CUP 90-1127 to expand an existing 87 bed veterans residential care facility to 224 beds and 24 transitional apartment units containing an additional 140 beds. The expansion would require the vacation of a portion of Pacific Highway and Kurtz Street between Witherby Street and Coutts Street. The site is located at 4141 Pacific Highway on a 3.6-acre site, in the IS-1-1 zone of the Midway Community Plan, North Bay Redevelopment Project, Airport Approach, Coastal Height Limit. Council District 2. Applicant: Kent Trimble.

- I. PROJECT DESCRIPTION: See attached Initial Study.
- II. ENVIRONMENTAL SETTING: See attached Initial Study.
- III. DETERMINATION/FINDING:

In compliance with the National Environmental Policy Act (NEPA) and HUD Environmental Review Procedures, the California Environmental Quality Act (CEQA) and State CEQA Guidelines, the City of San Diego conducted a CEQA Initial Study/NEPA Environmental Assessment and has determined that the proposed project could have a significant environmental effect in the following areas: **geology, water quality, hydrology, air quality, health and safety, and historical resources (archaeology)**. Subsequent revisions in the project proposal create the specific mitigation measures as identified in Section V of this Mitigated Negative Declaration/Finding of No Significant Impact (FONSI). The project as revised now avoids or mitigates the potentially significant environmental effects previously identified, and the preparation of an Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) will not be required.

#### IV. DOCUMENTATION:

The attached Initial Study/Environmental Assessment documents the reasons to support the above Determination/Findings. The environmental record is available for review at the Land Development Review Division, Fifth Floor, Development Services Department, 1222 First Avenue, San Diego, CA 92101.

#### V. MITIGATION, MONITORING AND REPORTING PROGRAM:

To ensure that site development would avoid significant environmental impacts, a mitigation monitoring and reporting program (MMRP) shall be required. Compliance with the MMRP becomes the responsibility of the applicant. The basis for the MMRP is found in the Initial Study and the mitigation measures are described below under each issue area.

##### A. General

MMRP Deposit - After project approval by the Decisionmaker and prior to issuance of any discretionary permits, the applicant shall submit a deposit of **\$2,000** to the Development Project Manager in Development Services Department to cover the City's costs associated with implementation of the Mitigation, Monitoring and Reporting Program (MMRP).

MMRP Conditions - The applicant shall comply with the Mitigation, Monitoring and Reporting Program (MMRP) as specified in the Mitigated Negative Declaration (PTS 3787) satisfactory to the City Manager and the City Engineer. Prior to issuance of any grading permit(s), or construction permit(s), all mitigation measures as specifically outlined in the MMRP shall be implemented for the following issue areas: **geology, water quality, hydrology, air quality, health and safety, and historical resources (archaeology).**

##### B. Geology

To mitigate impacts from construction on liquefiable soils, the following mitigation measures are required:

1. Undocumented fill and expansive soils shall be excavated and removed (depths to five feet) and replaced with at least three feet of compacted, non-expansive fill.
2. Structural improvement of the soils on site is required to provide a stable foundation. Engineering options include preloading with overfill to compact the soil, installing wick drains, injecting a soil/cement slurry, use of a four foot thick coarse gravel mat, and/or deep drilled caissons or augered cast-in-place or driven piles (depths of up to 30 feet). Additional geotechnical site evaluation is required to determine the appropriate type of foundation needed.



3. Proper engineering design is required for demolition/construction equipment to ensure the heavy equipment does not lose stability in the soft, wet soil. Dewatering may be required for excavation such as utilities greater than five feet.
4. Buildings are to be designed in accordance with the seismic design requirements of the Uniform Building Code.
5. All earthwork shall be observed and tested by the responsible geotechnical representative to confirm that it proceeds in accordance with the geotechnical recommendations.

**C. Hydrology**

To mitigate impacts associated with the shallow groundwater table, the following mitigation measures are required.

1. Proper engineering design is required for demolition/construction equipment to ensure the heavy equipment does not lose stability in the soft, wet soil.
2. Dewatering may be required for excavation such as utilities greater than five feet. Adhere to mitigation measures described below if dewatering is needed.
3. The drainage system proposed with this development is subject to approval by the City Engineer.
4. Design and size the post-construction Best Management Practice treatment devices in accordance with the approved water quality technical report to accommodate surface runoff to minimize additional storm water input to the pump station.

**D. Water Quality**

Mitigation measures are required to reduce impacts associated with water quality and stormwater runoff from site grading, demolition of existing structures, excavation of petroleum-contaminated soils, and construction and operation of the parking spaces.

1. Development of this project shall comply with all requirements of State Water Resources Control Board (SWRCB) Order No. 99-08 and the Municipal Storm Water Permit, Order No. 2001-01 (NPDES General Permit No. CAS000002 and CA S0108758), Waste Discharge Requirements for Discharges of Storm Water Runoff Associated With Construction Activity. In accordance with said permit, a Storm Water Pollution Prevention Plan (SWPPP) and a Monitoring Program Plan shall be implemented concurrently with the commencement of grading activities, and a Notice of Intent (NOI) shall be filed with the SWRCB.

2. Prepare a Water Quality Technical Report consistent with the City of San Diego's Storm Water Standards subject to approval by LDR-Engineering. The report shall include, but not be limited to how source control and site design have been incorporated into the project, selection and calculations regarding the numeric sizing treatment standards, BMP maintenance schedules and maintenance costs and the responsible party for future maintenance and associated costs.
3. Best Management Practices (BMPs) are required in accordance with the project's approved water quality technical report including, but not limited to:
  - a. Site Design BMPs - Minimize areas of continuous, impervious footprint through use of landscape or other design techniques.
  - b. Source Control BMPs - Store chemicals (e.g., landscaping, cleaning supplies) in enclosed areas with secondary containment to protect from direct access storm drains. Conduct regular parking lot sweeping and trash removal.
  - c. Treatment Control BMPs - Incorporate treatment control devices as defined in the approved water quality technical report to treat runoff from impervious areas. Design and size the treatment devices to accommodate surface runoff to minimize or eliminate additional storm water input to the pump station.
  - d. Long-term Maintenance of BMPs - Execute a long-term maintenance plan, prepared satisfactory to the City Engineer and/or the Stormwater Administrator, which defines the owner/permittee as the responsible party for the permanent maintenance of the hydrology/water quality controls.
4. If contaminated soil is encountered during excavation, the County of San Diego Hazardous Materials Division (HMD) shall be notified. HMD shall prescribe the method of treatment. Contaminated soils shall be managed and disposed appropriately as directed by HMD. Site environmental cleanup shall be completed to the satisfaction of the County of San Diego Department of Environmental Health.
5. Prior to issuance of any permit that would allow excavation which requires dewatering, a plan for disposal of the dewatering effluent and a permit, if needed, from the Regional Water Quality Control Board shall be provided to the City of San Diego Land Development Review Division by the applicant. A National Pollutant Discharge Elimination System (NPDES) permit may be required for disposal of dewatering effluent as specified by the Regional Water Quality Control Board (RWQCB).

**E. Air Quality**

1. To mitigate impacts from generation of dust during project demolition and construction, the North Bay Environmental Impact Report specifies the following mitigation measures:
  - a. Unpaved construction areas are to be watered twice daily to reduce dust emissions by approximately 50%.
  - b. Grading is not permitted during windy conditions (sustained winds in excess of 25 mph).
2. To mitigate impacts from demolition of the existing structures, the following mitigation is required:
  - a. If the structures to be demolished contain asbestos, notice would need to be given to the County Air Pollution Control District. Demolition debris must be disposed of in an approved landfill.

**F. Health and Safety**

To mitigate impacts from petroleum-contaminated soils which may be encountered during excavation, the following mitigation measures are required:

1. The construction/demolition contractor would work in accordance with a construction health and safety plan prepared pursuant to California Occupational Safety and Health Administration (Cal-OSHA) standards, including, but not be limited to, the following features (or functional equivalent):
  - a. An operational explosimeter calibrated for hydrocarbons and capable of automatically detecting explosive gases at 20 percent of the Lower Explosive Level shall be employed continuously during excavation activities, and shall be operated by personnel trained in its use.
  - b. All personnel working in the trench shall be required to wear pre-tested half-face cartridge respirators whenever organic vapors are detected at one percent of the Lower Explosive Level.
  - c. Work shall cease and the City of San Diego Engineering Field Inspection Section notified immediately if Lower Explosive Levels above 20 percent are detected. The Resident Engineer shall have final authority on whether work should continue or not.
  - d. If contaminated soil is encountered, the County of San Diego Department of Health Services, Hazardous Materials Management Division (HMMD) shall be contacted. HMMD shall prescribe the method of treatment. Clean-up would be completed to the satisfaction of HMMD.

- G. **Historical Resources (Archaeology)** - Archaeological monitoring would be required for all demolition of existing buildings, and all ground disturbing activities including site grading to remove undocumented fill, and excavation for utilities associated with the project.

**Prior to Preconstruction (Precon) Meeting**

1. Land Development Review (LDR) Plan Check

Prior to the issuance of a Notice to Proceed (NTP) or any permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits, the Environmental Review Manager (ERM) of LDR shall verify that the requirements for archaeological monitoring and Native American monitoring, if applicable, have been noted on the appropriate construction documents.

2. Letters of Qualification have been Submitted to ERM

Prior to the recordation of the first final map, NTP, and/or, including but not limited to, issuance of a Grading Permit, Demolition Permit or Building Permit, the applicant shall provide a letter of verification to the ERM of LDR stating that a qualified Archaeologist, as defined in the City of San Diego Historical Resources Guidelines (HRG), has been retained to implement the monitoring program.

3. Second Letter Containing Names of Monitors has been sent to MMC.

- a. At least thirty days prior to the Precon Meeting, a second letter shall be submitted to Mitigation Monitoring Coordination (MMC) which shall include the name of the Principal Investigator (PI) and the names of all persons involved in the Archaeological Monitoring of the project.
- b. MMC will provide Plan Check with a copy of both the first and second letter.

4. Records Search Prior to Precon Meeting

At least thirty days prior to the Precon Meeting the qualified Archaeologist shall verify that a records search has been completed and updated as necessary and be prepared to introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities. Verification includes, but is not limited to, a copy of a confirmation letter from South Coast Information Center, or, if the search was in-house, a letter of verification from the PI stating that the search was completed.

## **Precon Meeting**

### **1. Monitor Shall Attend Precon Meetings**

- a. Prior to beginning any work that requires monitoring, the Applicant shall arrange a Precon Meeting that shall include the Archaeologist, Construction Manager and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified Archaeologist shall attend any grading related Precon Meetings to make comments and/or suggestions concerning the Archaeological Monitoring program with the Construction Manager and/or Grading Contractor.
- b. If the Monitor is not able to attend the Precon Meeting, the RE or BI, if appropriate, will schedule a focused Precon Meeting for MMC, EAS staff, as appropriate, Monitors, Construction Manager and appropriate Contractor's representatives to meet and review the job on-site prior to start of any work that requires monitoring.

### **2. Identify Areas to be Monitored**

At the Precon Meeting, the Archaeologist shall submit to MMC a copy of the site/grading plan (reduced to 11x17) that identifies areas to be monitored as well as areas that may require delineation of grading limits.

### **3. When Monitoring Will Occur**

Prior to the start of work, the Archaeologist shall also submit a construction schedule to MMC through the RE or BI, as appropriate, indicating when and where monitoring is to begin and shall notify MMC of the start date for monitoring.

## **During Construction**

### **1. Monitor Shall be Present During Grading/Excavation**

The qualified Archaeologist shall be present full-time during grading/excavation of native soils and shall document activity via the Consultant Site Visit Record. This record shall be sent to the RE or BI, as appropriate, each month. The RE, or BI as appropriate, will forward copies to MMC.

### **2. Discoveries**

#### **a. Discovery Process**

In the event of a discovery, and when requested by the Archaeologist, or the PI if the Monitor is not qualified as a PI, the RE or BI, as appropriate, shall be contacted and shall divert, direct or temporarily halt ground disturbing activities in the area of discovery to allow for preliminary evaluation of potentially significant archaeological resources. The PI shall

also immediately notify MMC of such findings at the time of discovery. MMC will coordinate with appropriate LDR staff.

b. Determination of Significance

The significance of the discovered resources shall be determined by the PI in consultation with LDR and the Native American Community, if applicable. LDR must concur with the evaluation before grading activities will be allowed to resume. For significant archaeological resources, a Research Design and Data Recovery Program shall be prepared, approved by DSD and carried out to mitigate impacts before ground disturbing activities in the area of discovery will be allowed to resume.

3. Human Remains

If human remains are discovered, work shall halt in that area and procedures set forth in the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) as follows:

a. Notification

- (1) Archaeological Monitor shall notify the RE or BI as appropriate, PI, if the Monitor is not qualified as a PI, and MMC. MMC will notify the appropriate Senior Planner in the Environmental Analysis Section (EAS).
- (2) The PI shall notify the County Coroner after consultation with the RE, either in person or via telephone.

b. Stop work and isolate discovery site

- (1) RE or BI, as appropriate, shall stop work immediately in the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the County Coroner in consultation with the PI concerning the origin of the remains and the cause of death.
- (2) The County Coroner, in consultation with the PI, shall determine the need for a field investigation to examine the remains and establish a cause of death.
- (3) If a field investigation is not warranted, the PI, in consultation with the County Coroner, shall determine if the remains are of Native American origin.

c. If Human Remains are Native American

- (1) The Coroner shall notify the Native American Historic Commission (NAHC). (By law, ONLY the Coroner can make this call.)

- (2) NAHC will identify the person or persons it believes to be the Most Likely Descendent (MLD).
- (3) The MLD may make recommendations to the land owner or PI responsible for the excavation work to determine the treatment, with appropriate dignity, of the human remains and any associated grave goods (PRC 5097.98).

d. If Human Remains are not Native American

- (1) The PI shall contact the NAHC and notify them of the historical context of the burial.
- (2) NAHC will identify the person or persons it believes to be the MLD.
- (3) The MLD may make recommendations to the land owner or PI responsible for the excavation work to determine the treatment of the human remains (PRC 5097.98).
- (4) If the remains are of historic origin, they shall be appropriately removed and conveyed to the Museum of Man for analysis. The decision for reinterment of the human remains shall be made in consultation with MMC, EAS, the land owner, the NAHC and the Museum of Man.

e. Disposition of Human Remains

The land owner, or his authorized representative, shall reinter the Native American human remains and any associated grave goods, with appropriate dignity, on the property in a location not subject to further subsurface disturbance, IF:

- (1) The NAHC is unable to identify the MLD, OR the MLD failed to make a recommendation within 24 hours after being notified by the Commission; OR;
- (2) The landowner or authorized representative rejects the recommendation of the MLD and mediation in accordance with PRC 5097.94 (k) by the NAHC fails to provide measures acceptable to the landowner.

4. Night Work

- a. If night work is included in the contract
  - (1) When night work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting.
  - (2) The following procedures shall be followed:
    - (a) No Discoveries  
In the event that nothing was found during the night work, The PI will record the information on the Site Visit Record Form.
    - (b) Potentially Significant Discoveries  
If the PI determines that a potentially significant discovery has been made, the procedures under **During Construction; 2.,a. & b.**, will be followed, with the exception that the PI will contact MMC by 8AM the following morning to report and discuss the findings.
- b. If night work becomes necessary during the course of construction
  - (1) The Construction Manager shall notify the RE, or BI, as appropriate, a minium of 24 hours before the work is to begin.
  - (2) The RE, or BI, as appropriate, will notify MMC immediately.
- c. All other procedures described above will apply, as appropriate.

5. Notification of Completion

The Archaeologist shall notify MMC and the RE or the BI, as appropriate, in writing of the end date of monitoring.

**Post Construction**

1. Handling and Curation of Artifacts and Letter of Acceptance

- a. The Archaeologist shall be responsible for ensuring that all cultural remains collected are cleaned, catalogued, and permanently curated with an appropriate institution; that a letter of acceptance from the curation institution has been submitted to MMC; that all artifacts are analyzed to identify function and chronology as they relate to the history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate.



- b. Curation of artifacts associated with the survey, testing and/or data recovery for this project shall be completed in consultation with LDR and the Native American representative, as applicable.
  2. Final Results Reports (Monitoring and Research Design And Data Recovery Program)
    - a. Prior to the release of the grading bond, two copies of the Final Results Report (even if negative) and/or evaluation report, if applicable, which describes the results, analysis, and conclusions of the Archaeological Monitoring Program (with appropriate graphics) shall be submitted to MMC for approval by the ERM of LDR.
    - b. For significant archaeological resources encountered during monitoring, the Research Design And Data Recovery Program shall be included as part of the Final Results Report.
    - c. MMC shall notify the RE or BI, as appropriate, of receipt of the Final Results Report.
  3. Recording Sites with State of California Department of Park and Recreation

The Archaeologist shall be responsible for recording (on the appropriate State of California Department of Park and Recreation forms-DPR 523 A/B) any significant or potentially significant resources encountered during the Archaeological Monitoring Program in accordance with the City's Historical Resources Guidelines, and submittal of such forms to the South Coastal Information Center with the Final Results Report.

## VI. PUBLIC REVIEW DISTRIBUTION

Public notice of this Finding of No Significant Impact/Mitigated Negative Declaration was published in the *San Diego Union-Tribune*. Draft copies of the Finding of No Significant Impact/Mitigated Negative Declaration were distributed to the following:

### U.S. Government

- U.S. Department of Housing and Urban Development (7)
- U.S. Department of Veterans Affairs, San Diego Regional Office,  
8810 Rio San Diego Drive, San Diego, CA 92108
- U.S. Marine Corps Recruit Depot (MCRD),  
Sharon Smith, 4600 Belleau Ave, Bldg 224, San Diego, CA 92140

State of California

State Clearinghouse (46)  
California Coastal Commission (47)  
Housing and Community Development Department (38)  
Regional Water Quality Control Board (44)  
Native American Heritage Commission (56), (222)  
CalEPA - Department of Toxic Substances Control (DTSC), Quang Than  
Site Mitigation Branch/Office of Military Facilities  
5796 Corporate Avenue, Cypress, CA 90630

County of San Diego

Air Pollution Control District (65)  
Hazardous Materials Mgmt Division, Dept of Environmental Health (75) (James Clay  
and Brad Long)

City of San Diego

Councilmember Zucchet, District 2  
Development Services Department  
Library (81)  
Historical Resources Board (87)  
Redevelopment Agency, Cathy Mahmud (MS-904)  
Community Service Center

Other

Al Pavich, Vietnam Veterans San Diego (VVSD)  
Kent Trimble  
San Diego Unified Port District (109)  
Applied Energy  
Midway Community Planning Advisory Committee (307)  
San Diego Transit Corporation (112)  
San Diego County Archaeological Society (218)  
South Coastal Information Center (210)  
Save Our Heritage Organisation (214)  
Dr. Lynne Christenson (208A)  
Ron Christman (215)  
Louie Guassac (215A)  
Historical Resources Board (87)  
San Diego State University (210)  
Save Our Heritage Organisation (214)  
San Diego County Archaeological (218)  
Kumeyaay Cultural Repatriation Committee (225)  
Barona Group of Capitan Grande Band of Mission Indians\* (225A)  
Campo Band of Mission Indians\* (225B)  
Cuyapaipe Band of Mission Indians\* (225C)  
Inaja and Cosmit Band of Mission Indians\* (225D)  
Jamul Band of Mission Indians\* (225E)  
La Posta Band of Mission Indians\* (225F)  
Manzanita Band of Mission Indians\* (225G)  
Sycuan Band of Mission Indians\* (225H)  
Viejas Group of Capitan Grande Band of Mission Indians\* (225I)

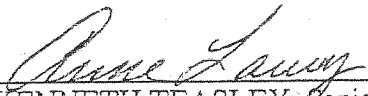
Mesa Grande Band of Mission Indians\* (225J)  
San Pasqual Band of Mission Indians\* (225K)  
Santa Ysabel Band of Diegueño Indians\* (225L)  
La Jolla Band of Mission Indians\* (225M)  
Pala Band of Mission Indians\* (225N)  
Pauma Band of Mission Indians\* (225O)  
Pechanga Band of Mission Indians\* (225P)  
Rincon Band of Luiseno Mission Indians\* (225Q)  
Los Coyotes Band of Mission Indians\* (225R)

\*public notice only

VII. RESULTS OF PUBLIC REVIEW:

- ( ) No comments were received during the public input period.
- ( ) Comments were received but did not address the draft Mitigated Negative Declaration/Finding of No Significant Impact finding or the accuracy/completeness of the Initial Study. No response is necessary. The letters are attached.
- (x) Comments addressing the findings of the draft Mitigated Negative Declaration/Finding of No Significant Impact and/or accuracy or completeness of the Initial Study were received during the public input period. The letters and responses follow.

Copies of the draft Mitigated Negative Declaration/Finding of No Significant Impact; the Mitigation, Monitoring and Reporting Program and any Initial Study/Environmental Assessment material are available in the office of the Land Development Review Division for review, or for purchase at the cost of reproduction.

*for*   
KENNETH TEASLEY, Senior Planner  
Development Services Department

March 20, 2003  
Date of Draft Report

April 24, 2003  
Date of Final Report

Analyst: WILKINSON





UNITED STATES MARINE CORPS  
MARINE CORPS RECRUIT DEPT/WESTERN RECRUITING REGION  
1600 HENDERSON AVENUE SUITE 238  
SAN DIEGO, CALIFORNIA 92160-5001

11100  
4A2/Ser 0024

APR 18 2003

City of San Diego  
Development Services Department  
LAND DEVELOPMENT REVIEW DIVISION  
Attn: Mr. Cory Wilkinson  
1722 First Avenue, Fifth Floor  
San Diego, CA 92101

Dear Mr. Wilkinson,

Thank you for the opportunity to comment on the proposed Vietnam Veteran's of San Diego (VVSD) expansion. The project itself will be an asset to the City. However, the street vacation at Kurtz Street raises some concerns. They are:

a. The existing condition of Witherby Street, with the walled canyon, narrow passage and deteriorating concrete, needs to be improved. It is through this dismal and deteriorated section of street that personnel and visitors access the Marine Corps Recruit Depot. Although it is not within the scope of the VVSD project to make this improvement, their project seriously affects future options for the street. The condition of Witherby Street and preferred improvements should be addressed by the City before a street vacation is granted — afterwards is too late to facilitate a change. Also to be considered is pedestrian access.

b. The proposed T intersection may constrict the opening more than what currently exists. This will increase the appearance of a concrete canyon and may cause problems with the occasional large vehicle that attempts to maneuver the street.

Please refer any questions concerning these comments to Ms. Sharon Smith. She can be reached at (619) 524-4363 or email [smithsh1@mcrdusd.usmc.mil](mailto:smithsh1@mcrdusd.usmc.mil).

Sincerely,

J. CALLEROS  
Colonel, USMC  
By direction of the  
Commanding General

- a. The proposed street vacation and the proposed redevelopment is not expected to increase traffic on Witherby Street. According to the *Final Traffic Impact Assessment - Vietnam Veterans of San Diego* as prepared by Linscott, Law & Greenspan Engineers (February 2003), the existing traffic volume on Witherby is 8,140 Average Daily Traffic (ADT) and is not expected to change with the vacation of Kurtz Street and project development. As a result, change to the existing two-lane collector street classification of Witherby Street is neither required nor proposed, either by the City of San Diego or by the Veterans Village of San Diego (VVSD).

The City of San Diego Community and Economic Development Department is continuing to work with MCRD to address improvements along the Witherby Street corridor. The long-range planning needs can be directed to the City's Planning Department at (619) 235-5200 with reference to the Midway/Pacific Highway Corridor Community Plan, and to the Redevelopment Agency at (619) 533-4233 with reference to the North Bay Redevelopment Area. Request for Witherby Street improvements can also be directed to Engineering and Capital Projects Department at (619) 527-7500 or through the Internet:

<http://interapp1.sannet.gov/street-div/sreq.jsp>

Although future improvements to Witherby Street are not precluded by this project, neither the Midway Community Plan nor the City's Engineering department propose any future widening. Likewise, no improvements are projected in the North Bay Redevelopment Environmental Impact Report (EIR). The VVSD project is in accordance with these long-range planning documents.

With respect to pedestrian access, the VVSD project proposes to provide a five foot sidewalk along the southerly side of Witherby adjacent to the VVSD project site and south of the proposed retaining wall. The project proposes to remove the existing stair case within the sidewalk area along the south side of Witherby Street north of the project site and would replace it with an Americans with Disabilities Act (ADA) acceptable grade ramp/sidewalk.

- b. The proposed "T" intersection at Witherby/ramp to Pacific Highway (at the site of the proposed vacated Kurtz Street segment) would not decrease the width of Witherby Street to restrict or hinder movements of any standard or large vehicles. By removing one leg of this intersection (through the proposed Kurtz Street vacation) and modifying the striping and signage at this intersection, the operation of traffic movement should be improved.



Gray Davis  
Governor

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



Tal Finney  
Interim Director

ACKNOWLEDGEMENT OF RECEIPT

DATE: March 28, 2003  
TO: Cory Wilkinson  
San Diego County  
1222 First Ave. MS-501  
Suite B  
San Diego, CA 92101  
RE: Veterans Village  
SCH#: 2003031102

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: March 20, 2003  
Review End Date: April 18, 2003

We have distributed your document to the following agencies and departments:

California Coastal Commission  
Caltrans, District 11  
Caltrans, Division of Aeronautics  
Department of Fish and Game, Region 5  
Department of Housing and Community Development  
Department of Parks and Recreation  
Native American Heritage Commission  
Office of Historic Preservation  
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



Gray Davis  
Governor

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



Tal Finney  
Interim Director

April 21, 2003

Cory Wilkinson  
San Diego County  
1222 First Ave. MS-501  
Suite B  
San Diego, CA 92101

Subject: Veterans Village  
SCH#: 2003031102

Dear Cory Wilkinson:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on April 18, 2003, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

*Terry Roberts*

Terry Roberts  
Director, State Clearinghouse

Enclosures  
cc: Resources Agency

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

OFFICE OF HISTORIC PRESERVATION  
DEPARTMENT OF PARKS AND RECREATIONP.O. BOX 942888  
SACRAMENTO, CA 95895-0001  
(916) 653-6824 Fax: (916) 653-8824  
calhnpa@chp.parks.ca.gov

March 14, 2003

REPLY TO: HUD030214H.

Kenneth Teasley, Senior Planner  
The City of San Diego Development Services Department  
1222 First Avenue, MS-501  
San Diego, CA 92101-4155

Dear Mr. Teasley:

RE: EXPANSION OF THE VETERANS VILLAGE PROJECT (PROJECT NO. 3787,  
JOB ORDER 42-0378), SAN DIEGO, CA

Thank you for forwarding the above referenced undertaking to my office for review and comment pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations found at 36 CFR Part 800. Effective January 11, 2001 new Section 106 regulations were adopted by the Advisory Council on Historic Preservation. The regulations and advisory material can be found at [www.achp.gov](http://www.achp.gov).

Pursuant to 36 CFR §800.4(d) I do not object to your determination that no historic properties will be affected by the undertaking. However, your agency may have additional Section 106 responsibilities under certain circumstances set forth at 36 CFR Part 800. For example, in the event that cultural or historical resources are discovered during implementation of the undertaking your agency is required to consult further pursuant to §800.13(b).

Your consideration of historic properties in the project planning process is appreciated. If you have questions, please contact Lucinda Woodward, Supervisor of the Local Government and the Information Management Units, at (916) 653-9116.

Sincerely,

Dr. Knox Mellon  
State Historic Preservation Officer

1.

1. Comment noted. A detailed mitigation, monitoring, and reporting program has been established to document the required process to resolve any adverse effects if any historical resources are encountered during implementation of the project thus fulfilling the responsibilities at 36 CFR 800.13.

## DEPARTMENT OF TRANSPORTATION

VISION OF AERONAUTICS - M.S.#40

20 N STREET

O. BOX 942873

SACRAMENTO, CA 94273-0001

PHONE (916) 654-4959

FAX (916) 653-9531

TELETYPE (916) 651-6827



Flex your power!  
Be energy efficient

April 3, 2002

Region 5-San Diego  
SCH #2003031102

Mr. Cory Wilkinson  
City of San Diego  
1222 First Avenue  
M.S. 501  
San Diego, CA 92101

Dear Mr. Wilkinson:

Veterans Village

Thank you for including the California Department of Transportation (Department), Division of Aeronautics, in the environmental review process for the above-referenced project. We have reviewed the Environmental Assessment/Mitigated Negative Declaration, dated March 2003, and offer the following comments:

1. The project is to expand an existing 87-bed veterans residential care facility to 224 beds and 24 transitional apartments containing an additional 140 beds. The project site appears to be less than 2000 feet north of San Diego International Airport, and the environmental document indicates that the project site is within the "Airport Approach Overlay Zone." The environmental document states that "a portion of the project is proposed within the 60-65 CNEL contour of Lindbergh Field operations according to the San Diego Unified Port District map." For airport noise and land use compatibility determinations, references are made to the federal environmental analyses, undertaken due to funding by the U.S. Department of Housing and Urban Development. 24 CFR 51 defines HUD environmental standards. Specifically, 24 CFR 51.b (Noise Abatement and Control) and 24 CFR 51.d (Airport Clear Zones and Accident Potential Zones) are relevant to our following comments.
2. This proposal should be submitted to the San Diego Airport Land Use Commission (SANDAC) and San Diego International Airport management through the intergovernmental review process for environmental documents.
3. Depending on the proximity to the airport and the height of the proposed structures, the Federal Aviation Administration (FAA) may require a Notice of Proposed Construction or Alteration (Form 7460-1) pursuant to the Federal Aviation Regulation, Part 77, Objects Affecting Navigable Airspace. The FAA's Air Traffic and Airspace Management web page at <http://www.faa.gov/ats/ata/ATA400/ocaaa.html> contains technical and procedural information about the filing of this form.

"Caltrans improves mobility across California"

1. Response: Comment noted.

2. Response: In accordance with City procedures, distribution on the draft CEQA document included:

Ted Anasis, Airport Planner  
San Diego County Regional Airport Authority  
P.O. Box 82776  
San Diego, CA 92138-2776

Additional consultation and review of the preliminary draft was coordinated with Mr. Anasis on March 6, 2003 prior to release of the document for public review which began on March 20, 2003.

3. Response: The project complies with 30-foot coastal height limit. In accordance with the San Diego Municipal Code, Article 2, Division 2, "Airport Approach Overlay Zone," the project is exempt from Federal Aviation Administration (FAA) notification and the requirements of the City of San Diego Airport Approach Overlay Zone (AAOZ) because the structure will not exceed 30 feet in height (Table 132-02A, "Airport Approach Overlay Zone Applicability" San Diego Municipal Code § 132.0202).



4. The California Environmental Quality Act, Section 21096.b, requires that "a lead agency shall not adopt a mitigated negative declaration for a project unless the lead agency considers whether the project will result in a safety hazard or noise problem according to the criteria established in the California Airport Land Use Planning Handbook." The Handbook is available on-line at <http://www.dot.ca.gov/hq/planning/aeronaut/htmlfile/landuse.html>. At a minimum, we recommend that the environmental document discuss how HUD's environmental standards in 24 CFR 51 compare to the airport noise and safety compatibility criteria established in the Handbook.
5. We concur with the proposed aviation easement and the reduction of interior noise levels to 45 CNEL as appropriate mitigation measures for this project.
6. The need for ensuring compatible land use with airport operational safety is both a local and a State issue. The Division of Aeronautics views all aviation facilities as a 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 critical.

These comments reflect the areas of concern to the Department's Division of Aeronautics with respect to airport-related noise and airport land use/safety compatibility issues. We also advise you to contact our District 11 office concerning surface transportation issues.

Thank you for the opportunity to review and comment on this environmental document. If you have any questions, please call me at (916) 654-5253.

Sincerely,

*D. Cohen*

DAVID COHEN  
Aviation Environmental Specialist

c: State Clearinghouse  
San Diego County ALUC (SANDAG)  
San Diego International Airport

4. Response: The proposed project complies with the San Diego Municipal Code, Article 2, Division 3, "Airport Environs Overlay Zone" which was established to ensure land uses are compatible with the operation of airports by implementing the Comprehensive Land Use Plans prepared by the Airport Land Use Commission (San Diego Association of Governments (SANDAG)) for the San Diego International Airport at Lindbergh Field.

The project further complies with the Comprehensive Land Use Plan (CLUP) for Lindbergh Field San Diego as prepared by SANDAG in April 1994. As noted in the Mitigated Negative Declaration, in order for this project to be compatible with the provisions of the Lindbergh Field CLUP, an aviation easement would be granted to the airport operator.

The City of San Diego has therefore fulfilled its obligations pursuant to the California Environmental Quality Act, Section 21096.b.

5. Response: Comment noted.
6. Response: Comment noted.

City of San Diego  
Development Services Department  
LAND DEVELOPMENT REVIEW DIVISION  
1222 First Avenue, Mail Station 501  
San Diego, CA 92101  
(619) 446-5460

INITIAL STUDY &  
ENVIRONMENTAL ASSESSMENT  
PTS No. 3787 SCH No. 2003031102

SUBJECT: Veterans Village of San Diego - CONDITIONAL USE PERMIT (CUP), RIGHT OF WAY VACATION, REQUEST FOR THE RELEASE OF COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) FUNDS in the amount of \$500,000 to amend CUP 90-1127 to expand an existing 87 bed veterans residential care facility to 224 beds and 24 transitional apartment units containing an additional 140 beds. The expansion would require the vacation of a portion of Pacific Highway and Kurtz Street between Witherby Street and Courts Street. The site is located at 4141 Pacific Highway on a 3.6-acre site, in the IS-1-1 zone of the Midway Community Plan, North Bay Redevelopment Project, Airport Approach, Coastal Height Limit. Council District 2. Applicant: Kent Trimble.

Responsible Entity [24 CFR 58.2(a)(7)]: City of San Diego

Certifying Officer [24 CFR 58.2(a)(2)]: City Manager

Project Name: Veterans Village

Project Location: 4141 Pacific Highway

Grant Recipient [24 CFR 58.2(a)(5)]: City of San Diego

Recipient Address: 1222 First Avenue, San Diego, CA 92101

Project Representative: Cory Wilkinson, Associate Planner (Environmental)

Telephone Number: (619) 446-5182

Conditions of Approval: [24 CFR 58.2(d)]: Refer to the Mitigated Negative Declaration (MND)/Finding of No Significant Impact (FONSI) which specifies conditions in the Mitigation Monitoring and Reporting Program (MMRP).

Finding: [24 CFR 58.40(g)]:

☒ Finding of No Significant Impact - The project, as mitigated, will not result in a significant impact on the quality of the human environment.

Preparer Signature: Cory W. Wilkinson. Date: March 18, 2003  
Cory Wilkinson

Approving Official Signature: Kenneth Teasley Date: March 18, 2003  
for Kenneth Teasley, Senior Planner for Bruce Herring Deputy City Manager

NOTE: Minor revisions have been made to this document in response to public comment. Deletions are shown in ~~strikeout~~ font; additions are shown in double underline font.

# I. PURPOSE [40 CFR 1508.9(b)] AND MAIN FEATURES [24 CFR 58.32 and 40 CFR 1508.24]:

The Vietnam Veterans of San Diego (VVSD) helps homeless veterans return to a self-sustaining way of life. The VVSD Rehabilitative Campus provides centralized facilities to address homelessness, mental illness, and substance abuse treatment in U.S. Veterans. The existing facilities are old and are not adequate to accommodate existing or increasing client needs. As such, the program is not able to fulfill the existing and future needs for client treatment.

To meet this purpose and need, the project would expand the existing 87 bed residential care facility to 224 beds and add 24 transitional apartment units containing an additional 140 beds. Approximate total proposed square footage of new buildings is 81,330 square feet. Combined with existing facilities, the completed complex would contain approximately 92,130 square feet. The project scope includes administrative and operations support facilities such as a central courtyard, garden, exercise areas, counseling center, employment/education center, kitchen/dining facility, out-patient care, and offices. One hundred twenty-five new on-site parking would be provided. Approximately 30 employees would work at the expanded operations. The project scope include new sewer and water utilities to serve the new facilities.

The project scope includes street closure ("vacation") of portions of Pacific Highway Frontage Road (between Witherby Street and Coutts Street), and Kurtz Street (between Witherby Street and Coutts Street), and the relocation of an existing sewer main to an area of new alignment under Pacific Highway.

The project includes removal and replacement of existing trees, none of which are considered native species, protected, or otherwise species of concern or habitat for species of concern. Landscape plans would be developed and approved consistent with the City's *Landscape Standards Manual* and the Land Development Code Landscape Regulations (Chapter 14, Article 2, Division 4). Landscaping would be watered with a permanent below-grade, automatic water conserving irrigation system. Graded areas would be hydro-seeded to prevent erosion in the event that construction does not occur within 30 days of grading.

NEPA - The redevelopment project includes grant funding from the U.S. Department of Housing and Urban Development (HUD) Community Development Block Grant (CDBG). Because federal funding would be provided, the project must also comply with the provisions of the National Environmental Policy Act (NEPA).

The HUD NEPA regulations at Title 24 Code of Federal Regulations (CFR) Part 58 define the NEPA requirements for HUD-funded projects. This document also fulfills the HUD NEPA requirements specified at 24 CFR 58.36 (Environmental Assessments) and Subpart E (Environmental Review Process -- Environmental Assessments).

Alternatives - Pursuant to the NEPA requirements, a discussion of alternatives is provided including the No Action alternative. Alternatives considered, but dismissed from further review, are those alternatives that do not meet the underlying purpose and need.

Relocation: The existing 87 bed facility could be relocated to another location. However, the existing operations serve 87 clients in a location near the existing downtown urban core. This level of service needs to be maintained during the proposed expansion. Relocation of the existing operations to an off-site location would divert resources needed for the expansion and would remove the existing services from the core population in need of the service. As the only licensed drug treatment facility for homeless veterans in San Diego County, the existing site has a general level of acceptance with the community. A risk exists that no other neighborhood would accept the addition of the expanded rehabilitation operations. Loss of the existing site for an uncertain relocation to an alternative site would place the existing and future operations at risk of failure. As this alternative does not meet the purpose and need, it is not further analyzed.

No Action Alternative: Under the No Action Alternative, the existing facilities would continue to be used without upgrade. The existing facilities are 45 years old and have already been upgraded to continue existing services. The design life of these upgrades would continue to provide for the existing level of service for an estimated five years. With over 2,000 homeless veterans in San Diego and only 87 beds, this would meet less than 5% of the need for homeless veterans in the County. Further, it is estimated that about 40% of San Diego's homeless population are Veterans. Failure to provide the new facilities would therefore substantially affect the San Diego homeless population and the human environment in the greater metropolitan downtown San Diego area.

## II. ENVIRONMENTAL SETTING:

The proposed project is located at 4141 Pacific Highway bounded by Pacific Highway, a frontage road, Coutts Street, Witherby Street, and Kurtz Street in an industrial/commercial area adjacent to and south of the I-5 and rail (trolley/Coaster) corridor. The project site is northeast of Lindbergh Field and U.S. Marine Corps Depot (MCRD) operations. The U.S. Navy Space and Naval Warfare Systems Command Systems Center is north of the project site. East of the site is a commercial building leased as light manufacturing. South of the site are several commercial buildings used as operations center for a trolley bus company and other commercial services. The project site is southwest of and separated from Old Town area by the I-5 corridor.

The project includes several Assessors' Parcel Numbers (APN): 450-570-01, -02, -03, -04; 450-586-01, -02, and -03; and 450-587-03 and -04. The property has been in commercial use since the 1930s. The site is located in zone IS-1-1 in Council District 2.

The project site is located in the Coastal Height Limit zone, but outside of the Coastal Permit zone. The project site is not located within the 100-year or 500-year floodplain. The project is not within or adjacent to the Multi-Habitat Planning Area (MHPA) and would not conflict with the Multiple Species Conservation Plan (MSCP). The project is within the Midway/Pacific Highway Corridor Community Plan area and the North Bay Redevelopment District.

## III. ENVIRONMENTAL ANALYSIS: See attached Initial Study checklist.

#### IV. DISCUSSION:

The following environmental issues were considered during initial review of the project and determined **not** to be potentially significant: **Land use, traffic/parking, noise, energy use/conservation, social/economic, historical resources (architectural), and aesthetics.**

##### Land Use

The project site is the current site of the Veterans Village of San Diego (VVSD). The site is within the Midway-Pacific Highway Community Plan and in the North Bay Redevelopment District. The Midway/Pacific Highway Corridor Community encompasses approximately 800 acres of relatively flat land of an urbanized commercial/industrial core.

The North Bay Revitalization Area Final Environmental Impact Report (March 1998) identifies land use objectives for the Redevelopment Project Area which includes the Veterans Village site. The redevelopment action would be consistent the land use goals of the Redevelopment District by enhancing infrastructure to improve the community.

The proposed project has been reviewed for compliance with the underlying IS-1-1 zone as well as the terms and conditions of the original Conditional Use Permit (CUP), 90-1127. The Permit Planning Section of Development Services has determined that the proposed project meets all the requirements of the underlying zone and original CUP. City of San Diego Community Planning has determined that the project would not adversely affect the Midway/Pacific Highway Corridor Community Plan.

The project site is within the Airport Approach Overlay Zone of Lindbergh Field. In order for this project to be compatible with the provisions of the Lindbergh Field Comprehensive Land Use Plan (CLUP), an aviation easement would be granted to the airport operator.

The project complies with 30-foot coastal height limit. In accordance with the San Diego Municipal Code, Article 2, Division 2, "Airport Approach Overlay Zone," the project is exempt from Federal Aviation Administration (FAA) notification and the requirements of the City of San Diego Airport Approach Overlay Zone (AAOZ) because the structure will not exceed 30 feet in height (Table 132-02A, "Airport Approach Overlay Zone Applicability" San Diego Municipal Code § 132.0202).

##### Traffic/Parking

A traffic study was conducted for the proposed project by Linscott, Law and Greenspan Engineers. The final version of this study, dated February 12, 2003, has been accepted by LDR-Transportation Development Section. No significant traffic or parking impacts are identified.

The project would expand the existing VVSD operations from 87 beds to 364 beds (224 resident beds and 140 transitional beds). The project is estimated to generate an additional 834 average weekday trips. The project would provide approximately 125 on-site parking spaces to accommodate estimated demands.

The project would serve as primary place of residence for clients of the 224 resident beds. However, operating experience shows that the majority of these clients typically have very low car ownership rates (5 - 10%). Therefore, parking spaces needed for the resident facility would be estimated at less than 25 parking spaces. Operating experience shows that clients of the 140 transitional bed facility typically have higher car ownership rates of up to approximately 50%. Parking needed for the transitional beds are estimated to be approximately 70 parking spaces. Therefore, the proposed 125 new spaces would be adequate to serve the anticipated parking demand. In addition, the site is well-served by existing public transit, Metropolitan Transit System (MTS) Routes 34 and 908.

The project proposes vacation of Pacific Highway Frontage Road (between Witherby Street and Coutts Street) and Kurtz Street (between Witherby Street and Coutts Street). Average Daily Traffic (ADT) volumes along the portions of the roads to be vacated are low and the traffic assessment shows that the vacation of Kurtz Street and Frontage Road would not significantly impact intersection or roadway segment operations.

The vacation of Kurtz Street would include reconfiguration of the Witherby and Kurtz Street intersection and ramps to allow eastbound left-turns from Witherby Street to the Pacific Highway on-ramp and southbound left-turns from the Pacific Highway off-ramp to Witherby Street. This proposed reconfiguration would better accommodate turning movements. The vacation of the Frontage Road would not result in any substantial changes to existing traffic patterns since its current use is essentially parking for the existing VVSD operations.

The proposed vacation would alter existing traffic circulation from the Marine Corps Recruit Depot (MCRD) to Barnett Avenue and improve access from MCRD to northbound Pacific Highway. Access from MCRD to Barnett could continue but would need to be re-routed to other access points as redirected using on-base signage and/or other directional information. Access from MCRD to northbound Pacific Highway would continue, but would not have to loop around the project site. Northbound access would be available from an improved left turn from Witherby Street merging into northbound Pacific Highway lanes as described in the above paragraph.

### Noise

It is a HUD goal that the interior auditory environment shall not exceed a day-night average sound level of 45 decibels. Attenuation measures to meet these interior goals shall be employed where feasible in accordance with the HUD Noise Guidebook. Emphasis shall be given to noise sensitive interior spaces such as bedrooms. Minimum attenuation requirements are prescribed in 24 CFR 51.104(a). It is a HUD goal that exterior noise levels do not exceed a day-night average sound level of 55 decibels. Sites with a day-night average sound level of 65 and below are acceptable and are allowable (24 CFR 51.103(c)).

The project location is outside of the Airport Environs Overlay Zone (AEOZ), but a portion of the project site is within the 60-65 decibel (dB) Community Noise Equivalent Level (CNEL) contour of Lindbergh Field operations according to the San Diego Unified Port District map, "1990 Airport influence Area for San Diego International Airport - Lindbergh Field" (July 17, 1997, drawing 1761, rev 9). The potential exterior noise impact from aircraft noise does not constitute a significant environmental impact. Interior noise impact will be regulated by the requirement for development within the AEOZ to reduce interior noise levels attributable to airport noise to 45 dB Community Noise Equivalent Level (CNEL).

The project location also fronts along Pacific Highway with average daily traffic counts of 59,000 ADT. As such, noise impacts from traffic could be considered significant if not mitigated to meet the above-stated HUD goal of 55 dB for exterior noise. A noise evaluation and proper architectural design of the new buildings would be prepared as required by the City of San Diego Building Inspection Department. Dwelling units in the proposed project would be designed such that interior noise levels would be at or below 45 dB in accordance with the HUD Noise Guidebook, and Section T25-28, "Noise Insulation Standards," of Article 4, Subchapter 1, Chapter 1, Division T25, Part 6, Title 24, California Administrative Code. Construction and operation of the facility would comply with the San Diego Municipal Code, Chapter 5, Article 9.5, "Noise Abatement and Control."

### Energy Use/Conservation

The project would integrate energy and water efficiency standards mandated by the State of California as stipulated in the Energy Efficiency Standards of Title 24 for the building, mechanical, and lighting systems. Characteristics of building envelope features to be incorporated into the project would include wall and ceiling/roof insulation, dual glazed and tinted windows. Large shade trees would be planted to shade buildings from solar gain. Mechanical systems would be high efficiency units incorporating energy conserving features such as shut-off control, night setback/setup, area isolation, and duct insulation. Natural ventilation would be incorporated in the residential component of the project. Lighting features would include energy efficient devices such as automatic daylighting controls, photocell sensors, area controls, independent lighting switches, automatic time switches, and occupant sensors. Natural lighting would be incorporated to the degree possible. Water conservation measures would include drip irrigation, automatic irrigation controller, and use of drought tolerant plants.

### Social and Economic

The project would provide increased residential presence in an urbanized portion north the downtown San Diego urban area. The existing 87 bed residential care facility would be expanded to include 224 beds and 24 transitional apartment units containing an additional 140 beds. These living areas are not permanent residents but short-term living areas as part of the rehabilitation program.

Development of the proposed project would improve land use development patterns in the immediate area and provide economic stimulation to both the local economy in terms of both building new infrastructure, and rehabilitating homeless Veterans. The proposed project would improve access to facilities such as educational and health care for homeless Veterans and provide for expanded social services. No housing would be displaced by the proposed activity. Low-income or minority populations would not be disproportionately adversely affected.

The project location is within ZIP Code 92110. In this area, the population is approximately 26,796. The percent white population in this area is 86%. The percent African American population is 5%. The percent Native American population is less than 1%. The percent Asian/Pacific Islander population is 5%. The percent of persons of Hispanic origin is 11%. The percent of persons below poverty status in this area is about 9%. Of these, 6% are white. Therefore, the location of this project is not adversely affecting minority or low-income populations.

### Historical Resources (Architectural)

The North Bay Revitalization EIR identifies the one-story auto court of connected cottages as potentially historic. As such, additional historical analysis was conducted on these facilities in the report, *Cultural Resource Survey and Building Evaluation of the Veterans Village, 4141 Pacific Highway, San Diego, California* (January 2003). The subject property was used as a motor court/tourist camp in the 1920s. Although early motor courts have potential to be considered potentially historic, rehabilitation and remodeling of the structures at 4141 Pacific Highway has virtually eliminated any integrity of the original building. Although the facility

has undergone major rehabilitation and upkeep, the cottages may represent some of the same design elements of the original motor court structure. However, the structures are typical of a non-architect designed motor court cottage and are simple and utilitarian. None of the structures were designed or built by well-known architects or construction firms and were not associated with people of unique local historical significance. The analysis concludes that the structures are neither historically nor architecturally significant.

The North Bay Revitalization EIR did not identify either of the other two structures on the project site as potentially historic: 2165 Kurtz (6,400 square foot structure built in 1955), or 3864 Coutts (2,100 square foot structure built in 1955). However, additional research was conducted by City staff in order to determine the potential significance of the other two structures. Information such as the building records, building permits and a photographic survey were reviewed. Additional resources such as the Sanborn Map Book (1956), the San Diego City Directories, and *A Field Guide to American Houses* (McAlester, Virginia, and Lee; New York: Alfred A. Knopf, 1998) provided additional information on construction dates and architectural styles.

Based on the above information, the other two buildings do not meet any of the significance criteria for listing in either the National Register of Historic Places or the California Register, and therefore are not considered significant under the California Environmental Quality Act (CEQA) or the City of San Diego criteria for designation as an historical site. As such, the proposed demolition would not have a significant impact on historical resources and no mitigation would be required.

Pursuant to 36 CFR 800, a Section 106 Consultation has been completed with the State Historic Preservation Officer which resulted in a determination of no adverse effect. Correspondence from the SHPO is attached at the end of this document.

### Aesthetics

Landscape plans have been developed and approved consistent with the City's Landscape Technical Manual and the Land Development Code Landscape Regulations (Chapter 14, Article 2, Division 4).

The project includes removal of approximately 35 existing trees, none of which are considered native species, protected, or otherwise species of concern or habitat for species of concern. The following trees would be removed: 11 queen palms *Syagrus romanzoffianum*, 8 Brisbane box *Lophostemon confertus*, 2 pepper trees *Schinus terebinthifolius*, 9 evergreen pears *Pyrus kawakamii*, 1 mallet flower *Schefflera pueckleri*, 1 medallion tree *Cassia leptophylla*, 1 mousehole tree *Myoporum laetum*, and 1 Australian blackwood *Acacia melanoxylon*, and 1 mock orange *Pittosporum*.



Replacement vegetation would include large accent and shade trees such as Tipu trees *Tipuana tipu*, Chinese Elm *Ulmus parvifolia*, Japanese Pagoda *Sophora japonica*, Honey locust *Gleditsia triacanthos*, Brisbane Box *Lophostemon confertus*, Flame tree *Brachychiton acerifolius*, Gold Medallion Trees *Cassia leptophylla*, and Queen Palms *Syagrus romanzoffianum*. Invasive plants would not be included in the landscape planting palette. Landscaping would be watered with a permanent below-grade, automatic water conserving irrigation system. Graded areas would be hydro-seeded to prevent erosion in the event that construction does not occur within 30 days of grading.

The following environmental issue was considered during initial review of the project and determined to be potentially significant: **geology, hydrology, water quality, health and safety, air quality, and archaeological resources.**

### Geology/Soils

The project site is located within a seismically active region of California, and therefore, the potential exists for geologic hazards, such as earthquakes and ground failure. The project site is located within Geologic Hazard Zone 31 on the City of San Diego Geologic Hazard Maps, which is assigned a high seismic risk hazard due to liquefaction and shallow water table. Undocumented fill ranges from two to five feet in depth. Soil borings indicate gravel, concrete, glass, and organic odors. Alluvium material exists below the fill to 52 feet below ground level. The Rose Canyon fault zone is just east of the site near I-5. The Point Loma and Florida Street faults are within two miles.

The North Bay Revitalization Area Final EIR addressed potential geological impacts from redevelopment activities and required future projects to conduct a site-specific geotechnical evaluation to ensure impacts would remain below a level of significance. A Geotechnical Investigation was conducted, *Geotechnical Investigation, Vietnam Veterans of San Diego Rehabilitation Center* (August 2001). The report concludes that the proposed development is feasible from a geotechnical perspective provided adherence to mitigation measures. Proper engineering design of the new structures in accordance mitigation measures specified in the geotechnical report would ensure that the potential for geologic impacts from regional hazards would be insignificant. These requirements are reflected as mitigation measures.

### Hydrology

The project location is located in the Lindbergh Hydrologic Subarea of the San Diego Mesa Hydrologic Area within the broader Pueblo San Diego hydrologic unit 908.21. The geotechnical report indicates groundwater levels under the site average 11.5 feet below the site surface. The geotechnical investigation indicates that site construction is feasible given adherence to mitigation measures due to a shallow water table. Proper engineering design would be required for demolition/construction equipment to ensure the heavy equipment does not lose stability in the soft, wet soil. Dewatering may be required for excavation such as utilities greater than five feet.

### Water Quality

The geotechnical investigation soil borings indicate strong organic odors in three borings along the northwest portion of the site indicate possible hydrocarbon contamination at or near the groundwater surface. A Phase I Environmental Site Assessment was conducted for the project site. The Assessment reports the site location includes former use as a gas station in the 1930s at the present day location of Building 1. As such, the VVSD has voluntarily recorded the site with the County of San Diego Department of Environmental Health Voluntary Assistance Program (H02853). A Phase II investigation has been initiated. The County will continue to oversee the investigation to ensure cleanup of the site and appropriate management of any contaminated soil encountered during site excavation or construction activities.

Project plans call for relocation of a sewer line. Excavation for this work could possibly extend into depths encountering petroleum-contaminated soil. The construction contractor would be notified of the potential for contaminated soil and would operate under an appropriate safety plan. The County of San Diego Department of Health Services, Hazardous Materials Division (HMD) would be contacted if contaminated soil is encountered.

Grading would occur on approximately 93% (154,600 square feet or 3.5 acres) of the 3.6 acre site. The project would also include construction of approximately 125 parking spaces. The existing site is covered with approximately 16% pervious surfaces. After development, the pervious surfaces would increase to approximately 21% thereby reducing the amount of impervious surfaces, increasing stormwater infiltration, and reducing stormwater runoff.

Pollutants which could be reasonably foreseeable from surface runoff include sediments, nutrients, heavy metals, debris, oxygen demanding substances, oil and grease, bacteria, and pesticides. In accordance with the San Diego Storm Water Standards, Best Management Practices (BMPs) have been identified to minimize erosion and pollutant runoff during and after construction. These BMPs are reflected as mitigation measures.

### Health and Safety

The North Bay Revitalization Area Final EIR addressed potential health and safety impacts from redevelopment activities and required future projects to conduct a Phase I Environmental Site Assessment and to conduct an updated records search of contaminated sites in the project vicinity. The EIR stated that fulfillment of these mitigation measures would ensure that impacts would be reduced to a level less than significant.

A Phase I Environmental Site Assessment was conducted for the project site. The Assessment report found the site location includes former use as a gas station in the 1930s at the present day location of VVSD Building 1. Other former use sites on the project site include the SOS Metals Incorporated and Sonabend Company, and a military uniform tailor/dry cleaner. The report found potential for groundwater contamination and potential for on-site contamination from both on- and off-site sources. The Phase I report recommended completion of a Phase II Environmental Site Assessment. Because of known or suspected site contamination, the VVSD has voluntarily recorded the site with the County of San Diego Department of Environmental Health Voluntary Assistance Program (H02853) to appropriately manage any contaminated soils. Site cleanup actions will be completed as mitigation to the satisfaction of the County through this Voluntary Assistance Program.

Asbestos containing materials and lead are presumed present in the existing structures to be demolished. Proper characterization of the existing structures and appropriate management of demolition debris would ensure appropriate protection of workers, the public, and the environment during demolition and disposition of the existing structures. If the structures to be demolished contain asbestos, notice would need to be given to the County Air Pollution Control District. Demolition debris must be disposed of in an approved landfill.

Several sites have been identified within one mile of the project location that use or have used hazardous materials. Two of these sites have potential for off-site impacts: the energy co-generation facility at the Marine Corps Recruit Depot (MRCD), and the Space and Naval Warfare Systems Center, Old Town Campus (SPAWAR- OTC) at 4297 Pacific Highway. Each of these is further discussed below.

The proposed Veterans Village site location is within the accident potential zone of the Naval Training Center (NTC) cogeneration energy facility (Building 566) at the Marine Corps Recruit Depot (Facility ID 100000089487). Site/Applied Energy, Inc (AEI) operates this facility under a Risk Management Plan (permit number 129187) for handling anhydrous ammonia (NH<sub>3</sub>) pursuant to the California Accidental Release Program (CalARP). The plant uses NH<sub>3</sub> to control emissions of oxides of nitrogen (NO<sub>x</sub>) from the gas turbine exhaust at the cogeneration facility.

The facility is in compliance with CalARP, and the Occupational Safety and Health Administration (OSHA) Process Safety Management (PSM) Program, which provide for the identification, prevention and minimization of chemical releases that could result from failures in processes, procedures and equipment. The facility complies with federal and state emergency response and safety plan requirements, including the Hazardous Substance Control Plan, Emergency Action Plan, Fire Prevention Plan, Exposure Control Plan, Injury and Illness Prevention Plan, Spill Prevention, Control and Countermeasures Plan; and the Hazardous Materials Business Plan. As such, no additional mitigation is necessary to ensure health and safety impacts from off-site sources remain below significance.

The proposed Veterans Village site location is less than one half mile from the Space and Naval Warfare Systems Center, Old Town Campus (SPAWAR- OTC) at 4297 Pacific Highway (Facility ID 37970022). SPAWAR - OTC encompasses approximately 60 acres and is 95% covered by buildings or pavement. The site has been utilized for various aircraft, rocket, and missile assembly and manufacturing. The contamination resulted from past waste handling practices is encountered at various locations inside and outside of the buildings. Known or suspected contaminants in soil and groundwater include heavy metals, polychlorinated biphenyls, volatile and semi-volatile organic compounds, and petroleum products.

The Navy has conducted preliminary environmental investigations at SPAWAR - OTC and the results indicated that past disposal or unauthorized release of contaminants may have occurred at several sites due to usage or storage of hazardous materials. To further characterize the nature and extent of contamination, the Navy is conducting an Extended Site Investigation (ESI). The ESI will also include a risk screening evaluation using new and existing data and the results of the evaluation will help the Navy determine (with concurrence from the Department of Toxic Substances Control (DTSC)) whether to close the sites out, perform additional investigations, perform remediation, or take other action. As such, no

additional mitigation is necessary for the VVSD project to ensure health and safety impacts from off-site sources remain below significance.

### Air Quality

The North Bay Revitalization Area Final Environmental Impact Report analyzed potential impacts to air quality from general redevelopment of the area. The redevelopment actions were found to be generally consistent with the Regional Air Quality Plan with impacts less than significant.

The San Diego Air Basin is designated "non-attainment" for particulate matter dust ( $PM_{10}$ ) and ozone. Dust would be a reasonably foreseeable potential impact from the proposed project as a result of demolition, grading, and construction activities. Approximately three acres would be graded. The North Bay Revitalization EIR specifies mitigation measures for air quality to reduce dust emissions from site grading. Unpaved construction areas are to be watered twice daily which would reduce dust emissions by approximately 50%. Grading would not be permitted during windy conditions (sustained winds in excess of 25 mph). These requirements are incorporated as mitigation measures for this VVSD project.

Air quality impacts from traffic generation associated with the project would not be significant. Clients of the proposed 224 residential bed facility typically have low vehicle ownership rates (5-10%). Clients using the 140 transitional bed facility typically have higher vehicle ownership rates. The facility would be staffed by approximately 30 employees. Average Daily Trip (ADT) estimates would be 834 vehicle trips per day which is considered below the level of significance for air quality impacts from traffic generation. In addition, the site would be well served by public transit.

The San Diego Air Basin is designated "non-attainment" with respect to state standards for particulate matter dust ( $PM_{10}$ ) and ozone and "non-attainment" with federal ozone standards. However, because of the low ADT estimates, the project would not be expected to cause or contribute to any new local, regional, state, or federal violation or increase the severity or frequency of any existing air quality violations and would therefore demonstrate conformity to ambient air quality standards for ozone, carbon monoxide, nitrogen dioxides, lead, and sulfur dioxide. Mitigation measures are prescribed to minimize dust emissions from demolition and site grading to minimize further contribution to the non-attainment status for particulate matter.

Operation of the VVSD may include sensitive receptors (e.g., some of the residents may include seniors, and children of residents may periodically visit). As such, preliminary screening for a carbon monoxide (CO) hotspot was conducted. Screening was performed based on the "Transportation Project-Level Carbon Monoxide Protocol" from the Institute of Transportation Studies, University of California Davis (UCD-ITS-RR-21) (December 1997). The screening used conservative input assumptions which tends to overestimate the results. The conservative results indicate that CO levels would be within the one-hour CO exposure limit and at the eight-hour limit of the Ambient Air Quality Standards (both state and federal) at the outer boundary of the project site. As such, no CO hotspot would be anticipated and no mitigation for CO hotspots due to sensitive receptors would be necessary.

### Historical Resources (Archaeological)

The North Bay Revitalization Area Final EIR addressed potential impacts to archaeological resources and required future projects to conduct archaeological monitoring of grading activities noting that archaeological sites may be present under existing structures such as older buildings, parking lots, or streets.

The project proposes demolition of the existing structures, site excavation and grading on approximately 93% (154,600 square feet or 3.5 acres) of the 3.6 acre site. The project scope includes site grading down to approximately four feet to remove expansive soil and undocumented fill and excavation at 10 to 12 feet for a sewer line to be relocated from a frontage road to new alignment under Pacific Highway and excavation for new water lines and new storm drains.

An archaeological site records search and cultural resource evaluation was conducted for the project. The report, *Cultural Resource Survey and Building Evaluation of the Veterans Village 4141 Pacific Highway San Diego, California*, finds that the project location is near previously-recorded cultural resources sites: SDM-W-4701 (CA-SDI-36), SDM-W-291 (CA-SDI-37), CA-SDI-35, and CA-SDI-38. A review of existing reports, a record search, and reconnaissance of the subject property were conducted by a qualified archaeologist. All visible and accessible portions of the property were inspected for evidence of cultural resources. Evidence of the previously recorded prehistoric sites was not found on the property. However, due to the proximity of the previously-recorded sites, and the potential for prehistoric cultural materials to be present under existing structures or below the ground, monitoring for archaeological resources by a qualified archaeologist or historic archaeologist is required to mitigate for any newly discovered archaeological deposits uncovered during building demolition and all site grading (including excavation of undocumented fill, and utilities excavation).

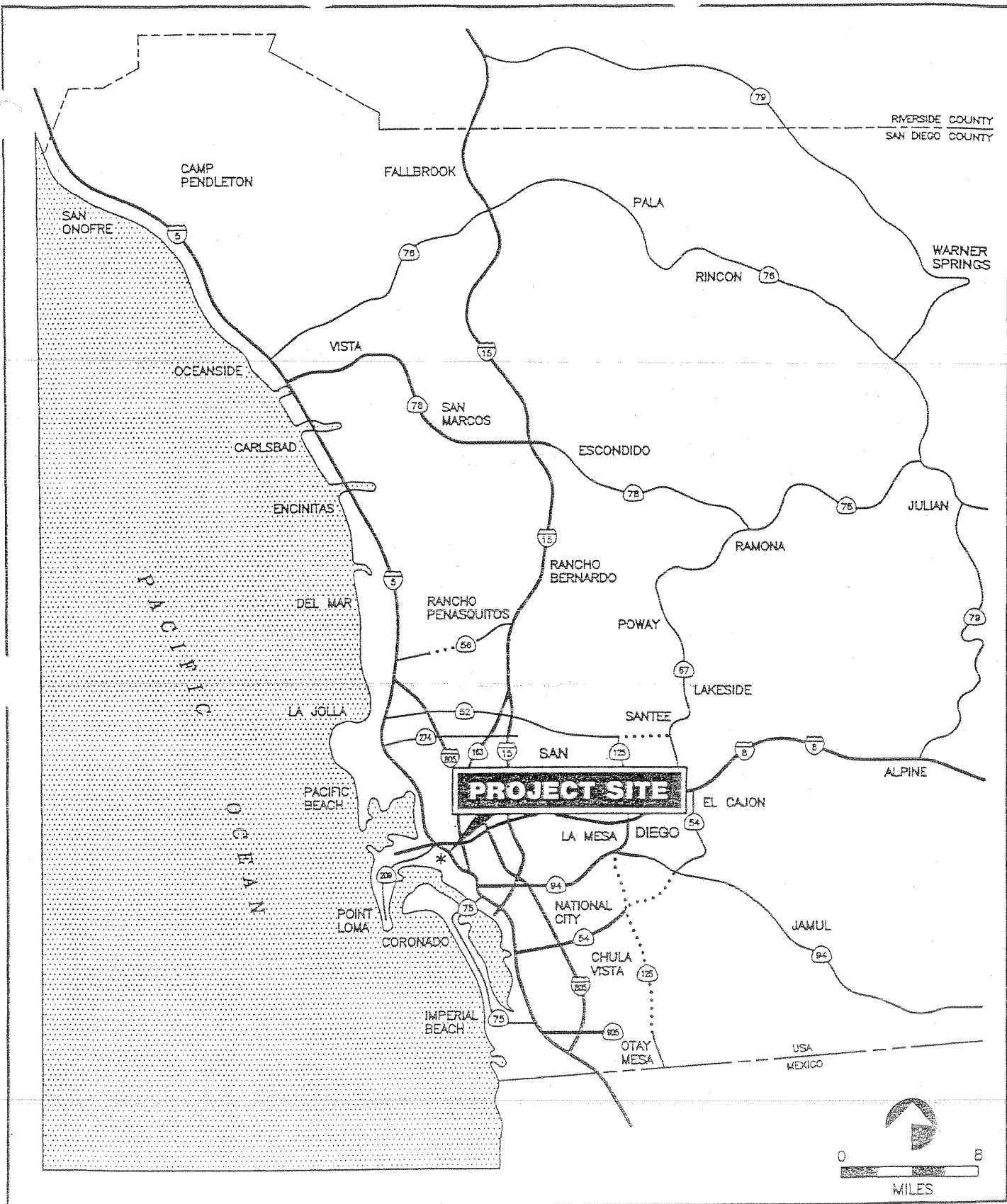
## V. RECOMMENDATION:

On the basis of this initial evaluation:

- ☐ The proposed project would not have a significant effect on the environment, and a NEGATIVE DECLARATION should be prepared.
- ☒ Although the proposed project could have a significant effect on the environment, there would not be a significant effect in this case because the mitigation measures described in Section IV above have been added to the project. A FINDING OF NO SIGNIFICANT IMPACT (pursuant to NEPA) and MITIGATED NEGATIVE DECLARATION (pursuant to CEQA) should be prepared.
- ☐ The proposed project would have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT (EIR) ENVIRONMENTAL IMPACT STATEMENT (EIS) should be required.

PROJECT ANALYST: WILKINSON

Attachments:    Figure 1, Vicinity Map  
                    Figure 2, Location Map  
                    Figure 3, Site Plan  
                    Figure 4, Site Elevations  
                    Correspondence from the State Historic Preservation Officer  
                    Initial Study Checklist



## Vicinity Map

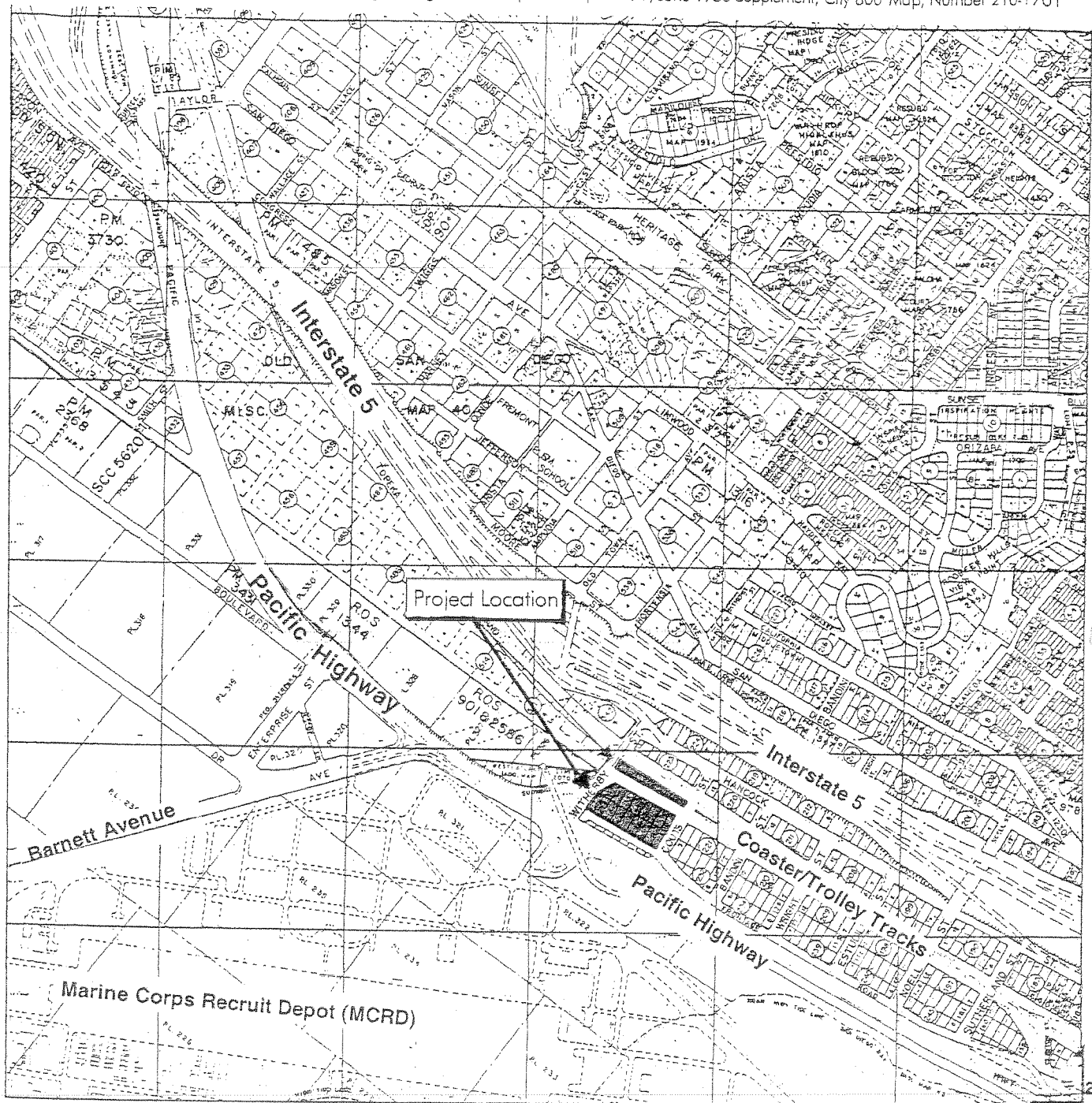
Veterans Village of San Diego (VVSD)

4141 Pacific Highway • PTS 3787

Figure

1

Map Source: City of San Diego, Engineering and Development Department, June 1986 Supplement, City 800' Map, Number 210-1701



## Location Map

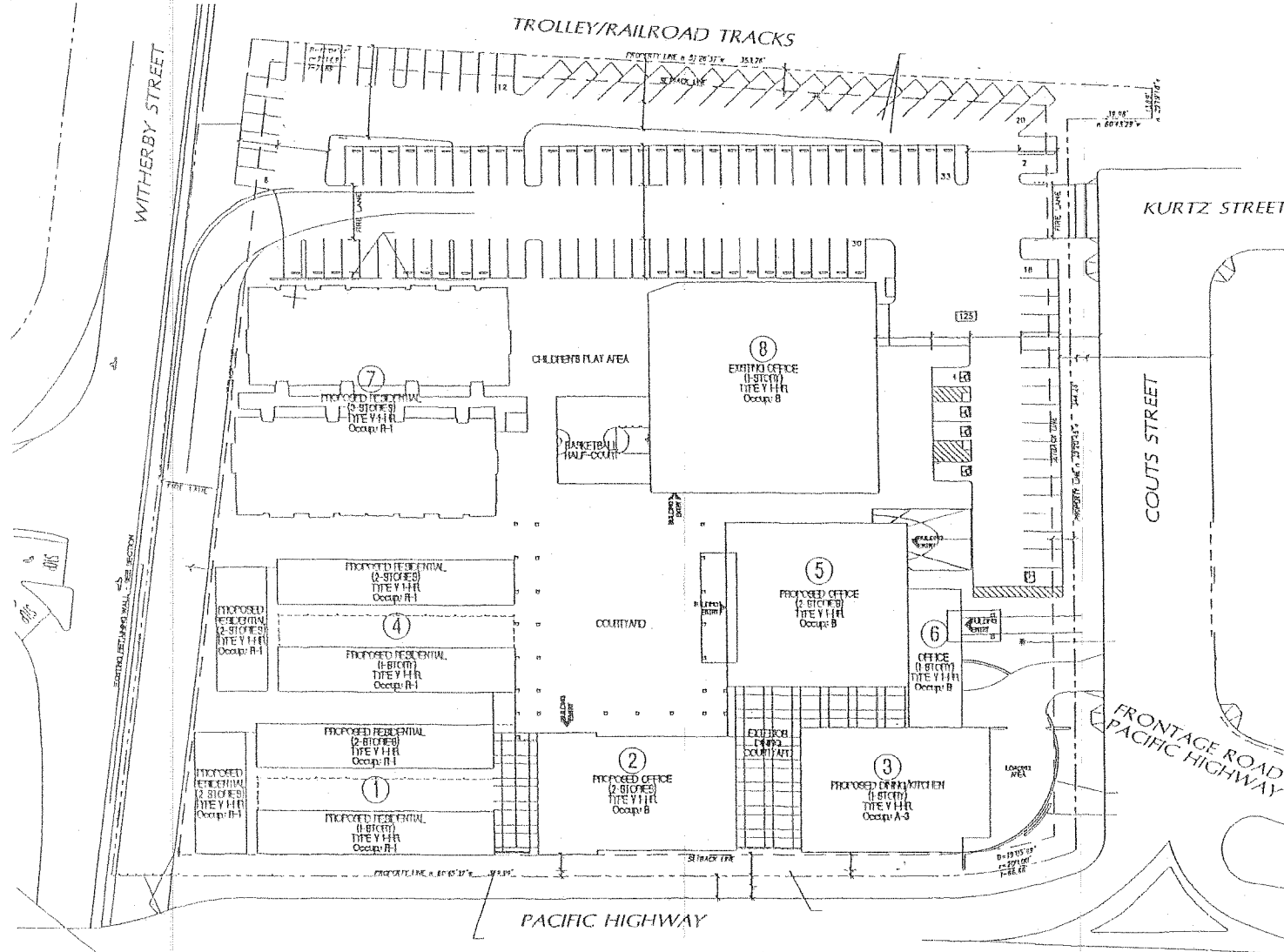
Veterans Village of San Diego (VVSD)

4141 Pacific Highway • 92161 (DTG 2707)

Figure

2

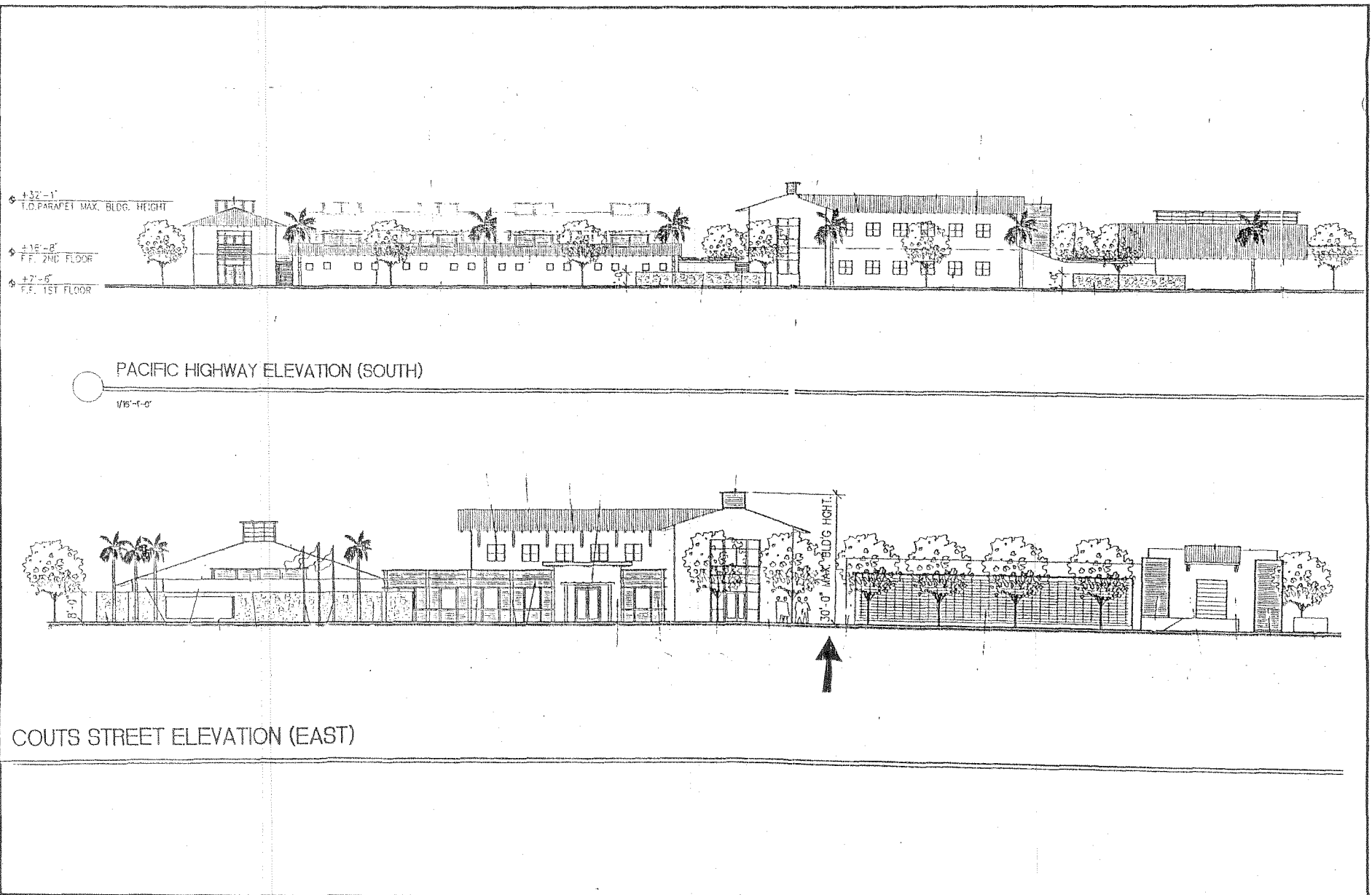




**Site Plan**  
**Veterans Village of San Diego (VVSD)**  
 4141 Pacific Highway • PTS 3787

Figure

3



## Site Elevations

Veterans Village of San Diego (VVSD)

4141 Pacific Highway • PTS 3787

Figure

4

## CEQA Initial Study and NEPA Checklist

Date: February 2003

Project Number 3787

Project: Veterans Village

## III. ENVIRONMENTAL ANALYSIS:

The purpose of the Initial Study is to identify the potential for significant environmental impacts which could be associated with a project pursuant to Section 15063 of the State CEQA Guidelines. In addition, the Initial Study provides the lead agency with information which forms the basis for deciding whether to prepare an Environmental Impact Report, Negative Declaration or Mitigated Negative Declaration. This Checklist provides a means to facilitate early environmental assessment. However, subsequent to this preliminary review, modifications to the project may mitigate adverse impacts. All answers of "yes" and "maybe" indicate that there is a potential for significant environmental impacts and these determinations are explained in Section IV of the Initial Study.

**NEPA** - Tables 1, 2 and 3 have been added to the City of San Diego CEQA Initial Study Checklist to fulfill the U.S. Department of Housing and Urban Development (HUD) National Environmental Policy Act (NEPA) review questions. Table 1 presents statutory issues required to be addressed where federal funding is involved. Table 2 presents environmental review questions specific to HUD. Table 3 presents an Environmental Assessment checklist to encompass the HUD NEPA review requirements not adequately addressed by the City of San Diego CEQA checklist.

Table 1: Statutory Checklist [24 CFR 58.5]

<i>Statutory Requirement</i>	<i>Compliance Assessment</i>
Historic Preservation [36 CFR 800]	Structures to be demolished have been evaluated for potential historic determination and have been determined not to be historical resources. The City of San Diego Historical Resources Board concurs that, with appropriate archaeological mitigation, the project would have not adverse effect on historical resources. The State Historic Preservation Officer has issued their notice of no adverse effect dated March 14, 2003 (HUD030214H).
Floodplain Management [24 CFR 55, and Executive Order 11988]	The project location is not with the 100- or 500-year floodplain (ref: National Flood Insurance Program Flood Insurance Rate Map Panel 1877 (Map Number 06073C1877 F, June 1997))
Wetlands Protection [Executive Order 11990]	There are no wetland habitats within the project site. (ref: City of San Diego Multiple Species Conservation Program Map 16).
Coastal Zone Management Act [Sections 307(c), (d)]	The proposed activity is not located within the Coastal Zone jurisdiction of either the City or the California Coastal Commission.

**Table 1: Statutory Checklist [24 CFR 58.5]**

<i>Statutory Requirement</i>	<i>Compliance Assessment</i>
Sole Source Aquifers [40 CFR 149]	No sole source aquifers exist within the project location. The project would not discharge directly into groundwater. The groundwater under the site, the San Diego Mesa Hydrologic Area 8.20 has been exempted by the Regional Board from municipal use designation under the terms and conditions of the State Board Resolution Number 88-62, <i>Sources of Drinking Water Policy</i> .
Endangered Species Act [50 CFR 402]	The proposed location is a previously-developed urban area with no sensitive species. (ref: City of San Diego Multiple Species Conservation Program Map 16).
Wild and Scenic Rivers Act [Section 7(b), (c)]	The location is a previously-developed urban area with no nearby waterbodies designed under the Wild and Scenic Rivers Act.
Air Quality [Clean Air Act, Section 176(c) and (d), and 40 CFR 6, 51, 93]	The San Diego Air Basin is designated "non-attainment" for particulate matter dust (PM <sub>10</sub> ) and ozone. Dust would be a reasonably foreseeable potential impact from the proposed project as a result of demolition, grading, and construction activities. Approximately three acres would be graded resulting in an estimated 79 pounds of dust for the entire demolition/excavation phase of the project. Air quality impacts from traffic would not be significant. The project is estimated to generate an additional 834 average weekday trips. Because the site is and would continue to be well served by public transit, and because the majority of the clients would not have vehicle access, the additional vehicle trip rate is not considered "significant" within the context of this CEQA/NEPA evaluation.
Farmland Protection Policy Act [7 CFR 658]	The project location is a previously developed, urbanized setting with no agricultural resources.
Environmental Justice [Executive Order 12898]	The project location is within ZIP Code 92110. In this area, the population is 26,796. The percent white population in this area is 86%. The percent African American population is 5%. The percent Native American population is less than 1%. The percent Asian/Pacific Islander population is 5%. The percent of persons of Hispanic origin is 11%. The percent of persons below poverty status in this area is about 9%. Of these, 6% are white. Therefore, the location of this project is not adversely affecting minority or low-income populations. <sup>1</sup>

<sup>1</sup> Demographic data from U.S. Census Summary Tape File (STF) 3B, Tables P1, P9, P10, P119, and P120.  
<http://www.census.gov/cgi-bin/gazetteer>

Table 2 below presents environmental review questions specific to HUD.

<b>Table 2: HUD Environmental Standards</b>	
<i>Standard</i>	<i>Compliance Assessment</i>
Noise Abatement and Control [24 CFR 51 B]	Construction and operation of the facility would be expected to comply with City of San Diego noise control limits. A portion of the project is proposed within the 60-65 decibel Community Noise Equivalent Level (CNEL) contour of Lindbergh Field operations according to the San Diego Unified Port District map, "1990 Airport influence Area for San Diego International Airport - Lindbergh Field" (July 17, 1997, drawing 1761, rev 9). As such, dwelling units in the proposed project would be designed such that interior noise levels would be at or below 45 db in accordance with the HUD Noise Guidebook <sup>2</sup> and Section T25-28, "Noise Insulation Standards," of Article 4, Subchapter 1, Chapter 1, Division T25, Part 6, Title 24, California Administrative Code. Construction and operation of the facility would comply with the San Diego Municipal Code, Chapter 5, Article 9.5, "Noise Abatement and Control."
Toxic or Hazardous Substances and Radioactive Materials [HUD Notice 79-33]	A Phase I Environmental Site Assessment has been conducted for the project location: <i>Phase I Environmental Site Assessment - Vietnam Veterans of San Diego Rehabilitation Center</i> as prepared by Testing Engineers San Diego (August 2001). The Assessment report found the site location includes former use as a gas station in the 1930s at the present day location of Building 1. As such, the VVSD has voluntarily recorded the site with the County of San Diego Department of Environmental Health Voluntary Assistance Program (H02853) to appropriately manage any contaminated soils.
Siting of HUD-Assisted Project Near Hazardous Operations [24 CFR 51 Subpart C]	The proposed location is not within a hazard zone as defined at 24 CFR 51 Subpart C for explosives or fire hazards.
Airport Clear Zones and Accident Potential Zones [24 CFR 51 Subpart D]	The proposed location of the facility is not within the Airport Environs Overlay Zone for Lindbergh Field operations.

<sup>2</sup> <http://www.hud.gov/offices/cpd/energyenviron/environment/resources/guidebooks/noise/index.cfm>

Table 3 presents an Environmental Assessment checklist to encompass the HUD NEPA review requirements which are not otherwise adequately addressed by the City of San Diego CEQA checklist. The Impact Code designation is as follows: HUD Codes: (1) no impact, (2) potentially beneficial, (3) potentially adverse, (4) requires mitigation, (5) requires project modification.

**Table 3: HUD Environmental Assessment Checklist**

<i>Parameter</i>	<i>Impact Code</i>	<i>Discussion</i>
Socioeconomic	2	<p>The project would have a beneficial economic impact in terms of returning veterans to a self-sustaining way of life and in improving economic development in a downtown urban area. Construction activity would provide additional short-term economic benefit</p> <p>Development of the proposed project would improve land use development patterns in the immediate area and provide economic stimulation to both the local economy in terms of both building new infrastructure, and rehabilitating homeless Veterans. No housing would be displaced by the proposed activity. Low-income or minority populations would not be disproportionately adversely affected.</p>
Community Facilities	2	<p>The proposed project would improve access to facilities such as educational and health care for homeless Veterans and provide for expanded social services.</p> <p>The project would provide increased residential presence in a older, urbanized portion north the downtown San Diego urban area. The existing 87 bed residential care facility would be expanded to include 224 beds and 24 transitional apartment units containing an additional 140 beds. These living areas are not permanent residents but short-term living areas as part of the rehabilitation program.</p>

Yes      Maybe      No

I. AESTHETICS / NEIGHBORHOOD CHARACTER – Will the proposal result in:

- |    |  |   |   |   |
|----|--|---|---|---|
| A. | The obstruction of any vista or scenic view from a public viewing area?<br><u>The project would comply with the 30-foot height limit and would not block any public scenic views.</u>  | — | — | ✓ |
| B. | The creation of a negative aesthetic site or project?<br><u>The project would enhance the look of the urbanized industrial area. Demographics of the surrounding area are discussed further in the Initial Study.</u>  | — | — | ✓ |
| C. | Project bulk, scale, materials, or style which would be incompatible with surrounding development?<br><u>The project is compatible with existing development. See I-A.</u>   | — | — | ✓ |
| D. | Substantial alteration to the existing character of the area?<br><u>The project scope is consistent with the broader Redevelopment goals for the area as discussed in the North Bay Revitalization Area Final Environmental Impact Report.</u>                                     | — | — | ✓ |
| E. | The loss of any distinctive or landmark tree(s), or a stand of mature trees?<br><u>The project would remove existing landscaping, however no distinctive landmark trees are present. See Initial Study discussion.</u>   | — | — | ✓ |
| F. | Substantial change in topography or ground surface relief features?<br><u>The project site is relatively flat. The project would not substantially change site topography.</u>   | — | — | ✓ |
| G. | The loss, covering or modification of any unique geologic or physical features such as a natural canyon, sandstone bluff, rock outcrop, or hillside with a slope in excess of 25 percent?<br><u>No unique geological features exist in the project's area of potential effect.</u> | — | — | ✓ |
| H. | Substantial light or glare?<br><u>Work would be conducted during daytime hours.</u>  | — | — | ✓ |
| I. | Substantial shading of other properties?<br><u>See I-A.</u>  | — | — | ✓ |

Yes      Maybe      No

II. AGRICULTURE RESOURCES / NATURAL RESOURCES / MINERAL RESOURCES –  
Would the proposal result in:

- |   |   |   |   |
|---|---|---|---|
| A. The loss of availability of a known mineral resource (e.g., sand or gravel) that would be of value to the region and the residents of the state?<br><u>The soil is designated Urban (Ur) which is not designated as suitable for sand/gravel extraction.</u> | — | — | ✓ |
| B. The conversion of agricultural land to nonagricultural use or impairment of the agricultural productivity of agricultural land?<br><u>The project site is an urbanized area not suitable for agricultural uses.</u>  | — | — | ✓ |

III. AIR QUALITY – Would the proposal:

- |   |   |   |   |
|---|---|---|---|
| A. Conflict with or obstruct implementation of the applicable air quality plan?<br><u>The project would not establish a new air emission source.</u>  | — | — | ✓ |
| B. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?<br><u>The project would not result in airborne emission except for temporary emissions such as dust from demolition of the existing residence.</u>   | — | — | ✓ |
| C. Expose sensitive receptors to substantial pollutant concentrations?<br><u>The project would not emit substantial pollution as discussed in III-B above. The project location adjacent to Pacific Highway could result in elevated traffic pollution to residents of VVSD. See Initial Study Discussion.</u>  | — | ✓ | — |
| D. Create objectionable odors affecting a substantial number of people?<br><u>Project activities are not anticipated to create objectionable odors.</u>   | — | — | ✓ |
| E. Exceed 100 pounds per day of Particulate Matter 10 (dust)?<br><u>Some dust would be reasonably foreseeable as a result of demolition and excavation activities. Three acres would be graded resulting in an estimated 79 pounds of dust for the entire construction phase of the project. BMPs during demolition, grading, and construction would further reduce dust emissions.</u> | — | ✓ | — |



	Yes	Maybe	No
F. Alter air movement in the area of the project? <u>Work would be conducted at or below grade.</u>	—	—	✓
G. Cause a substantial alteration in moisture, or temperature, or any change in climate, either locally or regionally? <u>The project would not output or alter existing micro- or macro-climactic regimes.</u>	—	—	✓
IV. BIOLOGY – Would the proposal result in:			
A. A reduction in the number of any unique, rare, endangered, sensitive, or fully protected species of plants or animals? <u>The project setting is an existing urbanized area absent of any species of concern or unique natural habitat such as wetlands.</u>	—	—	✓
B. A substantial change in the diversity of any species of animals or plants? <u>Approximately 35 existing trees would be removed from the site (no natives or protected species or habitat for protected species): 11 queen palms, 8 brush box, 2 pepper tree (invasive), 1 pittisporum, 9 evergreen pear, 1 mallet flower, 1 medallion tree, 1 myoporium (invasive), and 1 Australian blackwood (non-native). Landscaping plans would revegetate. See Initial Study discussion.</u>	—	—	✓
C. Introduction of invasive species of plants into the area? <u>The project scope include landscaping. Landscaping plans would be reviewed by a Landscape Planner. The project location is not located near MHPA lands or other sensitive areas potentially affected by non-native plants.</u>	—	—	✓
D. Interference with the movement of any resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors? <u>See IV-A.</u>	—	—	✓
E. An impact to a sensitive habitat, including, but not limited to streamside vegetation, aquatic, riparian, oak woodland, coastal sage scrub or chaparral? <u>See IV-A.</u>	—	—	✓

Yes      Maybe      No

- F. An impact on City, State, or federally regulated wetlands (including, but not limited to, coastal salt marsh, vernal pool, lagoon, coastal, etc.) through direct removal, filling, hydrological interruption or other means?

—      —      ✓

No wetlands exist within the area of potential effects for this project.

- G. Conflict with the provisions of the City's Multiple Species Conservation Program Subarea Plan or other approved local, regional or state habitat conservation plan?

—      —      ✓

The project is not within or adjacent to the Multiple Habitat Planning Area (MHPA) and would not conflict with the Multi Species Conservation Plan (MSCP).

V. ENERGY – Would the proposal:

- A. Result in the use of excessive amounts of fuel or energy (e.g. natural gas)?

—      —      ✓

Standard demolition/excavation/construction equipment would be used.

- B. Result in the use of excessive amounts of power?

—      —      ✓

The project would create new urban infrastructure but not requiring use of excessive power.

VI. GEOLOGY/SOILS – Would the proposal:

- A. Expose people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?

—      ✓      —

The project would occur within an area designated as seismic hazard classification 31 with a high liquefaction risk. The Rose Canyon fault zone is about 950 feet northeast of the site. A Geotechnical Investigation has been prepared. See Initial Study discussion.

- B. Result in a substantial increase in wind or water erosion of soils, either on or off the site?

—      ✓      —

Some soil erosion could be reasonably foreseeable during demolition/grading activities. See Initial Study discussion. Grading would occur on approximately 93% of the 3.6 acre site. See Initial Study discussion.

	Yes	Maybe	No
C. Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? <u>See VI-A and -B above.</u>	—	—	<u>✓</u>
VII. HISTORICAL RESOURCES – Would the proposal result in:			
A. Alteration of or the destruction of a prehistoric or historic archaeological site? <u>Sites have been recorded in the vicinity. See Initial Study discussion.</u>	—	<u>✓</u>	—
B. Adverse physical or aesthetic effects to a prehistoric or historic building, structure, object, or site? <u>An historical evaluation of the existing structures has been conducted. See Initial Study discussion.</u>	—	<u>✓</u>	—
C. Adverse physical or aesthetic effects to an architecturally significant building, structure, or object? <u>See VII-B above.</u>	—	—	<u>✓</u>
D. Any impact to existing religious or sacred uses within the potential impact area? <u>No known sites are in the area.</u>	—	—	<u>✓</u>
E. The disturbance of any human remains, including those interred outside of formal cemeteries? <u>No known sites are in the area.</u>	—	—	<u>✓</u>
VIII. HUMAN HEALTH / PUBLIC SAFETY / HAZARDOUS MATERIALS : Would the proposal:			
A. Create any known health hazard (excluding mental health)? <u>The project would not create any new health hazard. If the old structures to be demolished contain asbestos, a 20-day notice would need to be given to the County Air Pollution Control District. Demolition debris must be disposed of in an approved landfill. Refer to City of San Diego Development Services Information Bulletin 119.</u>	—	—	<u>✓</u>

- |   | Yes | Maybe | No |
|---|-----|-------|----|
| B. Expose people or the environment to a significant hazard through the routine transport, use or disposal of hazardous materials?<br><u>The project scope does not include storage or transport of unusual hazardous materials other than materials commonly associated with construction/excavation/demolition equipment.</u>   | —   | —     | ✓  |
| C. Create a future risk of an explosion or the release of hazardous substances (including but not limited to gas, oil, pesticides, chemicals, radiation, or explosives)?<br><u>No future risk is associated with the project.</u>   | —   | —     | ✓  |
| D. Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?<br><u>The project conforms to the land use plans.</u>  | —   | —     | ✓  |
| E. 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, create a significant hazard to the public or environment?<br><br><u>The project has self-identified the presence of a former gas station on site in the San Diego County Site Assessment and Mitigation (SAM) case file H02853. A Phase I Environmental Site Assessment has been conducted. The proposed location is near former and active clean-up sites and facilities with accident zones potentially affecting the proposed Veterans Village site. See Initial Study discussion.</u> | —   | ✓     | —  |
| F. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?<br><u>The project would not result in any unusual accident scenario affecting public health and safety.</u>   | —   | —     | ✓  |

IX. HYDROLOGY/WATER QUALITY – Would the proposal result in:

- A. An increase in pollutant discharges, including down stream sedimentation, to receiving waters during or following construction? Consider water quality parameters such as temperature dissolved oxygen, turbidity and

	Yes	Maybe	No
other typical storm water pollutants. <u>Minor increased run-off could be reasonably foreseeable without standard best management practices. See additional discussion in Initial Study.</u>	—	<u>✓</u>	—
B. An increase in impervious surfaces and associated increased runoff? <u>The existing site is urbanized. The proposed project would improve landscaping and run-off and comply with current stormwater runoff regulations. Approximately 125 parking spaces would be provided. See Initial Study discussion.</u>	—	<u>✓</u>	—
C. Substantial alteration to on- and off-site drainage patterns due to changes in runoff flow rates or volumes? <u>Grading would occur on approximately 93% of the 3.6 acre site. A grading plan would be required. See Initial Study discussion.</u>	—	<u>✓</u>	—
D. Discharge of identified pollutants to an already impaired water body (as listed on the Clean Water Act Section 303(d) list)? <u>Portions of San Diego Bay shoreline are listed on the 303(d) list. The project site is not immediately adjacent to these areas, however, runoff best management practices would be in place to prevent further water quality impairment. See Initial Study discussion.</u>	—	<u>✓</u>	—
E. A potentially significant adverse impact on ground water quality? <u>The project would neither add on nor withdraw from existing ground water.</u>	—	—	<u>✓</u>
F. Cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses? <u>The project would neither add on nor withdraw from existing ground water.</u>	—	—	<u>✓</u>
X. LAND USE – Would the proposal result in:			
A. A land use which is inconsistent with the adopted community plan land use designation for the site or conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over a project? <u>The project is consistent with the community plan and the North Bay Redevelopment Environmental Impact Report (EIR). The</u>	—	—	<u>✓</u>

Yes      Maybe      No

proposed project has been reviewed for compliance with the underlying IS-1-1 zone as well as the original terms and conditions of the original Conditional Use Permit (CUP). 90-1127 (see Initial Study discussion).

- |   |   |   |   |
|---|---|---|---|
| B. A conflict with the goals, objectives and recommendations of the community plan in which it is located?<br><u>See X-A above.</u>   | — | — | ✓ |
| C. A conflict with adopted environmental plans, including applicable habitat conservation plans adopted for the purpose of avoiding or mitigating an environmental effect for the area?<br><u>See X-A above. The project location is neither within nor adjacent to the MHPA.</u> | — | — | ✓ |
| D. Physically divide an established community?<br><u>See X-A above.</u>   | — | — | ✓ |
| E. Land uses which are not compatible with aircraft accident potential as defined by an adopted airport Comprehensive Land Use Plan?<br><u>See X-A above.</u>   | — | — | ✓ |

XI. NOISE – Would the proposal result in:

- |  |   |   |   |
|--|---|---|---|
| A. A significant increase in the existing ambient noise levels?<br><u>Temporary noise impacts during daytime hours within acceptable City thresholds would be reasonably foreseeable during excavation/demolition/construction activities.</u>   | — | — | ✓ |
| B. Exposure of people to noise levels which exceed the City's adopted noise ordinance?<br><u>A portion of the project site is within the airport environs overlay within the 60-65 decibel contour of Lindbergh Field operations. Temporary dwelling units in the project would be designed to comply with the building code such that interior noise levels would be at or below 45 db. See Initial Study discussion.</u> | — | ✓ | — |
| C. Exposure of people to current or future transportation noise levels which exceed standards established in the Transportation Element of the General Plan or an adopted airport Comprehensive Land Use Plan?   | — | — | ✓ |

Yes      Maybe      No

Transportation noise from Pacific Highway would be mitigated from the design which would limit interior noise not to exceed 45 db.

- XII. PALEONTOLOGICAL RESOURCES: Would the proposal impact a unique paleontological resource or site or unique geologic feature?

The project site is underlain in artificial fill (Qaf) with low resource potential for paleontological resources.

— — ✓

- XIII. POPULATION AND HOUSING – Would the proposal:

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

The project is consistent with the community plan and the North Bay redevelopment Environmental Impact Report (EIR). The proposed project has been reviewed for compliance with the underlying IS-1-1 zone as well as the original terms and conditions of the original Conditional Use Permit (CUP) 90-1127. The Permit Planning Section of Development Services has determined that the proposed project meets all the requirements of the underlying zone and original CUP.

— — ✓

- B. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

The project would provide interim housing to help homeless veterans get off the street.

— — ✓

- C. Alter the planned location, distribution, density or growth rate of the population of an area?

The project would be compatible with land use plans for the area.

— — ✓

- XIV. PUBLIC SERVICES – Would the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:

- A. Fire protection?

Fire protection services would be required.

— — ✓

- B. Police protection?

Police protection would be required.

— — ✓

	Yes	Maybe	No
C. Schools? <u>No change to school services.</u>	—	—	✓
D. Parks or other recreational facilities? <u>No impacts to recreational facilities.</u>	—	—	✓
E. Maintenance of public facilities, including roads? <u>Portions of existing streets would be vacated by the proposal. See Initial Study discussion.</u>	—	✓	—
F. Other governmental services? <u>Existing services would remain unaffected.</u>	—	—	✓

XV. RECREATIONAL RESOURCES – Would the proposal result in:

A. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? <u>The project is not anticipated to result in increased usage of recreational facilities.</u>	—	—	✓
B. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? <u>The project would not affect existing recreational facilities.</u>	—	—	✓

XVI. TRANSPORTATION/CIRCULATION – Would the proposal result in:

A. Traffic generation in excess of specific/ community plan allocation? <u>The project would vacate portions of some existing streets, but traffic studies have indicated this would not substantially change existing traffic patterns. Improvements to traffic flow are also proposed. See Initial Study discussion.</u>	—	✓	—
B. An increase in projected traffic which is substantial in relation to the existing traffic load and capacity of the street system? <u>See XVI-A.</u>	—	—	✓
C. An increased demand for off-site parking? <u>The project would provide approximately 125 on-site parking spaces.</u>	—	—	✓



	Yes	Maybe	No
D. Effects on existing parking? <u>The project would provide approximately 125 on-site parking spaces.</u>	—	✓	—
E. Substantial impact upon existing or planned transportation systems? <u>No impacts to public transportation systems.</u>	—	—	✓
F. Alterations to present circulation movements including effects on existing public access to beaches, parks, or other open space areas? <u>No effect on transportation circulation.</u>	—	—	✓
G. Increase in traffic hazards for motor vehicles, bicyclists or pedestrians due to a proposed, non-standard design feature (e.g., poor sight distance or driveway onto an access-restricted roadway)? <u>The proposed project would improve traffic circulation. See initial study discussion.</u>	—	✓	—
H. A conflict with adopted policies, plans or programs supporting alternative transportation models (e.g., bus turnouts, bicycle racks)? <u>The project would be compatible with land use and community plans for the area.</u>	—	—	✓
XVII. UTILITIES – Would the proposal result in a need for new systems, or require substantial alterations to existing utilities, including:			
A. Natural gas? <u>Natural gas would be provided for facility operations. However, substantial new alteration to existing systems would not be required. The project scope would not exceed utility demands as analyzed in the North Bay EIR.</u>	—	—	✓
B. Communications systems? <u>Telephone systems would be provided for facility operations. However, substantial new alteration to existing systems would not be required. The project scope would not exceed utility demands as analyzed in the North Bay EIR.</u>	—	—	✓
C. Water? <u>Water service would be provided for facility operations. However, substantial new alteration to existing systems would not be required. The</u>	—	—	✓

Yes      Maybe      No

project scope would not exceed utility demands as analyzed in the North Bay EIR. Proposed grading will not adversely impact the existing 18-inch water pipeline traversing the project site.

- |   |   |   |   |
|---|---|---|---|
| D. Sewer?<br><u>Sewer service would be provided for facility operations. The project scope involves sewer modifications. The project scope would not exceed utility demands as analyzed in the North Bay EIR. See Initial Study discussion.</u>   | — | ✓ | — |
| E. Storm water drainage?<br><u>Site draining would be planned to collect on-site run-off for diversion into the storm sewer. See Initial Study discussion.</u>  | — | ✓ | — |
| F. Solid waste disposal?<br><u>Waste collection would be provided for facility operations. However, substantial new alteration to existing systems would not be required. The project scope would not exceed utility demands as analyzed in the North Bay EIR. San Diego Municipal Code Chapter 14, Article 2, Division 8 § 142.0810, "General Regulations for Refuse and Recyclable Material Storage" would be applicable to provide for storage and collection of refuse and recyclable material.</u> | — | — | ✓ |

XVIII. WATER CONSERVATION – Would the proposal result in:

- |   |   |   |   |
|---|---|---|---|
| A. Use of excessive amounts of water?<br><u>The project water consumption rates are accounted for in planned consumption for the area. The project scope would not exceed utility demands as analyzed in the North Bay EIR.</u>                       | — | — | ✓ |
| B. Landscaping which is predominantly non-drought resistant vegetation?<br><u>Landscape plans would include some drought-tolerant vegetation. Adherence to the Land Development Code Section 142.0413(a) ensures water conservation requirements.</u> | — | — | ✓ |

XIX. MANDATORY FINDINGS OF SIGNIFICANCE:

- A. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or

Yes      Maybe      No

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?

—      —      ✓

The project would not impact these resources since all work would be conducted within an existing urbanized residential area.

- B. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts would endure well into the future.)

—      —      ✓

The short-term and long-term goals of the project are consistent with the community plans.

- C. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.)

—      —      ✓

No cumulative impacts have been identified.

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

—      —      ✓

No adverse human impacts are reasonably foreseeable.

## INITIAL STUDY CHECKLIST

### REFERENCES

#### I. Aesthetics / Neighborhood Character

☐ City of San Diego Progress Guide and General Plan.

☒ Community Plan.

☐ Local Coastal Plan.

#### II. Agricultural Resources / Natural Resources / Mineral Resources

☐ City of San Diego Progress Guide and General Plan.

☒ U.S. Department of Agriculture, Soil Survey - San Diego Area, California, Part I and II, 1973.

☐ California Department of Conservation - Division of Mines and Geology, Mineral Land Classification.

☐ Division of Mines and Geology, Special Report 153 - Significant Resources Maps.

#### III. Air

☐ California Clean Air Act Guidelines (Indirect Source Control Programs) 1990.

☒ Regional Air Quality Strategies (RAQS) - APCD.

☒ "Transportation Project-Level Carbon Monoxide Protocol, Revised December, 1997." Institute of Transportation Studies, University of California, Davis. UCD-ITS-RR-97-21. December 1997.

#### IV. Biology

☒ City of San Diego, Multiple Species Conservation Program (MSCP), Subarea Plan, 1997

☒ City of San Diego, MSCP, "Vegetation Communities with Sensitive Species and Vernal Pools" maps, 1996.

☒ City of San Diego, MSCP, "Multiple Habitat Planning Area" maps, 1997.

☐ Community Plan - Resource Element.

☐ California Department of Fish and Game, California Natural Diversity Database, "State and Federally-listed Endangered, Threatened, and Rare Plants of California," January 2001.

☐ California Department of Fish & Game, California Natural Diversity Database, "State and Federally-listed Endangered and Threatened Animals of California," January 2001.

**V. Energy**

- ☒ E-mail from Kent Trimble to Cory Wilkinson. December 17, 2002 from Michael A. Stonehouse of Fehlman LaBarre Architecture Planning 452 Eighth Avenue, Suite A San Diego, CA 92101

**VI. Geology/Soils**

- ☒ City of San Diego Seismic Safety Study.
- ☒ U.S. Department of Agriculture Soil Survey - San Diego Area, California, Part I and II, December 1973 and Part III, 1975.
- ☒ Geotechnical Investigation - Vietnam Veterans of San Diego Rehabilitation Center. Testing Engineers - San Diego, Inc. August 2001.

**VII. Historical Resources**

- ☒ City of San Diego Historical Resources Guidelines.
- ☒ City of San Diego Archaeology Library.
- ☒ Historical Resources Board List.
- ☒ North Metro Interceptor Sewer Project Final Environmental Impact Report. Appendix F, Cultural Resources. November 1993. (LDR 89-1105)
- ☒ Cultural Resource Survey and Building Evaluation of the Veterans Village 4141 Pacific Highway San Diego, CA. Recon Consulting 1927 Fifth Avenue. San Diego, CA 92101. January 2003.
- ☒ "Expansion of the Veterans Village Project (Project no. 3787, Job Order 42-0378), San Diego, CA." Dr. Knox Mellon, State Historic Preservation Officer to Kenneth Teasley, Senior Planner. March 14, 2003.

**VIII. Human Health / Public Safety / Hazardous Materials**

- ☒ San Diego County Hazardous Materials Environmental Assessment Listing, 2001.
- ☐ San Diego County Hazardous Materials Management Division
- ☐ FAA Determination
- ☐ State Assessment and Mitigation, Unauthorized Release Listing, Public Use Authorized 1995.
- ☐ Airport Comprehensive Land Use Plan.
- ☒ GeoTracker Geographic Information System query report
- ☒ Risk Management Plan Public Document for NTC/MCRD Energy Facility Applied Energy, Inc. June 1999. Submitted to County of San Diego Department of Environmental Health, Hazardous Materials Division. Prepared by a Resource Catalysts (R/CAT) Project Team.

- ☒ Department of Toxic Substances Control (DTSC) facility information report ID:37970022 - Space and Naval Warfare Systems Center, Old Town Campus (SPAWR- OTC). Accessed from web site: <http://www.dtsc.ca.gov/database/Calsites/CALP001.CFM?IDNUM=37970022>
- ☒ Phase I Environmental Site Assessment - Vietnam Veterans of San Diego Rehabilitation Center (APN 450-570-02, 4141 Pacific Highway, San Diego, CA 92110. Testing Engineers - San Diego, 7895 Convoy Court, Suite 18. San Diego, CA 92111. August 2001.
- ☒ Geotechnical Investigation, Vietnam Veterans of San Diego Rehabilitation Center. Testing Engineers - San Diego, 7895 Convoy Court, Suite 18. San Diego, CA 92111. August 2001

#### IX. Hydrology/Water Quality

- ☒ Flood Insurance Rate Map (FIRM). Panel 1877 (Map Number 06073C1877 F, June 1997)
- ☒ Federal Emergency Management Agency FEMA), National Flood Insurance Program - Flood Boundary and Floodway Map.
- ☒ Clean Water Act Section 303(d) list, dated May 19, 1999, [http://www.swrcb.ca.gov/tmdl/303d\\_lists.html](http://www.swrcb.ca.gov/tmdl/303d_lists.html).
- ☒ U.S. EPA Enviromapper database. <http://www.epa.gov/enviro/html/em/index.html>
- ☒ Project Clean Water: [http://www.projectcleanwater.org/html/ws\\_pueblo.html](http://www.projectcleanwater.org/html/ws_pueblo.html)
- ☒ "Water Quality Technical Report for Vietnam Veterans of San Diego." Prepared for Stuart Engineering by Nolte Associates, Inc. October 2002.

#### X. Land Use

- ☒ City of San Diego Progress Guide and General Plan.
- ☒ Community Plan.
- ☒ Airport Comprehensive Land Use Plan
- ☐ City of San Diego Zoning Maps
- ☐ FAA Determination
- ☒ North Bay Revitalization Area Final Environmental Impact Report (EIR). City of San Diego, March 1998.
- ☒ Phase I Environmental Site Assessment, Vietnam Veterans of San Diego Rehabilitation Center. Testing Engineers - San Diego, Inc. August 2001.

## **XI. Noise**

- ☒ Community Plan
- ☒ San Diego International Airport - Lindbergh Field CNEL Maps.
- ☐ Brown Field Airport Master Plan CNEL Maps.
- ☐ Montgomery Field CNEL Maps.
- ☒ San Diego Association of Governments - San Diego Regional Average Weekday Traffic Volumes.
- ☒ San Diego Metropolitan Area Average Weekday Traffic Volume Maps, SANDAG.
- ☒ City of San Diego Progress Guide and General Plan.
- ☒ HUD Noise Guidebook:  
<http://www.hud.gov/offices/cpd/energyenviron/environment/resources/guidebooks/noise/index.cfm>

## **XII. Paleontological Resources**

- ☒ City of San Diego Paleontological Guidelines.
- ☒ Deméré, Thomas A., and Stephen L. Walsh, "Paleontological Resources City of San Diego," Department of Paleontology San Diego Natural History Museum, 1996.
- ☒ Kennedy, Michael P., and Gary L. Peterson, "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," California Division of Mines and Geology Bulletin 200, Sacramento, 1975.
- ☐ Kennedy, Michael P., and Siang S. Tan, "Geology of National City, Imperial Beach and Otay Mesa Quadrangles, Southern San Diego Metropolitan Area, California," Map Sheet 29, 1977.

## **XIII. Population / Housing**

- ☐ City of San Diego Progress Guide and General Plan.
- ☒ Community Plan.
- ☐ Series 8 Population Forecasts, SANDAG.
- ☒ Demographic data from U.S. Census Summary Tape File (STF) 3B, Tables P1, P9, P10, P119, and P120. <http://www.census.gov/cgi-bin/gazetteer>
- ☒ North Bay Revitalization Area Final Environmental Impact Report (EIR). City of San Diego, March 1998.

**XIV. Public Services**

- ☐ City of San Diego Progress Guide and General Plan.
- ☒ Community Plan.
- ☒ North Bay Revitalization Area Final Environmental Impact Report (EIR). City of San Diego, March 1998.

**XV. Recreational Resources**

- ☐ City of San Diego Progress Guide and General Plan.
- ☒ Community Plan.
- ☐ Department of Park and Recreation
- ☐ City of San Diego - San Diego Regional Bicycling Map

**XVI. Transportation / Circulation**

- ☐ City of San Diego Progress Guide and General Plan.
- ☒ Community Plan.
- ☒ San Diego Metropolitan Area Average Weekday Traffic Volume Maps, SANDAG.
- ☒ San Diego Region Weekday Traffic Volumes, SANDAG.
- ☒ Final Traffic Impact Assessment, Vietnam Veterans of San Diego. Linscott, Law, and Greenspan. February 2003.
- ☒ North Bay Revitalization Area Final Environmental Impact Report (EIR). City of San Diego, March 1998.

**XVII. Utilities**

- ☒ North Bay Revitalization Area Final Environmental Impact Report (EIR). City of San Diego, March 1998.

**XVIII. Water Conservation**

- ☒ E-mail from Kent Trimble to Cory Wilkinson. December 17, 2002 from Michael A. Stonehouse of Fehlman LaBarre Architecture Planning 452 Eighth Avenue, Suite A San Diego, CA 92101



CITY OF SAN DIEGO  
M E M O R A N D U M

DATE: *April 30, 2007*

TO: Elizabeth McDargh, Senior Environmental Officer, U.S. Department of  
Housing and Urban Development

FROM: James T. Waring, Deputy Chief Operating Officer for Land Use and  
Economic Development

SUBJECT: Re-evaluation of Environmental Assessment for Veterans Village of San  
Diego – HUD EDI Special Projects Grant (B-04-SP-CA-1023)

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This is in response to your request for an update on the environmental assessment (FONSI) previously approved by the City of San Diego in April 2003 for Veterans Village of San Diego, a residential care facility of homeless veterans located at 4141 Pacific Highway, San Diego, CA 92110. The project was awarded a HUD-EDI Special Projects grant in August 2006 in the amount of \$745,575 (B-04-SP-CA-1023), and we are seeking HUD approval for environmental release of the funds.

The project as originally approved involves the expansion of an existing 87-bed veterans facility to 224 beds and 24 transitional apartments units containing an additional 140 beds. The project has been in construction since November 2004, and its estimated completion date is August 2008. Development of the project is being conducted in phases, and no changes to the original plans have been made or are proposed. The project continues to assist homeless veterans by providing supportive services and transitional housing. Lastly, because the site is bound by a Conditional Use Permit, any significant changes to the original scope or design would require the City to issue additional permits. As of this date, no new permits have been requested from the developer or issued by the City.

Upon careful review of the project, the City of San Diego has concluded that no substantial changes in the nature, magnitude or extent of the project are proposed; no new circumstances and environmental conditions will affect or have a bearing on the project's impacts; and, no alternative has been selected that was not in the original finding.

Based on the above discussion, the City of San Diego finds that a re-evaluation of environmental assessments and other environment findings is not warranted by this activity pursuant to Section 58.47 a (1) through a (3). Furthermore, no conditions are present that prompt any action identified in Section 58.47 b (1) through b (3). We ask that you approve environmental release of the HUD-EDI Special Project grant funds for this project, which would provide additional financing for the continued development of the veterans residential care facility.



Finally, per your request, please find attached a re-signed Determination of Categorical Exclusion with the correct date of 10/12/06.

If you have questions or need any clarification regarding this outcome, please contact Myra Herrmann, the assigned Environmental Analyst, at 619-446-5372. Thank you in advance for your attention to this matter.

Prepared by: Myra Herrmann, Senior Environmental Planner

Signature:

Myra Herrmann

Date:

4/30/07

James T. Waring, Deputy Chief Operating Officer for Land Use and Economic Development

Responsible Entity Certifying Official Name & Title

J T Waring

Responsible Entity Certifying Official Signature

5-1-07

Date

