

5 Cumulative Impacts

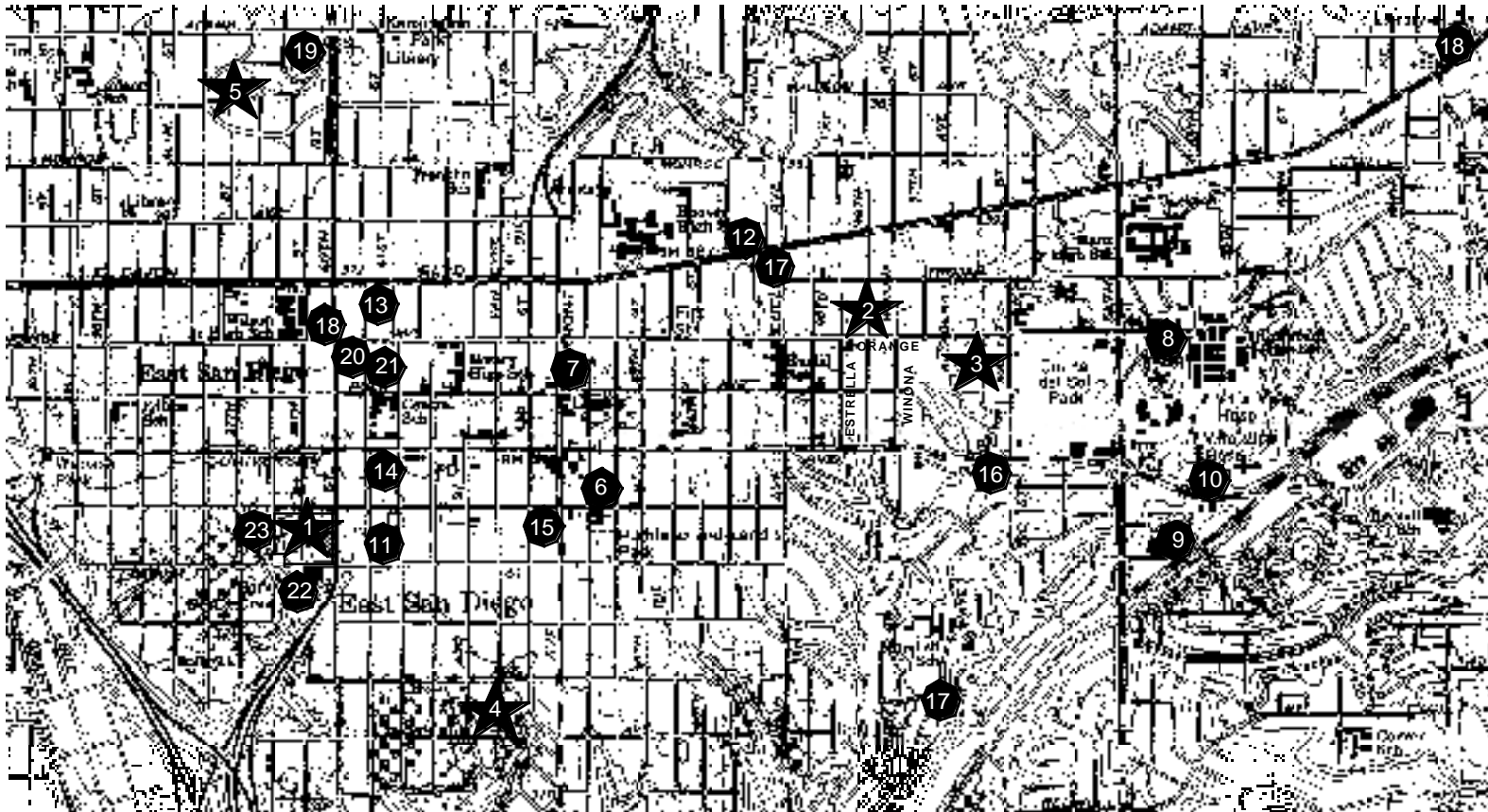
Section 15130(a) of the State CEQA Guidelines requires that “An EIR shall discuss cumulative impacts of a project when the project’s incremental effect is cumulatively considerable, as defined in Section 15065(c). The discussion of cumulative impacts “shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide greater detail than is provided for the effects attributable to the project alone.” Section 15355(b) describes cumulative impacts from several projects as “...the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects.” Past, present and reasonably anticipated future projects are addressed in this cumulative analysis, which includes projects under construction, approved projects and proposed projects at the time of this Draft EIR preparation. The list of cumulative projects provided below was based upon consultation with agencies including the City of San Diego staff (Planning and Development Review and Engineering and Capital Projects Department), the San Diego Unified School District and the Community College District.

5.1 CUMULATIVE PROJECTS

The following analysis is based on a comprehensive review of potential and planned additional development that, when considered with the proposed Winona Avenue Area Elementary School, could result in environmental impacts that are cumulatively considerable. The inventory for cumulative projects for the proposed project includes 22 past, present and reasonably foreseeable future projects within the Mid-City area. The location and a brief description of the cumulative projects considered in this analysis are shown on Figure 5.1-1, including the recommended locations for the proposed Proposition MM Schools. A more detailed description on the type and intensity of development and the status of each cumulative project follows.

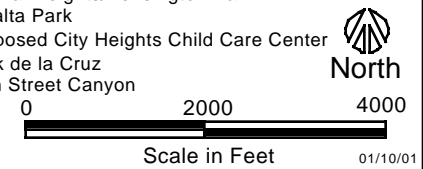
5.1.1 Proposition MM Elementary Schools in Mid-City

In addition to the proposed Winona Avenue Area Elementary School, the District is proposing to construct four more new elementary schools in the Mid-City Communities Planning Area. These four additional schools are: Central Area Elementary School, 52nd Street Area Elementary School (aka Jackson/Marshall Area Elementary School), Edison/Hamilton/Parks Area Elementary School, and Adams/Franklin Area Elementary School. Figure 5.1-1 identifies the approximate locations for these four additional preferred elementary school sites proposed by the District, as well as the proposed Winona Avenue Area Elementary School. Similar to the proposed project, each of the four preferred sites is located within the neighborhoods recommended for additional elementary schools in the updated *Mid-City Communities Plan*. The District worked closely with the local community in



- | | | | |
|---|---|--|---|
| 1. Central Area Elementary School | 6. City Heights Urban Village | 12. Asia Business Center | 19. Normal Heights/Kensington Park |
| 2. Winona Avenue Area Elementary School
(Proposed Project) | 7. Auto Dealership and Repair Shop | 13. Regional Transportation Center | 20. Teralta Park |
| 3. 52nd St. Area Elementary School | 8. Orange Avenue at 54th Place Condominiums | 14. City Heights Service Plaza | 21. Proposed City Heights Child Care Center |
| 4. Edison/Hamilton/Parks Area School | 9. Teen Challenge | 15. Mid-City Continuing Education Center | 22. Park de la Cruz |
| 5. Adams/Franklin Area Elementary School | 10. University Terrace | 16. Oak Park Drainage Channel | 23. 38th Street Canyon |
| | 11. Stepping Stone | 17. Home Avenue Trunk Sewer | |
| | | 18. Mid-City Pipeline | |

SOURCE: BRG Consulting, Inc., 2000.



01/10/01



Winona Avenue Area Elementary School
Cumulative Projects
Mid-City Communities Planning Area

FIGURE
5.1-1

identifying preferred sites for the new schools during preparation of the updated *Mid-City Communities Plan*, and subsequently with the citizen-based Mid-City Site Selection Task Force.

Each of the proposed elementary schools would accommodate a planned enrollment of approximately 700-900 students, kindergarten through grade five. The sites for each of the proposed schools would take up approximately two city blocks (between 7 and 12 acres) and would have permanent facilities built for 500 students, with additional portable classrooms for 200 students (total capacity of 700 students). To account for future enrollment fluctuations due to changes in demographics, the District has master-planned the new school facilities to accommodate up to 900 students. The additional capacity of 200 students would be accommodated with one- or two-story portable classrooms. The elementary schools would operate as a “neighborhood school” in that enrollment would be drawn from surrounding neighborhoods within walking distance to each respective school site. The faculty would consist of approximately 52 full-time employees for each school. Approximately 70 on-site parking spaces would be provided at each school. The projects would also include joint-use turf fields and playground facilities that would be open to the public after school hours.

Development of each new school site would involve the demolition of existing residences, soon after the District has acquired the necessary properties. The proposed school sites are occupied by existing single- and multi-family residential units that vary in number by school site, but would be similar to the composition of the Preferred Site for the Winona Avenue Area Elementary School, which includes 211 structures. Demolition activities would include, but would not be limited to, the removal of existing structures and vegetation, removal of portions of existing sidewalks, and the removal of existing asphaltic concrete (AC) within closed portions of existing city streets within the selected site. The preparation of environmental documents is currently underway for the four additional school sites. The District anticipates the opening of the four schools between the Fall of 2005 and the Fall of 2006.

5.1.2 City Heights Urban Village

City Heights Urban Village (Urban Village) is a proposed project located near the intersection of Fairmount Avenue and University Avenue. A portion of the proposed project has already been completed. The proposed project consists of two main components: 1) the redevelopment of six and one-half City blocks into an “Urban Village,” and 2) an amendment to the City Heights Redevelopment Plan to delete 211 non-contiguous and 34 contiguous parcels from the Redevelopment Project Area. The Urban Village component is envisioned as a mixed-use, town-center project proposed by CityLink Investment Corporation (CIC) for the City Heights community through public and private ownership. The proposed project includes approximately 65,750-square feet of commercial/office/multi-family dwelling unit space and a 140,400-square-foot community commercial center. The portion of the proposed project that has already been completed includes a 25,000-square-foot public library and community center; a 3,500-square-foot “black box” theater; a 2,500-square-foot swim center building; and Wightman Street improvements. Construction of the Urban Village required the demolition of existing single- and multi-family dwelling units, commercial uses and conversion of open space.

The commercial/office/multi-family housing component of the Urban Village is currently in the planning stage through a development partnership between Transwest Development Company and Price Charities. This project component is formally called the Transwest Project and would acquire and clear

3.66 acres of the block bounded by 43rd Street, Wightman Street, Fairmount Avenue and University Avenue. Existing land uses within the Transwest project site that would be demolished include 34 single- and multi-family dwelling units, commercial and office space and some vacant land. The new development would include a 124,944 square foot, six-story building fronting University Avenue that would have retail on the ground floor and offices above. Behind the office building would be a 131,541 square foot, four-story parking structure, which would also have some retail space on the ground floor. On the south half of the block would be a four-story town house building arranged around a large open courtyard. This area would total approximately 237,658 square feet, including 116 housing units (171,758 square feet) and a parking lot (65,900 square feet). Out of the 116 housing units, 93 units would be made available at affordable costs to local low-income residents.

5.1.3 Auto Dealership and Repair Shop

An auto dealership and repair shop is an approved project located on the east side of Fairmount Avenue between El Cajon Boulevard and Orange Avenue in the Mid-City Communities Planning Area. The project includes the construction of a two-story, 3,633-square-foot commercial building on an existing vacant lot. The proposed building would house an automobile sales and repair facility with a total of nine parking spaces. Two small offices totaling 468-square feet would be situated on the second floor of the building. A negative declaration was certified by the City for this project in September 1998; construction has not begun.

5.1.4 Orange Avenue at 54th Place Condominiums

The Orange Avenue at 54th Place Condominiums is an approved project located along Orange Avenue, between 54th Place and Colts Way in the Mid-City Communities Planning Area. The project is the construction of 51 condominium units on an undeveloped 3.45-acre site covered with non-native grasses. The two- and three-bedroom units range in size from 1,400 to 2,100 square feet within 12 two-story buildings. Five of the proposed buildings would each contain six units; seven would contain three units. A mitigated negative declaration was certified by the City for this project in August 1999; construction has not begun.

5.1.5 Teen Challenge

Teen Challenge is an approved drug/alcohol rehabilitation center located at 5450 Lea Street, within the Mid-City Communities Planning Area. The project includes converting a vacant, 26,55-square-foot, two-story medical building into a 50-bed residential drug/alcohol rehabilitation facility for men 18 and over. A negative declaration was certified by the City for this project in July 1996. Construction is complete and the facility is currently in use.

5.1.6 University Terrace

The University Terrace project is an approved project located at 5556-5592 University Avenue in the Mid-City Communities Planning Area. The project includes construction of an approximately 74,400-square-foot, 60-room, two-story residential care facility with a basement on a 1.51-acre parcel. The

facility would accommodate 120 residents, and provide a 30-space surface parking lot. A dining room, kitchen, lobby, offices and a 14-space underground parking lot would be located in the basement, while living quarters would be located on the first and second floors. Construction would require the demolition of existing structures on the project site. A mitigated negative declaration was certified by the City in May 1997; construction has not begun.

5.1.7 Stepping Stone

The Stepping Stone project is an approved project located at 3767 Central Avenue, between Wightman Street and Landis Street in the City Heights area of the *Mid-City Communities Plan*. The project would reconstruct and continue the operation of a residential alcohol treatment facility. The project would demolish five residential bungalows and a garage, and construct a new 9,204-square-foot residential recovery facility consisting of six, one- and two-story buildings with 31 beds, administration, dining room, meeting room, kitchen and laundry, with accompanying grading and landscaping. Eight parking spaces would also be provided. A negative declaration was certified by the City for this project in September 1998. Construction is complete for this project.

5.1.8 Asia Business Center

The Asia Business Center is an approved project located at 4660 El Cajon Boulevard, within the Mid-City Communities Planning Area. The project would demolish an existing motel and construct a 31,770-square-foot, three-story, mixed use development on a 0.8-acre site. The proposed uses would consist of 11,890 square feet of retail commercial space on the ground floor, 13,310 square feet of professional office space on the second floor, and six 1,040-square-foot apartments on the third floor. A negative declaration was certified by the City for this project in July 1997. Construction has been completed for this project, but the building is currently uninhabited.

5.1.9 Regional Transportation Center Project

The Regional Transportation Center (RTC) is a proposed project located on the southeast corner of El Cajon Boulevard and Central Avenue. Existing land uses on the project site that would be demolished to implement the project include 19 multi-family dwelling units and some commercial uses. The proposed project is a new transit center facility with two main components: 1) a for-profit center to display, sell and service alternative fuel and conventional vehicles, and 2) a non-profit education center to teach junior high, high school and adult vocational education students about alternative fuel technologies and their relationship to the environment. A mitigated negative declaration was completed for this project.

5.1.10 City Heights Service Plaza

The City Heights Service Plaza is a proposed project located at the southeast corner of University Avenue and Central Avenue. This proposed project includes a 2,000-square-foot mini mart/food store; between 5,300 to 7,000 square feet for a service station, car wash and retail space, and a maximum of 28 off-site parking spaces. The anticipated construction date is August 2000, with a completion date of February 2001.

5.1.11 Mid-City Continuing Education Center

The Mid-City Continuing Education Center is an approved project located at the corner of Fairmount Avenue and Wightman Street. The facility includes approximately 58,400 square feet of classroom and administrative office space, and 18,700 square feet of underground parking (45 parking spaces). Construction is currently underway and is scheduled for completion August 2000.

5.1.12 Oak Park Drainage Channel

The City of San Diego is currently designing a capital improvement project called the Oak Park Drainage Channel (CIP Project No. 11-274.1), located south of University Avenue between 50th Street and 52nd Street. The proposed project runs southwesterly from the juncture of University Avenue and follows the natural drainage course until 51st Street towards the intersection of Wightman Avenue and 50th Street. The proposed drainage improvement consists of an open channel lined with concrete flooring and walls which run between residential units within the project area. No residential units would be demolished as a result of the proposed project. The earliest time that development could begin would be the year 2002. No development is occurring as funding is not yet available (Pers. Comm. Danny Schrotberger, City of San Diego, July 2000).

5.1.13 Home Avenue Trunk Sewer

The Home Avenue Trunk Sewer is an approved sewer replacement and rehabilitation project located in the City Heights area. The proposed project begins at the intersection of El Cajon Boulevard and Euclid Avenue, and bends east then south towards the intersection of Altadena Avenue and Euclid Avenue. Improvements include the rehabilitation and extension of a 15-inch trunk sewer line along the southern half of the project, and the replacement of the existing sewer line with an 18-inch pipe along the northern half of the project. A mitigated negative declaration was prepared for the proposed project in 1999. Construction is expected to begin in October or November of 2000, and should last for approximately one year until fall of 2001 (Pers. Comm. Jihad Sleiman, City of San Diego, July 2000).

5.1.14 Mid-City Water Transmission Pipeline Project

The Mid-City Water Transmission Pipeline Project consists of the replacement and repair of existing water pipelines in the Mid-City area. Project alignment begins at approximately 70th Street and El Cajon Boulevard and heads west toward Marlborough Avenue. It continues south on Marlborough Avenue to Orange Avenue, extends west on Orange Avenue to Cherokee Avenue and continues north on Cherokee Avenue to El Cajon Boulevard. In order to connect with existing distribution pipelines, the project will extend south from El Cajon Boulevard to Highland and Polk Avenue. Construction for this project began in the winter of 2000 and is expected to be completed in the winter of 2002 (City of San Diego Mid-City Water Transmission Pipeline Project Fact Sheet, July 2000).

5.1.15 Mid-City Parks

The Mid-City Parks is a development of park amenities in three areas within the Mid-City area as mitigation for construction of State Route 15 (SR-15). The three new park areas would be located at the existing Park de la Cruz (Park de la Cruz), over the new freeway between Orange Avenue (Teralta Park) and Polk Street, and southwest of 40th Street and Adams Avenue (Normal Heights/Kensington Park). Additionally, the project proposes a child care center at one of two locations: either north of the existing Central Elementary School, or at the 38th Street canyon site. A more detailed project description of park amenities are provided below:

Park de la Cruz is a proposed park development and expansion of uses into 38th Street Canyon, located between Landis, 38th and 40th Streets. The proposed project is approximately 6.9 acres, inclusive of existing development at the Copley YMCA, totaling approximately 1.0 acre. Primary development components include basketball and volleyball courts, a lighted softball field, open turf area, restrooms, and 125 parking spaces.

The 38th Street Canyon potential park site encompasses approximately 2.5 acres. The site is located contiguous to Park de la Cruz between Wightman and Landis Streets. Within the project boundaries, there are six residential structures, including three duplexes and three single-family residences. If the park alternative is implemented then the 38th Street Canyon area would include, but would not be limited to, a playground, open turf area, basketball court, walkways, security lighting and seating areas. A child care center facility is also considered for this location which is described further in this section.

The Normal Heights/Kensington Park site encompasses approximately 5.2 acres and is bounded by the 40th Street off-ramp at Adams Avenue. This site currently serves as a stormwater detention basin with capacity to accommodate a 100-year storm event. The general development plan for Normal Heights/Kensington Park site would include, but would not be limited to, basketball courts, an exercise course and walkway, open turf area, small and large child play structures and a 19-space parking lot

The proposed Teralta Park would encompass approximately 5.1 acres that is currently vacant. Teralta Park would be developed on top of the freeway cover structure between Orange and Polk Avenue, over SR-15. Development plans for Teralta Park would include, but would not be limited to, basketball courts, picnic areas, open turf areas, walkways and seating areas, restrooms and a 42-space parking area.

The proposed child care center facility would consist of the same development, regardless of site location whether it is the 38th Street Canyon or Teralta Park site. It is anticipated that the child care facility would include the following primary components: 1) a two-story, 17,119 square-foot building to accommodate 200 children, 2) a play area, play structures, mini-stage and seating, and 3) a 23-space parking area.

5.2 CUMULATIVE IMPACT ANALYSIS

5.2.1 Housing, Population & Displacement

The *Mid-City Communities Plan* identified Mid-City as an area with a high concentration of lower income households, providing an abundance of lower cost housing opportunities. The proposed Winona Avenue Area Elementary School, in combination with other cumulative projects (i.e., the proposed four Proposition MM elementary schools, City Heights Urban Village, Stepping Stone and Regional Transportation Project) would involve the cumulative loss of more than 800 single- and multi family homes in the Mid-City communities. This is considered a significant cumulative impact on the availability of affordable housing within the Mid-City communities. Potential mitigation for this significant cumulative impact would require replacement of the lost housing units. The District does not propose to mitigate the cumulatively significant loss of housing as the main objective of the District is to provide for adequate school facilities within communities with overcrowded schools. Therefore, impacts would remain significant and unmitigated. As such, project approval would require the District to adopt Findings and a Statement of Overriding Considerations.

5.2.2 Traffic and Circulation

As indicated in the traffic report, the cumulative traffic analysis for the project was based on the local street network immediately surrounding the proposed Winona Avenue Area Elementary School. Long-term traffic volumes for the circulation element roadway of University Avenue and El Cajon Boulevard were taken from the SANDAG Series 9 traffic model. Table 5.2-1 shows that the long-term traffic conditions along El Cajon Boulevard and Winona Avenue would operate at LOS C or better, which are acceptable conditions. However, long-term buildout conditions in the year 2020 along Orange Avenue and Euclid Avenue, would operate at LOS F and D, which are unacceptable conditions. Although these two street segments would operate at unacceptable levels in the year 2020, the proposed project would actually reduce the amount of ADTs in this forecast because it creates 394 fewer ADTs in the surrounding network. Similarly Alternative Sites One and Two would reduce the amount of ADTs in the forecast by 426 and 358 ADTs, respectively. The other four proposed Mid-City schools would result in the similarly less ADTs than the existing residential uses. The public works projects indicated above, the Oak Park Drainage Channel, Home Avenue Trunk Sewer and the Mid-City Water Transmission Pipeline Project, were not considered quantitatively in the traffic report because they would result in temporary construction impacts, and therefore, would not contribute to long-term traffic impacts (Pers. Comm. John Boarman, LLG Engineers, July 2000). Therefore, the proposed project, in combination with the other cumulative projects, would not result in a cumulatively significant traffic and circulation impact.

5.2.3 Noise

Noise from the proposed Winona Avenue Area Elementary School would be generated from project traffic and from school yard noise when students are in the outdoor playground areas. As described in Section 4.4.3, Traffic and Transportation, the proposed project at the Preferred Site and Alternative Sites One and Two would generate fewer ADTs than the existing residential units on-site. Consequently, less noise from traffic would be generated on an average daily level from the proposed project. Although

noise generated from outdoor usable areas when students are outside would exceed the City's Noise Ordinance, the CNEL levels remain below the City's Noise Compatibility Standard of 65 dBA CNEL. This is because students would only be outside in the mornings, during recess and lunch breaks, and after school, and noise after school hours would be minimal. Section 4.5, Noise, provides a more detailed discussion of noise from the proposed project. The proposed Winona Avenue Area Elementary School, in combination with the other cumulative projects, would not contribute to a significant cumulative noise impact.

5.2.4 Air Quality

As described in Section 4.4.3, Traffic and Transportation, the proposed project at the Preferred Site and Alternative Sites One and Two would generate fewer ADTs than the existing residential units on-site. Consequently the proposed project would not result in a cumulatively considerable net increase in a criteria pollutant for which the project region is non-attainment under applicable federal or state ambient air quality standard. This is because air pollutants associated with project-related traffic would be minimal and even less than what is currently being emitted from existing uses. As a result, the proposed project, in combination with the cumulative projects, would not contribute to a significant cumulative air quality impact.

5.2.5 Hydrology and Water Quality

The proposed project and the cumulative projects identified above, would result in infill development in an already urbanized area on impervious lots. As described in Chapter 4.7, Hydrology and Water Quality for the Preferred Site, the amount of impermeable surfaces would decrease with the addition of the proposed project, and therefore, the amount of generated runoff would decrease. The proposed project would implement a SWPPP and BMPs for construction and operation. As a result of the proposed project, in combination with the four other proposed Mid-City Schools, water quality would potentially increase as new filtering devices would be installed to treat runoff prior to its release into the City's storm drain system to avoid impacts to downstream drainage facilities and water quality. These filtering devices currently do not exist within the existing residential uses at all of the proposed school sites. Therefore, the proposed project, in combination with other cumulative projects, would not result in a cumulatively significant impact to hydrology and water quality in the project area.

Table 5.2-1

Buildout (Year 2020) Street Segment Operations

Street Segment	Community Plan Capacity (LOS E)	Long-Term (2020)	
		VOL	LOS
El Cajon Boulevard			
west of Euclid Avenue	40,000	29,000	C
east of Winona Avenue	40,000	27,600	C
Orange Avenue			
west of Euclid Avenue	15,000	15,840	F
east of Winona Avenue	15,000	12,500	D
Euclid Avenue			
north of El Cajon Boulevard	15,000	11,600	D
south of Orange Avenue	15,000	13,000	D
Winona Avenue			
north of El Cajon Boulevard	15,000	1,500	A
south of Orange Avenue	15,000	10,000	C

Notes: VOL = Volumes
LOS = Level of Service

Source: SANDAG Series 9 2020 Model

6 Other Required Considerations

6.1 GROWTH INDUCEMENT

According to Section 15126 (g) of the State CEQA Guidelines, an EIR must “discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.” Furthermore, this section also states that “it must not be assumed that growth in any area is not necessarily beneficial, detrimental, or of little significance to the environment.”

As discussed in Chapter 2 of this EIR, the District identified the need for the proposed Winona Avenue Area Elementary School to provide relief for enrollment pressures for the existing Euclid Elementary schools. The acquisition of land for the construction of the proposed Winona Avenue Area Elementary School would provide additional operating capacity to accommodate existing enrollments within the District, as well as future enrollments that are projected to be generated by existing/planned land uses within the District. The proposed Winona Avenue Area Elementary School would not foster economic or population growth. Instead, this school would accommodate the existing and anticipated future needs of the population within the Euclid Elementary school enrollment/attendance areas. Therefore, development of the proposed Winona Avenue Area Elementary School would not be growth inducing.

6.2 EFFECTS FOUND NOT TO BE SIGNIFICANT

The following lists the environmental effects that were considered during the Initial Study, but found not to be significant:

6.2.1 Agriculture Resource

The project site is located in an urbanized area where there are no farmlands. There would be no farmland impacts. Therefore, no significant impacts to agriculture resources would occur.

6.2.2 Air Quality

Demolition and/or removal of existing structures and construction of new structures and facilities associated with the proposed school would generate short-term additional air pollutants from dust. However, construction-related air quality impacts would be temporary in nature and would be reduced through regular watering of the site, as required by the San Diego Air Pollution Control District, and through erosion control and street washing to reduce dirt spillage onto traveled roadways near the preferred project site. Additionally, the San Diego Municipal code Section 142.0710, regarding Air Contaminant Regulations, does not permit air contaminants or any emissions that endanger human health to emanate beyond the boundaries upon which the use emitting the contaminants is located. Construction vehicles would be required to use designated truck routes and haul routes that avoid residential streets, as practicable. Therefore, air quality impacts associated with temporary construction would be less than significant.

Section 4.4 of the EIR, Traffic and Transportation, found that the addition of project-generated traffic volumes to the signalized and unsignalized intersections located in the project vicinity would not appreciably change the level of service at any of the affected intersections. In fact, the proposed project at the Preferred Site would generate approximately 394 less ADTs on the surrounding road network, and therefore, the additional traffic volumes would not change the level of service on the majority of affected street segments, when compared to existing conditions. As a result, the proposed project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation because exhaust pollutant emissions associated with project related traffic would be reduced. Additionally, air pollutants associated with current busing of students from over-crowded schools in the area would no longer occur, and the proposed project would not emit objectionable odors, either as part of its construction or operation. The proposed elementary school project would not result in the generation of substantial air pollutants that would affect sensitive receptors, and therefore, impacts would be less than significant.

The proposed one- and two-story structures would not alter air movement, moisture or temperatures in the area, nor would the proposed school development change local or regional climatic patterns. Therefore, no significant impacts to air quality would occur.

6.2.3 Biological Resources

The preferred and alternative sites are located in a fully urbanized area. Demolition and/or removal of existing development on the site, including landscaping, would change the number and diversity of various species of decorative and exotic plants. However, removal, reuse or relocation of these plants would not be considered a significant biological impact because none of these plants is a listed sensitive species (i.e., unique, rare or endangered), and decorative urban landscaping does not provide significant biological habitat. There are no agricultural crops on the project site.

Landscaping for the proposed project could possibly introduce new species of plants into the area. However, it is not anticipated that these plants would act as a barrier to the normal replenishment of

existing species. Urbanization of the site altered the vegetation of the project area long ago; therefore, impacts would not be considered significant.

Because the project site is already urbanized and would be converted to another urbanized land use, no new species of animals would be introduced, and no barrier to animal migration or movement would be created. The project site and its surrounding urban neighborhood do not provide any natural habitat for wildlife or wildlife corridors. Therefore, the proposed project would cause no significant impacts to unique, rare, threatened or endangered animal species.

6.2.4 Mineral Resources

The project is located on an urbanized site surrounded by an urbanized environment. There are no identified mineral resources that would be affected or “lost” as a result of this project; therefore, there would be no impact.

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7 Alternatives

The *State CEQA Guidelines* require the evaluation of a range of reasonable alternatives to the project, which could feasibly attain the basic objectives of the project (§15126.6(c)). Under these guidelines, the discussion of alternatives should focus on alternatives capable of eliminating any significant adverse impacts or reducing them to below a level of significance, even if these alternatives could impede to some degree the attainment of the project objectives or would be more costly. The proposed project consists of the acquisition of land for the construction and operation of the proposed Winona Avenue Area Elementary School. The significant impacts of developing the proposed elementary school at the Preferred Site are described in Chapter 4 of this Environmental Impact Report. Alternative Sites One and Two are analyzed at an equal level of detail as the Preferred Site.

There are three primary objectives of the proposed project. The first part of the project objective is to provide additional capacity for elementary students within the existing Euclid Elementary School attendance areas; second, to provide a neighborhood elementary school option for students currently transported to overflow schools outside the neighborhood; and third, to assist the District in achieving the enrollment standards contained in the District's *Long-Range Facilities Master Plan* (LRFMP).

This chapter evaluates the alternatives that could lessen or avoid the significant impacts associated with developing the proposed school at the Preferred Site, while trying to achieve the project objectives. This includes impacts to housing, population and displacement; cultural resources; noise; hazards and hazardous materials; hydrology and water quality; geology and soils; visual quality and community character; and public services.

A number of sites other than the Preferred Site and Alternative Site One were considered by the Task Force and rejected for various reasons. Most of these sites were discussed during the Proposition MM New School Site Selection process and consequent community meetings (Section 2.3 and 2.4), and dismissed as not meeting basic locational criteria. The alternatives analysis presented below includes an analysis of one alternative site identified by the Site Selection Task Force with input provided by the community. In addition, this chapter addresses the No Project Alternative, Non-Construction Alternative, and a Smaller Site Alternative.

7.1 ALTERNATIVE SITE ANALYSIS

There are no vacant sites within the proposed Winona Avenue Area Elementary School project area that are large enough to accommodate the proposed elementary school. Therefore, the District must select a site that currently supports existing uses. The District considered a number of criteria in selecting sites for the proposed school. Sections 2.3 and 2.4 of this EIR describe the District's site selection process.

In compliance with *State CEQA Guidelines* §15126.6(c), this discussion focuses on alternative sites capable of eliminating any significant adverse impacts or reducing them to below a level of significance. An environmentally Preferred Site would be one that would avoid or reduce the significant impacts associated with the Preferred Site. The following analysis of the alternative sites for the proposed Winona Avenue Area Elementary School notes whether the alternatives would reduce or avoid impacts associated with the Preferred Site, or whether impacts would be greater.

The Alternatives Site analysis assumes that only the location of the proposed Winona Avenue Area Elementary School would be changed. The remaining characteristics of the proposed Winona Avenue Area Elementary School (i.e., number of students, grade level configuration, school program, etc.) are assumed to be the same for any site. The locations of the preferred and alternative sites are shown on Figure 3.1-3. These alternative sites were reviewed to determine their potential to avoid or reduce the significant impacts associated with the Preferred Site. A comparison of the preferred and alternative site characteristics are presented in Table 7.1-1.

7.1.1 Alternative Site One

Alternative Site One encompasses approximately 8.26 gross acres on two city blocks bounded on the north by Orange Avenue, on the south by Polk Avenue, on the east by Winona Avenue on the west by Estrella Avenue. Development of the site would require the closure of a portion of 49th Street between Orange Avenue and Polk Avenue. The majority of the site is generally flat, ranging in elevation from approximately 325 to 370 feet above mean sea level (AMSL). The site is zoned MR-1500B with a Community Plan land use designation of mixed single- and multi-family residential. Existing land uses on the site consist of 12 single- and 201 multi-family residential, for an estimated total of 213 DUs. The estimated population on Alternative Site One is 639 persons (Table 7.1-1). A church also exists on the Northwest corner of the Project Site.

Surrounding land uses include residential uses to the north, west and south, and the Colina del Sol Community Park and Golf Course to the east. Surrounding zoning is R1-40000, MR-3000 and OS-P with Community Plan land use designations of mixed single- and multi-family residential and open space. Figure 4.1-2 shows the results of a land use survey within a quarter-mile of the preferred and alternative sites.

7.1.1.1 Land Use/Recreational Uses

As indicated in Section 4.1, the District is not bound by local land use regulations because they operate as a separate lead agency. Similar to the Preferred Site, the loss of existing residential units is considered a de minimus impact when compared to the amount of housing in the San Diego Region. This would result in a less than significant impact. Additionally, the *Central Urbanized PDO* identifies schools as an allowable use within a residential zone. Therefore, land use impacts would be less than significant.

Table 7.1-1

Comparison of Preferred and Alternative Sites Proposed Winona Avenue Area Elementary School

Site	Approximate Gross Acreage	Estimated Population	Estimated Dwelling Units			Street Segment Closures
			Single Family	Multiple Family	Total DUs	
Preferred Site	8.26 acres	633	7	204	211	49 th Street
Alternative Site One	8.26 acres	639	12	201	213	49 th Street
Alternative Site Two	8.26 acres	591	19	178	197	Estrella Avenue

Source:BRG Consulting, Inc., 2000.

Construction of a new elementary school within the Mid-City Communities Planning Area would be consistent with the goal of eliminating overcrowded conditions in schools. Additionally, the proposed school facilities would have playgrounds and joint-use turf fields that would be available for organized community group use after normal school hours. General public access to the play fields would be precluded during school hours. Even with these logical limitations, the development of a playground would have a positive impact on recreation resources. Impacts would be less than significant.

The “City Heights Blight Study” identified that “blighted conditions” occur on Alternative Site One. These conditions include, but are not limited to, visual blighted influences; barred windows and doors; deficient, deteriorated or dilapidated structures; and deteriorated alleys. Construction of the proposed elementary school at this site would remove the blighting influences and establish a new school within the City Heights Redevelopment Project Area. This would be consistent with the goals of the Redevelopment Plan.

Municipal Code §141.0601 prohibits the location of an adult entertainment establishment within 1,000 feet of a school site. No adult entertainment establishments were identified within 1,000 feet of this alternative. Therefore, potential adverse impacts associated with the presence of this type of land use would not occur.

It is the District’s policy to protest the issuance or transfer of beer, wine, or liquor licenses for premises within 600 feet of any school in the District (Policy No. 0215). Additionally, San Diego Municipal Code §141.0502(b) prohibits the location of alcoholic beverage outlets within 600 feet of a public school. No liquor stores were identified less than 600 feet from the Alternative Site One, and therefore, would not conflict with the Municipal Code or the District’s Policy No. 0215. Impacts would not occur.

A. Significant Impacts

No significant land use compatibility impacts were identified for Alternative Site One.

B. Mitigation Measures

No mitigation measures are provided because no significant land use compatibility impacts were identified for Alternative Site One.

C. Significance of Impacts After Mitigation

No significant land use compatibility impacts were identified.

7.1.1.2 Housing, Population and Displacement

Alternative Site One is the same acreage size as the Preferred Site, but has two more dwelling units. Impacts to population and displacement on Alternative Site One would be slightly more than those impacts identified for the Preferred Site, and would be significant.

Estimated population for Alternative Site One is provided on Table 7.1-1. As shown on Table 7.1-1, the total number of existing DUs on Alternative Site One is 213 (approximately 12 single- and 201 multi-family DUs), which is slightly more than the 211 DUs at the Preferred Site. Two properties located at 4115 (five units) and 4171 (four units) Estrella Avenue are Non-Profit Housing and approximately 11 units of Section 8 Housing are located on Alternative Site One. Similar to the Preferred Site, the loss of 213 DUs would not result in a significant direct housing impact when compared to the housing supply in the San Diego Region (Section 4.1). However, based on the population estimates described in Section 4.2.1, the estimated population for Alternative Site One is 639 persons. This is slightly more than the estimated 633 persons identified for the Preferred Site. Similar to the Preferred Site, population and displacement impacts would be significant.

A. Significant Impacts

The displacement of an estimated 639 persons associated with Alternative Site One would result in significant population, and displacement impacts.

B. Mitigation Measures

The mitigation measures for the significant population and displacement impacts associated with Alternative Site One would be the same as described in Section 4.2.5 for the Preferred Site.

C. Significance of Impacts After Mitigation

Because the proposed project includes a comprehensive relocation program to address the residents that will be displaced by the project, the significant impact on population and displacement would be reduced to below a level of significance.

7.1.1.3 Cultural Resources

This section is based on the Cultural Resource Report and Archaeological Inventory found in Appendix B1 and B2, respectively.

Historic Structures

Impacts to cultural resources on Alternative Site One are similar to those impacts identified for the Preferred Site (Section 4.3). Alternative Site One includes a portion of the south side of the 4800-4900 Blocks of Orange Avenue, the west side of the 4100 Block of Winona Avenue, a portion of the north side of the 4800-4900 Blocks of Polk Avenue, and the east side of the 4100 Block of Estrella Avenue. Alternative Site One contains approximately 29 structures more than 45 years of age which have retained their historic appearance to varying degrees. In addition, twenty-eight sidewalk date stamps were identified in this site.

Of the 29 potential historic resources evaluated, one building appears to have been constructed between 1920-1925. This building is identified as 4926 Polk Avenue. Three buildings appear to have been constructed at approximately 1926. These buildings were identified as 4920 Polk Avenue, 4189 Estrella Avenue and 4178 49th Street. Two buildings appear to have been constructed around 1927. These buildings were identified at 4111 49th Street and 4103 49th Street. One building appears to have been constructed between 1927-1934. This building was identified as 4156 49th Street.

Of the 29 potential historic resources evaluated, 14 buildings were determined to have been constructed in a largely Modern Minimal Traditional architectural style. Other architectural styles in the area include Craftsman (3 examples), Craftsman vernacular (2 examples), Spanish Eclectic (1 example), and Modern (9 examples).

None of the structures were found to have been associated with events that have made a significant contribution to the broad patterns of the City's history or its cultural heritage. None of the structures were found to have been associated with the lives of persons significant in our past. None of the structures were found to represent the work of a master or an important creative individual. None of the structures were found to possess high artistic value. None of the structures or their sites were found to have yielded or to be likely to yield, information important in local history or prehistory.

Of the 28 sidewalk date stamps identified, 12 were located in the southwestern portion of the site. They were marked "V.R. DENNIS CONST. CO. 1949," "DALEY CORP 1956," "GRIFFITH COMPANY 1942," "POLK-ST," "B.G. CARROLL 11-8-28," and "MERLE TRYON CONCRETE 1959" and are likely to date to these years. Three sidewalk stamps were located in the northwestern portion of the site. They were marked "FLOYD-GRIMES CONST-CO 7-28," "49-ST" and "S.F. ARAIZA 1-20-47" and are likely to date to these years. Three sidewalk stamps were located in the northeastern portion of the site. They were marked "FLOYD-GRIMES CONST-CO 7-28," "49-ST" and "V.R. DENNIS CONST. CO. 1955" and are likely date to these years. Ten historic objects were located in the southeastern portion of the site. They were marked "V.R. DENNIS CONST. CO. 1955," "V.R. DENNIS CONST.

CO. 1949,” “POLK-ST,” and “B.G. CARROLL 11.8.28” and are likely to date to these years. All date stamps identified on Alternative Site One are considered significant historic objects by the City of San Diego, pursuant to CEQA. Therefore, impacts to these historic objects would result in a significant impact.

Archaeological Resources

Alternative Site One was the subject of an archaeological records search at the South Coastal Information Center for both prehistoric and historic archaeology, and of a block-by-block field survey for the same purpose. As a result of these investigations, it was determined that there are no prehistoric or historic archaeological sites within the study area.

No archaeological resources meeting the definition of an historical resource under California Register criteria or the definition of a unique resource under Section 21083.2 of the Public Resources Code were found within this alternative. The potential for prehistoric resources is low. However, similar to the Preferred Site, archaeological monitoring is recommended during initial grading to address potential impacts to buried historic resources.

A. Significant Impacts

The selection of Alternative Site One would have no adverse impact on historical structures. However, impacts to historic date stamps would be significant. Additionally, the potential for impacts to historic archaeological resources would also be significant.

B. Mitigation Measures

Specific mitigation measures associated with historic date stamps and prehistoric archaeological resources at Alternative Site One would be similar to the mitigation measures provided in Chapter 4.3, Section 4.3.5.2.

C. Significance of Impacts After Mitigation

Implementation of the appropriate mitigation measures for impacts associated with historic date stamps and historic archaeological resources would reduce impacts to below a level of significance.

7.1.1.4 Traffic and Transportation

This section is based on the Traffic Impact Analysis found in Appendix C. The surrounding street network for Alternative Site One would be the same as the Preferred Site, which is described in Chapter 4.4, Section 4.4.1. The number of trips generated by the existing uses on Alternative Site One was estimated using City of San Diego approved trip generation rates. As discussed in Section 7.1.1.2 of this chapter, Alternative Site One contains 12 single-family DUs and 201 multi-family DUs. According to the City’s trip generation rates, single-family DUs generate 10 trips per day and multi-family DUs generate six trips per day. As shown on Table 7.1-2, existing uses on Alternative Site One are estimated to generate approximately 1,326 ADT. Approximately 21 inbound and 85 outbound occur during the AM

trips, approximately 84 inbound and 37 outbound during the PM peak commuter hour (5:00-6:00 PM), and approximately 40 inbound and 26 outbound during the PM peak hour of the generator (3:00-4:00 PM). Siting an elementary school at Alternative Site One would require the closure of 49th Street between Orange Avenue and Polk Avenue.

A. Impact Analysis

Table 7.1-2 shows a comparison of Alternative Site One to the existing land uses that would be removed in terms of traffic generation. This table shows that the proposed project on Alternative Site One would generate 900 ADT, with 140 inbound and 90 outbound trips during the AM peak hour and 15 inbound and 30 outbound trips during the PM peak commuter hour. The proposed school at Alternative Site One would generate approximately 426 ADT ($1,326 - 900 = 426$) less traffic on a daily basis than the existing land uses that would be removed due to the project. However, when compared to existing uses, it is calculated that the proposed project would generate 119 additional inbound and 5 additional outbound trips during the AM peak hour, and 75 additional inbound and 89 additional outbound trips more during the PM peak hour of the generator (3:00-4:00 PM) (Table 7.1-2). The proposed project at Alternative Site One would generate 69 less inbound trips and 7 less outbound trips during the PM peak commuter hour (5:00-6:00 PM), when compared to existing uses. Project traffic volumes during the AM and PM peak hours for Alternative Site One are shown on Figure 7.1-1.

Impacts associated with the street closure would be similar to the Preferred Site and would not be significant (Section 4.4.3.1). Figure 7.1-2 shows the Existing + Cumulative + Alternative Site One + Redistributed Traffic Volumes. Tables 7.1-3 and 7.1-4 show the Signalized and Unsignalized Intersection Operations for Alternative Site One, respectively. Based on the data provided in these tables, LOS C or better is calculated for each signalized and unsignalized intersection analyzed during both the AM and PM peak hours for Existing + Cumulative Project + Alternative Site One + Redistribution. These are acceptable operations. Based on the City's significance criteria, development of the proposed school at the Alternative Site One would not significantly impact any intersection or street segment in the project area.

School area pedestrian and bicycle safety issues for Alternative Site One would be similar to the Preferred Site, and are therefore described in further detail in Chapter 4.4, Section 4.4.3.6 of this Draft EIR. If the elementary school entrance is located at Estrella Avenue, school area crosswalks would be expected at the Estrella Avenue/Orange Avenue and Orange Avenue/Winona Avenue intersections. Similar concepts would apply if the entrance were placed at another location. Impacts associated with school area pedestrian and bicycle safety would be less than significant.

B. Significant Impacts

No significant traffic and circulation impacts would result from the proposed project on Alternative Site One.

TABLE 7.1-2

PROJECT TRAFFIC GENERATION

Use	Size	Daily Trip Ends (ADT)		AM Peak Hour				PM Peak Hour Commuter				PM Peak Hour Generator			
		Rate	Volume	% Of ADT	In:Out Split	Volume		% Of ADT	In:Out Split	Volume		% Of ADT	In:Out Split	Volume	
						In	Out			In	Out			In	Out
Elementary School	900 Students	1	900	26%	60:40	140	90	5%	30:70	15	30	26%	50:50	115	115
Single Family	12 Units	10	120	8%	20:80	2	8	10%	70:30	8	4	5%	60:40	4	2
Multi-Family	201 Units	6	<u>1206</u>	8%	20:80	<u>19</u>	<u>77</u>	9%	70:30	<u>76</u>	<u>33</u>	5%	60:40	<u>36</u>	<u>24</u>
Subtotal			1326			21	85			84	37			40	26
NET TRIPS			-426			119	5			-69	-7			75	89

- 1) SOURCE: City of San Diego Trip Generation Manual, September 1998.
- 2) Trip-ends are one-way trips per movements, either entering or leaving.
- 3) New trip generation is based on the amount of trips generated by the new school minus the trips being removed from the street system after the removal of the residential units.



NOTE: - ADTs are shown midblock
 - AM/PM Peak hour volumes are shown at the intersections

SOURCE: LLG Traffic Engineers, 2000.

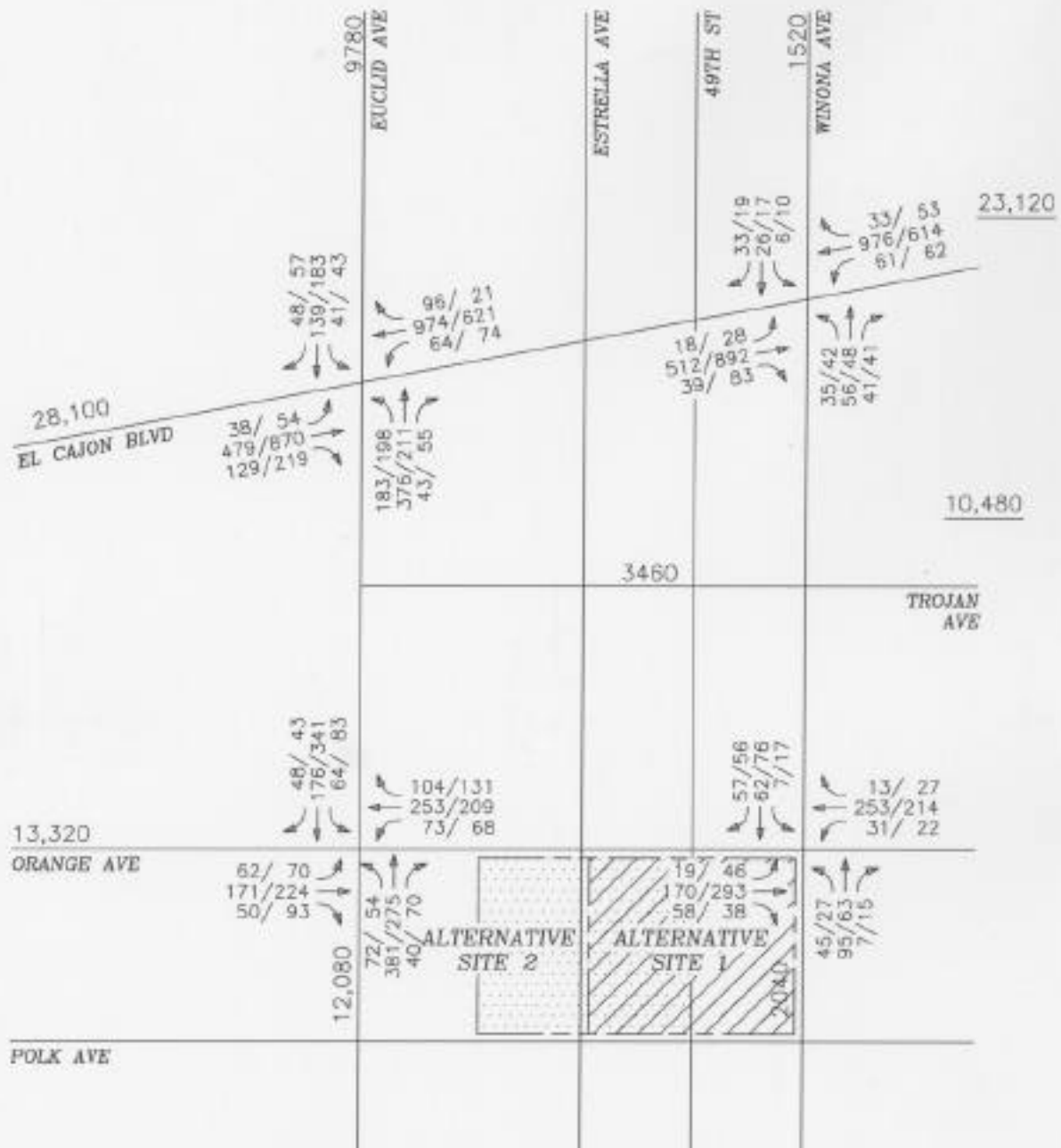
North
 NO SCALE
 02/06/01



Winona Avenue Area Elementary School

Alternative Sites Project Traffic Volumes
 AM/PM Peak Hours and ADTs

FIGURE
 7.1-1



NOTE: - ADTs are shown midblock
 - AM/PM Peak hour volumes are shown at the intersections

SOURCE: LLG Traffic Engineers, 2000.

North
 NO SCALE
 02/05/01



Winona Avenue Area Elementary School
 Existing + Cumulative Project + Alternative Sites (1 or 2) Redistributed Traffic Volumes AM/PM Peak Hours and ADTs

FIGURE
 7.1-2

Table 7.1-3

Signalized Intersection Operations at Site Alternatives

Intersection	Peak Hour	Existing		Existing + Cumulative Project		Existing + Cumulative Project + Alternative Site One or Two + Redistribution	
		Delay	LOS	Delay	LOS	Delay	LOS
El Cajon Boulevard/ Euclid Avenue	AM	13.1	B	13.2	B	13.2	B
	PM	13.3	B	16.1	C	18.5	C
El Cajon Boulevard/ Winona Avenue	AM	6.5	B	6.6	B	6.7	B
	PM	5.9	B	5.9	B	6.1	B
Orange Avenue/ Euclid Avenue	AM	14.4	B	14.8	B	15.5	C
	PM	14.5	B	15.1	C	17.6	C

Notes: Delay is measured in seconds per vehicle
LOS = Level of Service

Source: Linscott, Law & Greenspan, 2000

<u>Delay</u>	<u>LOS</u>
0.0 ≤ 5.0	A
5.1 to 15.0	B
15.1 to 25.0	C
25.1 to 40.0	D
40.1 to 60.0	E
> 60.0	F

Table 7.1-4

Unsignalized Intersection Operations at Site Alternatives

Intersection	Peak Hour	Control Type	Move-ment	Existing		Existing + Cumulative Project		Existing + Cumulative Project + Alternative Site One or Two + Redistribution	
				Delay	LOS	Delay	LOS	Delay	LOS
Orange Avenue/ Winona Avenue	AM PM	ALLWSC	NB LTR	4.0	A	4.2	A	4.4	A
			SB LTR	3.2	A	3.3	A	5.6	B
			NB LTR	3.2	A	3.3	A	5.6	B
			SB LTR	4.7	A	4.9	A	8.1	B

Notes: Delay is measured in seconds.

Source: Linscott, Law & Greenspan, 2000.

LOS = Level of Service

ALLWSC = All-Way Stop Controlled

NB = North Bound

SB = South Bound

LTR = Shared Left-Through-Right

<u>Delay</u>	<u>LOS</u>
0.0 ≤ 5.0	A
5.1 to 10.0	B
10.1 to 20.0	C
20.1 to 30.0	D
30.1 to 45.0	E
> 45.0	F

D. Significance of Impacts After Mitigation

The proposed project will have no significant traffic impacts in terms of the capacity of intersections and street segments surrounding Alternative Site One.

7.1.1.5 Noise

This section is based on the Noise Report found in Appendix D. Existing conditions regarding regulatory framework would be the same as the Preferred Site for Alternative Site One (Section 4.5.1.1). Alternative Site One is bound on the north by Orange Avenue, on the south by Polk Avenue, on the east by Winona Avenue, and on the west by Estrella Avenue. Similar to the Preferred Site, Alternative Site One has full exposure to all the surrounding streets. Transportation noise from roadways within project vicinity is the only existing noise source that would potentially affect this alternative site.

A. Ambient Noise Levels

Table 7.1-5 shows the ambient noise levels for the locations measured for Alternative Site One. Using existing average daily traffic volumes (ADTs) and peak hour traffic volumes, the noise analysis calculated existing noise levels (CNEL and Leq) at 50 feet from the centerline of the roadway segments identified in the traffic study for Alternative Site One. CNEL noise levels were estimated by adding 2 dBA to existing 1-hour Leq levels, which provides fairly accurate 24-hour measurements. The calculated existing CNEL noise levels are shown on Table 7.1-6. The existing morning (AM) peak hour noise levels are shown on Table 7.1-7. The existing mid-afternoon (PM) peak hour noise levels are shown in Table 7.1-8. These tables show information for both alternative sites because the sites are immediately adjacent to each other.

As shown on Table 7.1-5, existing CNEL noise levels along Position #2 (Orange Avenue and Estrella Avenue) and Position #5 (Orange Avenue and Winona Avenue), were found to be above the City's Noise Level Standards at 66 and 67 dBA CNEL respectively, for Alternative Site One (Table 7.1-5). The maximum acceptable exterior noise level for single-family residential areas is 65 dBA CNEL.

Significance criteria for Alternative Site One would be the same as the Preferred Site (Section 4.5.2).

B. Impact Analysis

1. Project Related Traffic Noise

a. Impacts on Surrounding Land Uses

Similar to the Preferred Site and as shown in Table 7.1-6, none of the affected street segments around Alternative Site One would experience an increase in daily noise levels of 3 dBA CNEL or more from project-related traffic. There would be no increase in CNEL noise levels as a result of project-related traffic on Alternative Site One. Noise levels on project area streets would remain essentially the same whether or not the proposed project is implemented, and therefore, impacts would not be significant. As

Table 7.1-5

Noise Measurements for Alternative Site One

Position	Location	CNEL	1-hour Leg
#2	38' e/o c/l of Estrella Avenue 28' s/o c/l of Orange Avenue	66	64.1
#3	27' e/o c/l of Estrella Avenue 27' n/o c/l of Polk	61	58.5
#5	38' w/o c/l of Winona Avenue 28' s/o c/l of Orange Avenue	67	63.9
#6	18' w/o c/l of Winona Avenue 26' n/o c/l of Polk	63	60.7

Source: Gordon Bricken & Associates / BRG Consulting, Inc. 2000.

Footnotes: n/o = north of w/o = west of s/o = south of e/o = east of c/l = centerline

Table 7.1-6

Existing, Cumulative and Post Project CNEL Noise Levels at 50 Feet for Area Streets in Vicinity of Alternative Sites

Street Segment	Existing CNEL	Existing + Cumulative	Existing + Cumulative + Alternative Sites	Difference
El Cajon Boulevard w/o Euclid Avenue e/o Euclid Avenue w/o Winona Avenue e/o Winona Avenue	73.4 n/d n/d 72.5	73.4 n/d n/d 72.5	73.4 n/d n/d 72.5	0 n/d n/d 0
Trojan Avenue	55.4	55.4	55.4	0
Orange Avenue w/o Euclid Avenue e/o Euclid Avenue w/o Winona Avenue e/o Winona Avenue	61.2 n/d n/d 60.2	61.2 n/d n/d 60.2	61.2 n/d n/d 60.2	0 n/d n/d 0
Euclid Avenue s/o Orange Avenue n/o Orange Avenue s/o El Cajon Avenue n/o El Cajon Avenue	65.9 n/d n/d 65.0	65.9 n/d n/d 65.0	65.9 n/d n/d 65.0	0 n/d n/d 0
Winona Avenue s/o Orange Avenue n/o Orange Avenue s/o El Cajon Avenue n/o El Cajon Avenue	53.1 n/d n/d 51.8	53.1 n/d n/d 51.8	53.1 n/d n/d 51.8	0 n/d 0 0

Source: Gordon Bricken & Associates / BRG Consulting, Inc. 2000.

Footnotes: n/o = north of w/o = west of s/o = south of e/o = east of n/d = No data provided
Difference (Existing + Cumulative + Alternative) – (Existing + Cumulative)

Table 7.1-7

Existing, Cumulative and Post Project AM Peak 1-Hour Leq Noise Levels at 50 Feet for Area Streets in Vicinity of Alternative Sites

Street Segment	Existing AM Leq	Existing + Cumulative	Existing + Cumulative+ Alternative Sites	Difference
El Cajon Boulevard				
w/o Euclid Avenue	71.9	72.1	72.2	+0.1
e/o Euclid Avenue	71.7	71.8	71.8	0
w/o Winona Avenue	71.4	71.5	71.6	+0.1
e/o Winona Avenue	71.4	71.5	71.6	+0.1
Trojan Avenue	n/d	n/d	n/d	n/d
Orange Avenue				
w/o Euclid Avenue	58.4	58.5	57.7	+0.2
e/o Euclid Avenue	58.4	58.5	59.0	+0.5
w/o Winona Avenue	57.7	57.8	58.3	+0.5
e/o Winona Avenue	57.1	57.2	57.3	+0.1
Euclid Avenue				
s/o Orange Avenue	64.6	64.6	64.7	+0.1
n/o Orange Avenue	64.5	64.7	64.9	+0.2
s/o El Cajon Avenue	65.0	65.2	65.4	+0.2
n/o El Cajon Avenue	64.2	64.3	64.4	+0.1
Winona Avenue				
s/o Orange Avenue	54.8	54.8	55.2	+0.4
n/o Orange Avenue	53.6	53.0	54.5	+1.5
s/o El Cajon Avenue	52.9	53.7	54.6	+0.9
n/o El Cajon Avenue	53.2	52.8	52.9	+0.1

Source: Gordon Bricken & Associates / BRG Consulting, Inc. 2000.

Footnotes: n/o = north of/w/o = west of s/o = south of e/o = east of n/d = No data provided
Difference (Existing + Cumulative + Alternative) – (Existing + Cumulative)

Table 7.1-8

Existing, Cumulative and Post Project PM Peak 1-Hour Leq Noise Levels at 50 Feet for Area Streets in Vicinity of Alternative Sites

Street Segment	Existing PM Leq	Existing + Cumulative	Existing + Cumulative Alternative Site	Difference
El Cajon Boulevard				
w/o Euclid Avenue	72.2	72.5	72.6	+0.1
e/o Euclid Avenue	71.7	71.8	71.8	0
w/o Winona Avenue	71.6	71.7	71.7	0
e/o Winona Avenue	71.5	71.6	71.7	+0.1
Trojan Avenue	n/d	n/d	n/d	n/d
Orange Avenue				
w/o Euclid Avenue	58.7	58.8	58.9	+0.1
e/o Euclid Avenue	58.7	58.9	59.4	+0.5
w/o Winona Avenue	58.0	58.2	58.8	+0.6
e/o Winona Avenue	57.9	58.1	58.2	+0.1
Euclid Avenue				
s/o Orange Avenue	65.1	65.2	65.3	+0.1
n/o Orange Avenue	64.9	65.2	65.4	+0.2
s/o El Cajon Avenue	64.9	65.2	65.4	+0.2
n/o El Cajon Avenue	63.0	63.1	63.3	+0.2
Winona Avenue				
s/o Orange Avenue	53.7	53.6	54.3	+0.7
n/o Orange Avenue	54.1	53.2	55.0	+1.8
s/o El Cajon Avenue	52.7	54.2	55.2	+1.0
n/o El Cajon Avenue	52.8	52.8	52.9	+0.1

Source: Gordon Bricken & Associates / BRG Consulting, Inc. 2000.

Footnotes: n/o = north of w/o = west of s/o = south of e/o = east of n/d = No data provided
 * = Difference (Existing + Cumulative + Alternative) – (Existing + Cumulative)

shown in Tables 7.1-7 and 7.1-8, the AM and PM peak hour noise levels would also remain essentially the same with or without the proposed project. Therefore, there would be no increase in AM or PM peak hour noise levels as a result of project-related traffic. Impacts would not be significant.

b. Impact of Ambient Traffic Noise on Project

Noise levels exceeding 65 dBA CNEL on exterior usable areas and 52 dBA Leq on the interior classroom areas would result in a significant impact on the proposed project. Although future CNEL traffic noise levels shown on Table 7.1-6 would exceed the 65 dBA threshold level (along El Cajon Boulevard and Euclid Avenue), a CNEL increase would not occur as a result of the proposed project at Alternative Site One. The significance criteria for a proposed development in areas already exceeding the 65 dBA CNEL threshold, would be an increase of 3 dBA CNEL or more. Therefore CNEL noise levels would not result in a significant impact on the proposed school.

The State of California noise criteria for schools adjacent to state roadways require that the interior noise environment, attributable to outside sources, be limited to 52 dBA Leq. The Design Leq noise levels shown on Table 7.1-9 were taken from the highest AM and PM peak hour noise levels for streets surrounding Alternative Site One. Basic construction of the proposed school would provide an approximate 20 dBA Leq reduction with windows closed, and a 10 dBA Leq reduction with windows open, in the interior noise environment. For interior evaluations, the school buildings were assumed to be no closer than 50 feet from the centerline of the roadway. As shown on Table 7.1-9, Leq noise levels would not exceed the 52 dBA Leq threshold for open window conditions. Interior noise levels for all street segments would remain below the 52 dBA Leq threshold for closed windows. Therefore, interior noise levels for open and closed windows would not be significant.

2. School Yard Noise Impacts

Similar to the Preferred Site, school yard noise levels at Alternative Site One would be 49 dBA CNEL and 63.4 dBA Leq. Although the hourly Leq noise levels at Alternative Site One would exceed the City's Noise Ordinance, the CNEL levels remain below the City's Noise Compatibility Standard of 65 dBA CNEL. School yard noise impacts on adjoining residential uses would not be a significant impact for Alternative Site One.

The school yard noise would also play a role in the interior building noise levels. Assuming that the exterior noise levels would be 72 dBA Leq at 30 feet from the edge of the school yard, the open window condition would mean an interior level of 62 dBA Leq ($72 - 10 = 62$). The closed window condition would be 52 dBA Leq ($72 - 20 = 52$). Using the 52 dBA Leq figure used for highways as a guideline, the open window condition would exceed that significance threshold although the closed window condition would not. School yard noise impacts on interior building noise levels would not be significant for closed window conditions, but would be significant for open window conditions.

Table 7.1-9

Future CNEL and Design Leq Noise Levels at 50 feet from Centerline of Alternative Site One

Street Segment	Future CNEL	Design Leq	Open Windows (Leq)*	Closed Windows (Leq)*
Polk Avenue	56.0	45.8	35.8	25.8
Orange Avenue w/o Winona Avenue	63.0	58.9	48.9	38.9
Winona Avenue s/o Orange Avenue	53.0	55.2	45.2	35.2
Estrella Avenue	53.0	51.4	41.4	31.4

Source: Gordon Bricken & Associates / BRG Consulting, Inc. 2000.

Footnotes: n/o = north of w/o = west of s/o = south of e/o = east of

* = 10 dBA Leq reduction for open windows 20 dBA Leq reduction for closed windows

3. Composite Noise Levels

Noise from the school yard and the changes in the traffic combine to produce an effective total noise impact on adjacent land uses. Composite noise levels are subject to the State Standard of 52 dBA Leq and the City's Land Use Compatibility Standard of 65 dBA CNEL. These noise levels are shown on Table 7.1-10. As shown on this table, the highest Leq level of 65.2 dBA Leq would exceed the 52 dBA Leq standard for open window conditions at 55.2 dBA Leq ($65.2 - 10 = 55.2$). The closed window conditions for Alternative Site One would remain below the 52 dBA Leq standards at 45.2 dBA Leq ($65.2 - 20 = 45.2$). Therefore, composite noise levels for open window conditions would be significant as they exceed the 52 dBA Leq standard.

All composite CNEL noise levels would remain below 65 dBA CNEL, and therefore, would result in less than significant impacts.

4. Construction Noise Levels

Noise impacts associated with construction noise would be similar to the Preferred Site and would not be significant.

C. Significant Impacts

1. School yard noise impacts on interior building noise levels would be significant for open window conditions for Alternative Site One.
2. Composite noise impacts (traffic and school yard noise) on interior building noise levels would be significant for open window conditions at Alternative Site One.

Table 7.1-10

Design Composite Exterior CNEL and Leq Noise Levels at Nearest Land Uses around Alternative Site One

Street Segment	School	Road	Total
Polk Avenue	63.4 Leq	47.3 Leq	63.5 Leq
	49.0 CNEL	48.0 CNEL	51.5 CNEL
Orange Avenue w/o Winona Avenue	63.4 Leq	60.4 Leq	65.2 Leq
	49.0 CNEL	62.4 CNEL	62.6 CNEL
Winona Avenue s/o Orange Avenue	63.4 Leq	56.7 Leq	64.2 Leq
	49.0 CNEL	53.1 CNEL	54.5 CNEL
Estrella Avenue	63.4 Leq	52.9 Leq	63.8 Leq
	49.0 CNEL	55.0 CNEL	55.9 CNEL

Source: Gordon Bricken & Associates / BRG Consulting, Inc. 2000.

Footnotes: n/o = north of w/o = west of s/o = south of e/o = east of

D. Mitigation Measures

Mitigation measures for the identified significant noise impacts of school use are provided below.

In order to reduce school interior noise levels from school yard and composite noise to below 52 dBA Leq school structures where learning or school-related activities would occur, shall maintain a minimum setback of 50 feet from the roadway centerline and operate in a closed window condition with mechanical ventilation shall be accomplished by building code analysis in accordance with District Policy E-4100.

If open windows for school structures were considered, the proposed project shall maintain a minimum setback of at least 50 feet from the roadway centerline and 120 feet from the school yard to reduce interior traffic and school yard noise levels to below 52 dBA Leq.

The Noise study also identified the placement of a ten to 12-foot high solid wall between learning structures and the school yard. However, this noise attenuation method, if implemented, would require analysis of the wall's potential aesthetic impact on existing land uses adjacent to the site as well as the character of the community.

E. Significance of Impacts After Mitigation

Implementation of the recommended mitigation measures would reduce interior and composite noise impacts to below a level of significance.

7.1.1.6 Hazards and Hazardous Materials

Hazards and Hazardous Materials discussion for Alternative Site One is based on the SCS&T Phase I Assessment found in Appendix E. The preferred and alternative sites are located adjacent to each other. Therefore, existing conditions regarding site conditions and history, site reconnaissance and facility inventory would be similar to the Preferred Site and can be found in Section 4.6.1, Chapter 4.6 Hazards and Hazardous Materials.

Alternative Site One consists primarily of single- and multi-family residential units, with the exception of a church located on the northwest corner of the project site. Surrounding land uses are mainly residential uses, with some commercial uses located along University Avenue located approximately one block south of this alternative.

No known contamination sites were identified on or adjacent to Alternative Site One.

An APCD grid search was conducted within one-quarter mile of Alternative Site One. Six potential or known facilities were identified, which were interpreted to be either gasoline stations and/or automotive repair facilities and are as follows:

APCD Grid Search

<u>Facility</u>	<u>Address</u>
1. Auto Diesel	4777 University Avenue
2. Henry's Auto Repair	4881 University Avenue
3. Hopsing's Machine	5255 University Avenue
4. Ike's Transmissions	4801 University Avenue
5. Lu's Radiator	5255 University Avenue
6. University Transmissions	4918 University Avenue

A. Significant Impacts

Although two LUST sites were located within 1,000 feet of Alternative Site One (Section 4.6.1), the Phase I Assessment indicates that these contamination sites do not constitute an actual or potential endangerment of public health to persons who would attend or be employed at the proposed school. Therefore, significant hazardous impacts associated with these contamination sites would not occur.

The significant impact associated with construction demolition of existing residential buildings would result in the release of asbestos-containing materials, lead-based paint and other hazardous materials; this would result in a significant impact.

All other issues associated with hazards and hazardous materials for Alternative Site One would be similar to the Preferred Site, and would not be considered significant (Section 4.6.3).

B. Mitigation Measures

The mitigation measures for significant construction demolition impacts associated with Alternative Site One would be the same as identified for the Preferred Site (Section 4.6.5).

C. Significance of Impacts After Mitigation

Implementation of the recommended mitigation measures would reduce significant hazards and hazardous materials impacts to below a level of significance.

7.1.1.7 Hydrology/Water Quality

Alternative Site One has substantially similar hydrology characteristics as the Preferred Site, as described in Section 4.7.

A. Significant Impacts

The significant water quality impacts associated with construction runoff identified in Section 4.7.4 for the Preferred Site would also apply to Alternative Site One.

B. Mitigation Measures

The mitigation measures for significant water quality impacts associated with Alternative Site One would be the same as identified in Section 4.7.5 for the Preferred Site.

C. Significance of Impacts After Mitigation

Implementation of the recommended mitigation measures would reduce significant water quality impacts to below a level of significance.

7.1.1.8 Geology and Soils

The Geology and Soils discussion for Alternative Site One is based on the Phase I Environmental Site Assessment and Geological Hazard Report prepared by SCS&T, July 2000 (Appendix E). Alternative Site One has substantially similar geology and soils characteristics as the Preferred Site, as described in Section 4.8.

As shown on Figure 4.8-1 in Chapter 4.8, Geology and Soils for the Preferred Site, a northwest-southeast trending fault line is mapped through the northeast corner of Alternative Site One. Additionally, a strand of the potentially active La Nación fault is located approximately 2,600 feet east of this alternative, as well as, an unnamed fault strand-trace located approximately 1,100 feet south and southwest. The project area is located within a seismically active area. Based on this discussion, the proposed project at Alternative Site One would result in potentially significant impacts to ground surface rupture and strong ground motion.

All other impacts associated with geology and soils at Alternative Site One would be similar to the Preferred Site, which is found in Section 4.8.3, and would not be significant.

A. Significant Impacts

Seismic/geologic impacts associated with ground surface rupture and strong ground motion due to the presumed mapped fault strand across the northeast corner of Alternative Site One, and its location in a seismically active area, would result in potentially significant impacts.

B. Mitigation Measures

The mitigation measures for significant geology and soils impacts associated with Alternative Site One would be the same as identified in Section 4.8.5 for the Preferred Site.

C. Significance of Impacts After Mitigation

Implementation of the recommended mitigation measures would reduce identified significant geology and soils impacts to below a level of significance.

7.1.1.9 Paleontological Resources

Alternative Site One has substantially similar characteristics for potential paleontological resources as the Preferred Site, as described in Section 4.9.

A. Significant Impacts

Development of Alternative Site One would have no potential to affect paleontological resources, as would the Preferred Site.

B. Mitigation Measures

No significant impacts to paleontological resources were identified; therefore, no mitigation is required.

C. Significance of Impacts After Mitigation

No significant impacts on paleontological resources were identified.

7.1.1.10 Visual Quality/Community Character

Alternative Site One has substantially similar characteristics as the Preferred Site, as described in Section 4.10.

A. Significant Impacts

Similar to the Preferred Site, no impacts to visual quality and community character would occur at Alternative Site One.

B. Mitigation Measures

No mitigation measures are provided because no impacts to visual quality and community character would occur at Alternative Site One.

C. Significance of Impacts After Mitigation

No mitigation measures were identified.

7.1.1.11 Public Services

The public services characteristics relative to Alternative Site One are substantially similar to the Preferred Site, as described in Section 4.11.

A. Significant Impacts

The significant solid waste impacts identified in Section 4.11.4 for the Preferred Site would also apply to Alternative Site One.

B. Mitigation Measures

The mitigation measures for significant landfill capacity impacts associated with Alternative Site One would be the same as identified in Section 4.11.5 for the Preferred Site.

C. Significance of Impacts After Mitigation

Implementation of the recommended mitigation measures would reduce landfill capacity impacts to below a level of significance.

7.1.1.12 Public Utilities

Alternative Site One has substantially similar characteristics for public utilities as the Preferred Site, as described in Section 4.12.

A. Significant Impacts

No significant impacts to public utilities were identified for the Preferred Site; therefore, no significant public utilities impacts would likely occur for Alternative Site One.

B. Mitigation Measures

No mitigation measures are required because no significant impacts to public utilities were identified.

C. Significance of Impacts After Mitigation

No significant impacts to public utilities would occur as a result of selection of Alternative Site One.

7.1.1.13 Alternative Site One Summary

Alternative Site One would result in similar environmental impacts when compared to the Preferred Site. Alternative Site One would slightly increase the total loss of DUs and persons displaced to approximately

213 and 639, respectively, compared to the Preferred Site, which has approximately 211 DUs and a population of 633. Additionally, Alternative Site One would result in a loss of 12-single family homes, compared to the Preferred Site, which has 7 single-family homes.

However, the presumed fault trace that extends diagonally through the center of the Preferred Site only intersects the northeast corner of Alternative Site One, thereby increasing the usable space for the proposed project on Alternative Site One. All other environmental impacts would be similar to the Preferred Site at Alternative Site One. Section 7.5 of this chapter provides a comparison of impacts and Table 7.1-11 provides a comparison table of direct environmental impacts of the preferred and alternative sites.

7.1.2 Alternative Site Two

Alternative Site Two encompasses approximately 8.26 gross acres on two city blocks bounded on the north by Orange Avenue, on the south by Polk Avenue, on the east by 49th Street and the on the west by 48th Street. Development of the site would require the closure of a portion of Estrella Avenue between Orange Avenue and Polk Avenue. The majority of the site is generally flat, ranging in elevation from approximately 325ft. to 370 ft. above mean sea level (AMSL). The site is zoned MR-1500B with a Community Plan land use designation of mixed single- and multi-family residential. Existing land uses on the site consist of 19 single- and 178 multi-family residential, for an estimated total of 197 DUs. The estimated population on Alternative Site Two is 591 persons (Table 7.1-1). Two churches also exist on-site, one on the southwest corner and the other along the northern boundary of the site.

Surrounding land uses include residential uses to the north, west and south, and the Colina del Sol Community Park and Golf Course to the east. Surrounding zoning is R1-40000, MR-3000 and OS-P with Community Plan land use designations of mixed single- and multi-family residential and open space. Figure 4.1-2 shows the results of a land use survey within a quarter-mile of the preferred and alternative sites.

7.1.2.1 Land Use/Recreational Uses

As indicated in Section 4.1, the District is not bound by local land use regulations because they operate as a separate lead agency. Similar to the Preferred Site, the loss of approximately 197 residential units is considered a de minimus impact when compared to the amount of housing in the Mid-City Community and the San Diego Region. This would result in a less than significant impact. Additionally, the *Central Urbanized PDO* identifies schools as an allowable use within a residential zone. Therefore, land use impacts would be less than significant.

Construction of a new elementary school within the Mid-City Communities Planning Area would be consistent with the goal of eliminating overcrowded conditions in schools. Additionally, the proposed school facilities would have playgrounds and joint-use turf fields that would be available for organized community group use after normal school hours. General public access to the play fields would be

precluded during school hours. Even with these logical limitations, the development of a playground would have a positive impact on recreation resources. Impacts would be less than significant.

**Table 7.1-11
Comparison of Direct Environmental Impacts
of the Preferred and Alternative Sites**

Environmental Issue	Preferred Site	Alternative Site One	Alternative Site Two	No Project Alternative
Chapter 4.1 – Land Use/Recreational Resources				
Compatibility with Surrounding Land Uses	NS	NS	NS	NS
City of San Diego Adopted Plans and Policies	NS	NS	NS	NS
Effect on Existing Facilities	NS	NS	NS	NS
Chapter 4.2 – Housing, Population and Displacement				
Loss of Dwelling Units	NS 211 ⁽¹⁾ 7 single/204 multiple DUs	NS 213 ⁽¹⁾ 12 single/201 multiple DUs	NS 197 ⁽¹⁾ 19 single/178 multiple DUs	NS
Population Displacement	SM 633 ⁽²⁾	SM 639 ⁽²⁾	SM 591 ⁽²⁾	NS
Chapter 4.3 – Cultural Resources				
Historical Resources	SM	SM	SNM	NS
Archaeological Resources	SM	SM	SM	NS
Chapter 4.4 – Traffic and Transportation				
Intersections and Street Segments	NS	NS	NS	NS
Pedestrian and Bicycle Safety	NS	NS	NS	NS

NS = Not Significant; SM = Significant and Mitigated; SNM = Significant and Not Mitigated; (1) Number of Dwelling Units; (2) Number of Persons Displaced

**Table 7.1-11
Comparison of Direct Environmental Impacts
of the Preferred and Alternative Sites**

Environmental Issue	Preferred Site	Alternative Site One	Alternative Site Two	No Project Alternative
Chapter 4.5 – Noise				
Traffic Noise (Surrounding Land Uses)	NS	NS	NS	NS
Traffic Noise (Interior spaces-open windows)	NS	NS	NS	NS
Traffic Noise (Interior spaces-closed windows)	NS	NS	NS	NS
School Yard Noise (Surrounding Land Uses)	NS	NS	NS	NS
School Yard Noise (Interior spaces-open windows)	SM	SM	SM	NS
School Yard Noise (Interior spaces-closed windows)	NS	NS	NS	NS
Composite Noise (Interior spaces-open windows)	SM	SM	SM	NS
Composite Noise (Interior spaces-closed windows)	NS	NS	NS	NS
Temporary Construction Noise	NS	NS	NS	NS
Chapter 4.6 – Hazards and Hazardous Materials				
Location Near Known Potential Contamination Sources	NS	NS	NS	NS
Construction Demolition and/or Removal Activities	SM	SM	SM	NS

NS = Not Significant; SM = Significant and Mitigated; SNM = Significant and Not Mitigated

**Table 7.1-11
Comparison of Direct Environmental Impacts
of the Preferred and Alternative Sites**

Environmental Issue	Preferred Site	Alternative Site One	Alternative Site Two	No Project Alternative
Chapter 4.7 – Hydrology/Water Quality				
Hydrology	NS	NS	NS	NS
Long-Term Water Quality	NS	NS	NS	NS
Short-Term Water Quality from Construction Runoff	SM	SM	SM	NS
Chapter 4.8 – Geology and Soils				
Ground Surface Rupture	SM	SM	NS	NS
Strong Ground Motion	SM	SM	SM	NS
Chapter 4.9 – Paleontological Resources				
Disturbance of Paleontological Resources	NS	NS	NS	NS
Chapter 4.10 – Visual Quality/Community Character				
Construction Activities	NS	NS	NS	NS

NS = Not Significant; SM = Significant and Mitigated; SNM = Significant and Not Mitigated

**Table 7.1-11
Comparison of Direct Environmental Impacts
of the Preferred and Alternative Sites**

Environmental Issue	Preferred Site	Alternative Site One	Alternative Site Two	No Project Alternative
Chapter 4.11 – Public Services				
Police Protection	NS	NS	NS	NS
Fire Protection	NS	NS	NS	NS
Solid Waste	SM	SM	SM	NS
Chapter 4.12 – Public Utilities				
Potable Water	NS	NS	NS	NS
Sewer Systems	NS	NS	NS	NS
Electricity and Natural Gas	NS	NS	NS	NS

NS = Not Significant; SM = Significant and Mitigated; SNM = Significant and Not Mitigated

Source: BRG Consulting, 2000

The “City Heights Blight Study” identified that “blighted conditions” occur on Alternative Site Two. These conditions include, but are not limited to, visual blighted influences; barred windows and doors; deficient, deteriorated or dilapidated structures; and deteriorated alleys. Construction of the proposed elementary school at this site would remove the blighting influences and establish a new school within the City Heights Redevelopment Project Area. This would be consistent with the goals of the Redevelopment Plan.

Municipal Code §141.0601 prohibits the location of an adult entertainment establishment within 1,000 feet of a school site. No adult entertainment establishments were identified within 1,000 feet of this alternative. Therefore, potential adverse impacts associated with the presence of this type of land use would not occur.

It is the District’s policy to protest the issuance or transfer of beer, wine, or liquor licenses for premises within 600 feet of any school in the District (Policy No. 0215). Additionally, San Diego Municipal Code § 141.0502(b) prohibits the location of alcoholic beverage outlets within 600 feet of a public school. No liquor stores were identified less than 600 feet from the Alternative Site Two, and therefore, would not conflict with the Municipal Code or the District’s Policy No. 0215. Impacts would not occur.

A. Significant Impacts

No significant land use compatibility impacts were identified for Alternative Site Two.

B. Mitigation Measures

No mitigation measures are provided because no significant land use compatibility impacts were identified for Alternative Site Two.

C. Significance of Impacts After Mitigation

No significant land use compatibility impacts were identified.

7.1.2.2 Housing, Population and Displacement

Estimated population for Alternative Site Two is provided on Table 7.1-1, which shows that the total number of existing DUs on Alternative Site Two is 197 (approximately 19 single- and 178 multi-family DUs), which is slightly less than the 211 DUs at the Preferred Site. Two properties located at 4115 (five units) and 4171 (four units) Estrella Avenue consist of Non-Profit Housing. Approximately 11 units of Section 8 Housing are located on Alternative Site Two. Similar to the Preferred Site, the loss of 197 DUs would not result in a significant direct housing impact when compared to the housing supply in the Mid-City Communities and the San Diego Region (Section 4.1). However, based on the population estimates described in Section 4.2.1 of this EIR, the estimated population for Alternative Site Two is 591 persons. This is slightly less than the estimated 633 persons identified for the Preferred Site. Similar to the Preferred Site, population and displacement impacts would be significant.

A. Significant Impacts

The displacement of an estimated 591 persons associated with Alternative Site Two would result in significant population, and displacement impacts.

B. Mitigation Measures

The mitigation measures for the significant population and displacement impacts associated with Alternative Site Two would be the same as described in Section 4.2.5 for the Preferred Site.

C. Significance of Impacts After Mitigation

Because the proposed project includes a comprehensive relocation program to address the residents that will be displaced by the project, the significant impact on population and displacement would be reduced to below a level of significance.

7.1.2.3 Cultural Resources

This section is based on the Cultural Resource Report and Archaeological Inventory found in Appendix B1 and B2, respectively.

Historic Structures

Alternative Site Two includes a portion of the south side of the 4800-4900 Blocks of Orange Avenue, the west side of the 4100 Block of 49th Street, a portion of the north side of the 4800-4900 Blocks of Polk Avenue, and the east side of the 4100 Block of 48th Street. Alternative Site Two contains approximately 33 structures more than 45 years of age which have retained their historic appearance to varying degrees. In addition, twenty-two sidewalk date stamps were identified in this site.

Of the 33 potential historic resources evaluated, one building appears to have been constructed around 1925. This building is identified as 4827 Orange Avenue. Two buildings appear to have been constructed at approximately 1926. These buildings were identified as 4178 49th Street and 4178 Estrella Avenue. One building appears to have been constructed around 1927, and is located at 4819 Orange Avenue. One building appears to have been constructed around 1928, and is located at 4103-4107 Estrella Avenue. Four buildings appear to have been constructed between 1926 to 1929. These buildings were identified as 4117 48th Street, 4141 48th Street, 4157 48th Street, and 4161 48th Street. In addition, one building appears to have been constructed between 1927 to 1934, and is located at 4156 49th Street.

Of the 33 potential historic resources evaluated, 13 buildings were determined to have been constructed in a largely Modern architectural style. Other architectural styles in the area include Modern Minimal Traditional (10 examples), Craftsman (2 examples), Craftsman vernacular (5 examples), Spanish Eclectic (2 examples), and Modern Spanish Eclectic Revival (1 example).

One structure identified at 4178 Estrella Avenue was found to embody the distinctive characteristic of a type, period or method of Craftsman construction. Since the identity of the building's architect was not found, the building does not represent the work of a master architect. However, the structure appears to be eligible for inclusion on the Local Register, and therefore, impacts to this historical structure would be significant.

Of the 22 sidewalk date stamps identified, six were located in the southwestern portion of the site. They were marked "V.R. DENNIS CONST. CO. 7-1949," and "GRIFFITH COMPANY 1942," and likely dates to these periods. Six sidewalk stamps were located in the northwestern portion of the site. They were marked "48TH ST," "V.R. DENNIS CONSTRUCTION CO. 10-1948," and "GRIFFITH COMPANY 1942," and likely dates to these periods. Three sidewalk stamps were located in the northeastern portion of the site. They were marked "FLOYD-GRIMES CONST-CO 7-28," "49-ST," and "S.F. ARAIZA 1-20-47," and likely date to these periods. Seven sidewalk stamps were located in the southeastern portion of the site. They were marked "GRIFFITH COMPANY 1942," "V.R. DENNIS CONST. CO 7-1949," "POLK-ST," AND "B.G. CARROLL 11-8-28," and likely date to these periods. All date stamps identified on Alternative Site Two are considered significant historic objects by the City of San Diego, pursuant to CEQA. Therefore, impacts to these historic objects would result in a significant impact.

Archaeological Resources

Alternative Site Two was the subject of an archaeological records search at the South Coastal Information Center for both prehistoric and historic archaeology, and of a block-by-block field survey for the same purpose. As a result of these investigations, it was determined that there are no prehistoric or historic archaeological sites within the study area.

No archaeological resources meeting the definition of an historical resource under California Register criteria or the definition of a unique resource under Section 21083.2 of the Public Resources Code were found within this alternative. The potential for prehistoric resources is low. However, archaeological monitoring is recommended during initial grading to address potential impacts to buried historic resources.

A. Significant Impacts

The selection of Alternative Site Two would result in significant impacts to a historical structure located at 4178 Estrella Avenue, and to historic date stamps located throughout the alternative. Additionally, the potential for impacts to historic archaeological resources would also be significant.

B. Mitigation Measures

The environmental impact to the historical structure identified as eligible for the City's Historical Sites List may be avoided by retaining the structures on site and maintaining them in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties. The environmental impact on the historical structure may also be reduced to below a level of significance by relocation of the structures to an appropriate site and their subsequent rehabilitation in a manner consistent with the

Secretary of the Interior’s Standards. An appropriate site is defined as a neighborhood with a similar setting (i.e., single-family residential structures) and similar historic context (i.e., similar architectural styles and construction dates).

The environmental impact to the historical structure may be reduced, but not to below a level of significance, by documentation of the structures with historic narrative, photographs and architectural drawings, prior to demolition.

Specific mitigation measures associated with historic date stamps and historic archaeological resources at Alternative Site Two would be similar to the mitigation measures provided in Chapter 4.3, Section 4.3.5.2.

C. Significance of Impacts After Mitigation

Preservation of the historical structure identified as eligible for the City’s Historical Sites List on site would reduce impacts to below a level of significance. If the historical structure cannot be retained on site, impacts could be reduced to below a level of significance by its relocation to an appropriate site and its subsequent rehabilitation according to applicable standards, as described under Mitigation Measures above. This would require the District to acquire additional property and pay the costs of moving the structure or to identify individuals with suitable property, who would be interested in acquiring and moving the structure. The District has determined both preservation options to be economically infeasible, and would demolish the structure.

However, the impacts may be reduced by the documentation mitigation measure described under Mitigation Measures above, but not to below a level of significance as required under current CEQA regulations (§15126.4[b]). Consequently, impacts to this historical structure would remain significant and the District would be required to adopt Findings and a Statement of Overriding Consideration.

Implementation of the appropriate mitigation measures for impacts associated with historic date stamps and historic archaeological resources would reduce impacts to below a level of significance.

7.1.2.4 Traffic and Transportation

This section is based on the Traffic Impact Analysis found in Appendix C. The surrounding street network for Alternative Site Two would be the same as the Preferred Site, which is described in Chapter 4.4, Section 4.4.1. The number of trips generated by the existing uses on Alternative Site Two was estimated using City of San Diego approved trip generation rates. As previously discussed, Alternative Site Two contains 19 single-family DUs and 178 multi-family DUs. According to the City’s trip generation rates, single-family DUs generate 10 trips per day and multi-family DUs generate six trips per day. As shown on Table 7.1-12, existing uses on Alternative Site Two are estimated to generate approximately 1,258 ADT. Approximately 20 inbound and 80 outbound occur during the AM trips, approximately 80 inbound and 37 outbound during the PM peak commuter hour (5:00-6:00 PM), and approximately 38 inbound and 25 outbound during the PM peak hour of the generator (3:00-4:00 PM).

Siting an elementary school at Alternative Site Two would require the closure of Estrella Avenue between Orange Avenue and Polk Avenue.

A. Impact Analysis

Table 7.1-12 shows a comparison of Alternative Site Two to the existing land uses that would be removed in terms of traffic generation. This table shows that the proposed project on Alternative Site Two would generate 900 ADT, with 140 inbound and 90 outbound trips during the AM peak hour, 15 inbound and 30 outbound trips during the PM peak commuter hour (5:00-6:00 PM), and 115 inbound and 115 outbound trips during the PM peak hour of the generator (3:00-4:00 PM). The proposed school at Alternative Site Two would generate approximately 358 ADT ($1,258 - 900 = 358$) less traffic on a daily basis than the existing land uses that would be removed due to the project. However, when compared to existing uses, it is calculated that the proposed project would generate 120 additional inbound and 10 additional outbound trips during the AM peak hour, and 77 additional inbound and 90 additional outbound trips more during the PM peak hour of the generator (Table 7.1-12). The proposed project at Alternative Site Two would generate 65 less inbound trips and 7 less outbound trips during the PM peak commuter hour, when compared to existing uses. Project traffic volumes during the AM and PM peak hours for Alternative Site Two are shown on Figure 7.1-1. Traffic distribution for Alternative Site Two is similar to Alternative Site One due to their close proximity to each other.

Impacts associated with the street closure would be similar to the Preferred Site and would not be significant (Section 4.4.3.1).

Figure 7.1-2 shows the Existing + Cumulative + Alternative Site Two + Redistributed Traffic Volumes. Tables 7.1-3 and 7.1-4 show the Signalized and Unsignalized Intersection Operations for Alternative Site Two, respectively. Based on the data provided in these tables, LOS C or better is calculated for each signalized and unsignalized intersection analyzed during both the AM and PM peak hours for Existing + Cumulative Project + Alternative Site Two + Redistribution. These are acceptable operations. Based on the City's significance criteria, development of the proposed school at the Alternative Site Two would not significantly impact any intersection or street segment in the project area.

School area pedestrian and bicycle safety issues for Alternative Site Two would be similar to the Preferred Site, and are therefore described in further detail in Chapter 4.4, Section 4.4.3.6 of this Draft EIR. If the elementary school entrance is located at Estrella Avenue, school area crosswalks would be expected at the Estrella Avenue/Orange Avenue and Orange Avenue/Winona Avenue intersections. Similar concepts would apply if the entrance were placed at another location. Impacts associated with school area pedestrian and bicycle safety would be less than significant.

B. Significant Impacts

No significant traffic and circulation impacts would result from the proposed project on Alternative Site Two.

Table 7.1-12
Alternative Site Two
Project Traffic Generation

Use	Size	Daily Trip Ends (ADT)		AM Peak Hour				PM Peak Hour Commuter				PM Peak Hour Generator						
		Rate	Volume	% Of ADT	In:Out		Volume		% Of ADT	In:Out		Volume		% Of ADT	In:Out		Volume	
					Split	In	Out	In		Out	Split	In	Out		Split	In	Out	
Elementary School	900 Students	1	900	26%	60:40		140	90	5%	30:70		15	30	26%	50:50		115	115
Single Family	19 Units	10	190	8%	20:80		3	12	10%	70:30		13	6	5%	60:40		6	4
Multi-Family	178 Units	6	<u>1068</u>	8%	20:80		<u>17</u>	<u>68</u>	9%	70:30		<u>67</u>	<u>31</u>	5%	60:40		<u>32</u>	<u>21</u>
Subtotal			1258				20	80				80	37			38	25	
NET TRIPS			-358				120	10				-65	-7			77	90	

- 1) SOURCE: City of San Diego Trip Generation Manual, September 1998.
- 2) Trip-ends are one-way trips per movements, either entering or leaving.
- 3) New trip generation is based on the amount of trips generated by the new school minus the trips being removed from the street system after the removal of the residential units.

C. Mitigation Measures

No significant impacts have been identified.

D. Significance of Impacts After Mitigation

The proposed project will have no significant traffic impacts in terms of the capacity of intersections and street segments surrounding Alternative Site Two.

7.1.2.5 Noise

This section is based on the Noise Report (Appendix D). Existing conditions regarding regulatory framework would be the same as the Preferred Site for Alternative Site Two, which can be found in Section 4.5.1.1. Alternative Site Two is bounded on the north by Orange Avenue, on the south by Polk Avenue, on the east by 49th Street, and on the west by 48th Street. Similar to the Preferred Site, Alternative Site Two has full exposure to all the surrounding streets. Transportation noise from roadways within project vicinity is the only existing noise source that would potentially affect this alternative site.

A. Ambient Noise Levels

Table 7.1-13 shows the ambient noise levels for the locations measured for Alternative Site Two. Using existing average daily traffic volumes (ADTs) and peak hour traffic volumes, the noise analysis calculated existing noise levels (CNEL and Leq) at 50 feet from the centerline of the roadway segments identified in the traffic study for Alternative Site Two. CNEL noise levels were estimated by adding 2 dBA to existing 1-hour Leq levels, which provides fairly accurate 24-hour measurements. Since Alternative Site Two is an overlay of Alternative Site One, the existing noise calculations would be similar to Alternative Site One. Therefore, the calculated existing CNEL, morning (AM) peak hour and mid-afternoon (PM) peak hour noise levels, are shown on Tables 7.1-6, 7.1-7 and 7.1-8, respectively.

As shown on Table 7.1-13, none of the existing CNEL noise levels were found to be above the City's CNEL standard of 65 dBA CNEL.

Significance criteria for Alternative Site Two would be the same as the Preferred Site (Section 4.5.2).

B. Impact Analysis

1. Project Related Traffic Noise

a. Impacts on Surrounding Land Uses

Similar to the Preferred Site and as shown in Table 7.1-6, none of the affected street segments around Alternative Site Two would experience an increase in daily noise levels of 3 dBA CNEL or more from project-related traffic. There would be no increase in CNEL noise levels as a result of project-related

Table 7.1-13

Noise Measurements for Alternative Site Two

Position	Location	CNEL	1-hour Leq
#7	35' n/o c/l of Polk Avenue 35' w/o c/l of 49 th Street	56	53.9
#8	40' s/o c/l of Orange Avenue 35' w/o c/l of 49 th Street	65	63
#9	40' s/o c/l of Orange Avenue 35' e/o c/l of 48 th Street	63	61.2
#10	35' n/o c/l of Polk Avenue 30' e/o c/l of 48 th Street	58	55.8

Source: Gordon Bricken & Associates / BRG Consulting, Inc. 2000.

Footnotes: n/o = north of s/o = south of w/o = west of e/o = east of c/l = centerline

traffic on Alternative Site Two. Noise levels on project area streets would remain essentially the same whether or not the proposed project is implemented, and therefore, impacts would not be significant.

As shown in Tables 7.1-7 and 7.1-8, the AM and PM peak hour noise levels would also remain essentially the same with or without the proposed project. Therefore, there would be no increase in AM or PM peak hour noise levels as a result of project-related traffic. Impacts would not be significant.

b. Impact of Ambient Traffic Noise on Project

Noise levels exceeding 65 dBA CNEL on exterior usable areas and 52 dBA Leq on the interior classroom areas would result in a significant impact on the proposed project. Although future CNEL traffic noise levels shown on Table 7.1-6 would exceed the 65 dBA threshold level (along El Cajon Boulevard and Euclid Avenue), a CNEL increase would not occur as a result of the proposed project at Alternative Site Two. The significance criteria for a proposed development in areas already exceeding the 65 dBA CNEL threshold, would be an increase of 3 dBA CNEL or more. Therefore CNEL noise levels would not result in a significant impact on the proposed school.

The State of California noise criteria for schools adjacent to state roadways require that the interior noise environment, attributable to outside sources, be limited to 52 dBA Leq. The Design Leq noise levels shown on Table 7.1-14 were taken from the highest AM and PM peak hour noise levels for streets surrounding Alternative Site Two. Basic construction of the proposed school would provide an approximate 20 dBA Leq reduction with windows closed, and a 10 dBA Leq reduction with windows open, in the interior noise environment. For interior evaluations, the school buildings were assumed to be no closer than 50 feet from the centerline of the roadway. As shown on Table 7.1-14, Leq noise levels would not exceed the 52 dBA Leq threshold for open window conditions. Interior noise levels for all

street segments would remain below the 52 dBA Leq threshold for closed windows. Therefore, interior noise levels for open and closed windows would not be significant.

2. School Yard Noise Impacts

Similar to the Preferred Site, school yard noise levels at Alternative Site Two would be 49 dBA CNEL and 63.4 dBA Leq. Although the hourly Leq noise levels at Alternative Site Two would exceed the City's Noise Ordinance, the CNEL levels remain below the City's Noise Compatibility Standard of 65 dBA CNEL. School yard noise impacts on adjoining residential uses would not be a significant impact for Alternative Site Two.

The school yard noise would also play a role in the interior building noise levels. Assuming that the exterior noise levels would be 72 dBA Leq at 30 feet from the edge of the school yard, the open window condition would mean an interior level of 62 dBA Leq ($72 - 10 = 62$). The closed window condition would be 52 dBA Leq ($72 - 20 = 52$). Using the 52 dBA Leq figure used for highways as a guideline, the open window condition would exceed that significance threshold although the closed window condition would not. School yard noise impacts on interior building noise levels would not be significant for closed window conditions, but would be significant for open window conditions.

3. Composite Noise Levels

Noise from the school yard and the changes in the traffic combine to produce an effective total noise impact on adjacent land uses. Composite noise levels are subject to the State Standard of 52 dBA Leq and the City's Land Use Compatibility Standard of 65 dBA CNEL. These noise levels are shown on Table 7.1-15. As shown on this table, the highest Leq level of 65.1 dBA Leq would exceed the 52 dBA Leq standard for open window conditions at 55.1 dBA Leq ($65.1 - 10 = 55.1$). The closed window

Table 7.1-14

Future CNEL and Design Leq Noise Levels at 50 feet from Centerline of Alternative Site Two

Street Segment	Future CNEL	Design Leq	Open Windows (Leq)*	Closed Windows (Leq)*
Polk Avenue	56.0	45.8	35.8	25.8
Orange Avenue	63.0	58.9	48.9	38.9
48 th Street	56.0	50.9	40.9	30.9
49 th Street	51.0	49.6	39.6	29.6

Source: Gordon Bricken & Associates / BRG Consulting, Inc. 2000.

Footnotes: n/o = north of w/o = west of s/o = south of e/o = east of

* = 10 dBA Leq reduction for open windows 20 dBA Leq reduction for closed windows

Table 7.1-15

Design Composite Exterior CNEL and Leq Noise Levels at Nearest Land Uses around Alternative Site Two

Street Segment	School	Road	Total
Polk Avenue	63.4 Leq 49.0 CNEL	47.3 Leq 48.0 CNEL	63.5 Leq 51.5 CNEL
Orange Avenue	63.4 Leq 49.0 CNEL	60.4 Leq 62.4 CNEL	65.1 Leq 62.6 CNEL
48 th Street	63.4 Leq 49.0 CNEL	52.4 Leq 54.4 CNEL	63.7 Leq 55.5 CNEL
49 th Street	63.4 Leq 49.0 CNEL	51.1 Leq 53.1 CNEL	63.6 Leq 54.5 CNEL

Source: Gordon Bricken & Associates / BRG Consulting, Inc. 2000.

Footnotes: n/o = north of w/o = west of s/o = south of e/o = east of

conditions for Alternative Site Two would remain below the 52 dBA Leq standards at 45.1 dBA Leq (65.1 – 20 = 45.1). Therefore, composite noise levels for open window conditions would be significant as they exceed the 52 dBA Leq standard.

All CNEL noise levels would remain below 65 dBA CNEL, and therefore, would result in less than significant impacts.

4. Construction Noise Levels

Noise impacts associated with construction noise would be similar to the Preferred Site and would not be significant.

C. Significant Impacts

1. School yard noise impacts on interior building noise levels would be significant for open window conditions for Alternative Site Two.
2. Composite noise impacts (traffic and school yard noise) on interior building noise levels would be significant for open window conditions at Alternative Site Two.

D. Mitigation Measures

Mitigation measures for the identified significant noise impacts of school use are provided below.

In order to reduce school interior noise levels from school yard and composite noise to below 52 dBA Leq school structures where learning or school-related activities would occur, shall maintain a minimum setback of 50 feet from the roadway centerline and operate in a closed window condition with mechanical ventilation shall be accomplished by building code analysis in accordance with District Policy E-4100.

If open windows for school structures were considered, the proposed project shall maintain a minimum setback of at least 50 feet from the roadway centerline and 120 feet from the school yard to reduce interior traffic and school yard noise levels to below 52 dBA Leq.

The Noise study also identified the placement of a ten to 12-foot high solid wall between learning structures and the school yard. However, this noise attenuation method, if implemented, would require analysis of the wall's potential aesthetic impact on existing land uses adjacent to the site as well as the character of the community.

E. Significance of Impacts After Mitigation

Implementation of the recommended mitigation measures would reduce interior and composite noise impacts to below a level of significance.

7.1.2.6 Hazards and Hazardous Materials

Hazards and Hazardous Materials discussion for Alternative Site Two is based on the SCS&T Phase I Assessment for Alternative Site Two, found in Appendix E1. The preferred and alternative sites are located adjacent to each other. Therefore, existing conditions regarding site conditions and history, site reconnaissance and facility inventory would be similar to the Preferred Site and can be found in Section 4.6.1, Chapter 4.6 Hazards and Hazardous Materials. Based on the Phase I Assessment, the results of the facility inventory for this alternative site has fewer listed facilities than the Preferred Site.

Alternative Site Two consists primarily of single- and multi-family residential units, with the exception of two churches located on the north and southwest corner of the project site. Surrounding land uses are mainly residential uses, with some commercial uses located along University Avenue located approximately one block south of this alternative.

No known contamination sites were identified on or adjacent to Alternative Site Two.

An APCD grid search was conducted within one-quarter mile of Alternative Site Two. Ten potential or known facilities were identified, which were interpreted to be either gasoline stations, dry cleaning and/or automotive repair facilities and are as follows:

APCD Grid Search

<u>Facility</u>	<u>Address</u>
1. Auto Diesel	4777 University Avenue
2. Euclid Body Shop and Paint	8870 Euclid Avenue
3. Globe Auto Tech	3889 Euclid Avenue
4. Henry's Auto Repair	4881 University Avenue
5. Ike's Transmissions	4801 University Avenue
6. Longs Welding and Iron	4025 Menlo Avenue
7. Sams' Autobody Shop	4835 El Cajon Boulevard
8. Sams' Autobody Shop	4875 El Cajon Boulevard
9. Select Cleaners	4666 University Avenue
10. University Transmissions	4981 University Avenue

A. Significant Impacts

Based on the Phase I Assessment for Alternative Site Two (Appendix E1), the facilities identified in the APCD grid search do not constitute an actual or potential endangerment of public health to persons who would attend or be employed at the proposed school. Therefore, impacts associated with these facilities would not be significant.

Similar to the Preferred Site, construction demolition of existing residential buildings would result in the release of asbestos-containing materials, lead-based paint and other hazardous materials, which would result in a significant impact.

All other issues associated with hazards and hazardous materials for Alternative Site Two would be similar to the Preferred Site, and would not be significant (Section 4.6.3).

B. Mitigation Measures

The mitigation measures for significant construction demolition impacts associated with Alternative Site Two would be the same as identified in Section 4.6.5 for the Preferred Site.

C. Significance of Impacts After Mitigation

Implementation of the recommended mitigation measures would reduce significant hazards and hazardous materials impacts to below a level of significance.

7.1.2.7 Hydrology/Water Quality

Alternative Site Two has substantially similar hydrology characteristics as the Preferred Site (Section 4.7).

A. Significant Impacts

The significant water quality impacts associated with construction runoff identified for the Preferred Site would also apply to Alternative Site Two (Section 4.7.4).

B. Mitigation Measures

The mitigation measures for significant water quality impacts associated with Alternative Site Two would be the same as identified for the Preferred Site (Section 4.7.5).

C. Significance of Impacts After Mitigation

Implementation of the recommended mitigation measures would reduce significant water quality impacts to below a level of significance.

7.1.2.8 Geology and Soils

The Geology and Soils discussion for Alternative Site Two is based on the Geologic Hazards Report prepared by SCS&T, February 2001 (Appendix E2). Alternative Site Two has substantially similar geology and soils characteristics as the Preferred Site, as described in Section 4.8.

Based on the Geologic Hazards Report, there are no active or potentially active faults at Alternative Site Two. The closest fault mapped to the site is a strand of the La Nación fault located approximately 200 feet to the northeast. Therefore, impacts associated with ground surface rupture would not be significant.

However, the project area is located within a seismically active area, which would subject the site to strong ground motion. Therefore, impacts associated with strong ground motion would be significant.

All other impacts associated with geology and soils at Alternative Site Two would be similar to the Preferred Site, which is found in Section 4.8.3, and would not be significant.

A. Significant Impacts

Seismic/geologic impacts associated with strong ground motion due to the site's location in a seismically active area, would result in potentially significant impacts.

B. Mitigation Measures

To mitigate for strong ground motion, prior to construction, a geotechnical investigation shall be conducted to provide site-specific design criteria for seismic safety considerations, as well as for foundation design. Standard engineering practices shall be considered in the design of school development. Seismic design according to the Division of the State Architect, Uniform Building Code, California Amendments to the Uniform Building Code, the City of San Diego Building Code, and other regulations that provide more stringent design features for school developments shall be incorporated.

C. *Significance of Impacts After Mitigation*

Implementation of the recommended mitigation measures would reduce identified significant geology and soils impacts to below a level of significance.

7.1.2.9 Paleontological Resources

Alternative Site Two has substantially similar characteristics for potential paleontological resources as the Preferred Site, as described in Section 4.9.

A. *Significant Impacts*

Development of Alternative Site Two would have no potential to affect paleontological resources, as would the Preferred Site.

B. *Mitigation Measures*

No significant impacts to paleontological resources were identified; therefore, no mitigation is required.

C. *Significance of Impacts After Mitigation*

No significant impacts on paleontological resources were identified.

7.1.2.10 Visual Quality/Community Character

Alternative Site Two has substantially similar characteristics as the Preferred Site, as described in Section 4.10.

A. *Significant Impacts*

Similar to the Preferred Site, no impacts to visual quality and community character would occur at Alternative Site Two.

B. *Mitigation Measures*

No mitigation measures are provided because no impacts to visual quality and community character would occur at Alternative Site Two.

C. *Significance of Impacts After Mitigation*

No mitigation measures were identified.

7.1.2.11 Public Services

The public services characteristics relative to Alternative Site Two are substantially similar to the Preferred Site (Section 4.11).

A. Significant Impacts

The significant solid waste impacts identified for the Preferred Site would also apply to Alternative Site Two (Section 4.11.4).

B. Mitigation Measures

The mitigation measures for significant landfill capacity impacts associated with Alternative Site Two would be the same as identified for the Preferred Site Section (4.11.5).

C. Significance of Impacts After Mitigation

Implementation of the recommended mitigation measures would reduce landfill capacity impacts to below a level of significance.

7.1.2.12 Public Utilities

Alternative Site Two has substantially similar characteristics for public utilities as the Preferred Site (Section 4.12).

A. Significant Impacts

No significant impacts to public utilities were identified for the Preferred Site; therefore, no significant public utilities impacts would likely occur for Alternative Site Two.

B. Mitigation Measures

No mitigation measures are required because no significant impacts to public utilities were identified.

C. Significance of Impacts After Mitigation

No significant impacts to public utilities would occur as a result of selection of Alternative Site Two.

7.1.2.13 Alternative Site Two Summary

Alternative Site Two is the environmentally superior site for the proposed project. With the exception of the impacts listed below, all other environmental impacts discussed in this EIR would be similar to the Preferred Site for this alternative.

Alternative Site Two would avoid or reduce the following significant impacts of the proposed project on the Preferred Site:

- Avoid the significant and mitigable geology and soils impact associated with the presumed mapped fault strand across the Preferred Site.
- Decrease the total loss of DUs and persons displaced to approximately 197 and 591, respectively, compared to the Preferred Site, which has approximately 211 DUs and a population of 633.

However, Alternative Site Two would result in a significant and unmitigable impact associated with an historic structure identified on site. This impact was not considered significant for the proposed project on the Preferred Site. Additionally, Alternative Site Two would result in a loss of 19 single-family homes, compared to the Preferred Site, which has 7 single-family homes.

Although Alternative Site Two would result in these additional impacts, avoidance of the presumed fault trace and decreasing the amount of homes and population displaced would make it the environmentally superior site. Alternative Site Two would increase the safety of the school users and reduce the amount of hardship resulting from displacement impacts. Section 7.5 provides a comparison of impacts while Table 7.1-11 provides a comparison table of direct environmental impacts of the preferred and alternative sites.

7.2 NO PROJECT ALTERNATIVE

The No Project Alternative is defined as not acquiring land for construction of the proposed Winona Avenue Area Elementary School. In addition, the street closure required to develop the proposed project would not be required. Under the No Project Alternative, no further action would be taken by the District to increase its capacity to accommodate elementary school students within the Euclid Elementary School attendance area. In addition, no further action would be taken to achieve the enrollment standards contained in the District's LRFMP.

There are two primary objectives of the proposed project. The first part of the project objective is to provide additional capacity for elementary students primarily within the existing Euclid Elementary School attendance area and adjacent overflow transportation areas; and the second part of the objective is to assist the District in achieving the enrollment standards contained in the LRFMP. With the No Project Alternative, the elementary school capacity within the existing Euclid Elementary School attendance areas would not be expanded. The enrollment at most schools in the City Heights Community of the Mid-City Communities Planning Area is approaching the schools' operating capacity. Under the No Project Alternative, projected enrollments would continue to increase and the overcrowded situation at the existing school facilities would not be relieved. Increased enrollments, without additional facilities, would preclude the District from adequately housing the expected students.

Under the No Project Alternative, the proposed Winona Avenue Area Elementary School would not be constructed and the existing uses on the preferred and alternative sites would not be demolished. Without the demolition of existing residences on the sites, the removal of blighting influences would not occur. This would not further the adopted goal of removing blighted areas as indicated in the *Mid-City Communities Plan*. Therefore, the No Project Alternative would result in a continuation of physical, social and economic characteristics of the site, and would also not be consistent with the goals of the *City Heights Redevelopment Plan*. The No Project Alternative would also not provide the additional educational facilities desired by the adopted Redevelopment Plan.

Section 4.10 of the EIR finds that the proposed elementary school, by eliminating conditions of blight and providing a new public facility, would improve the neighborhood character and visual quality of the area. This would be a beneficial impact. Under the No Project Alternative, this beneficial impact would not occur.

The No Project Alternative would avoid significant population and displacement impacts, and significant noise impacts associated with the proposed project. The No Project Alternative would also avoid the significant short-term visual impact associated with demolition of existing residences. Although the No Project Alternative would avoid most of the significant environmental impacts of the proposed project on the Preferred Site, this alternative would not meet the proposed project objectives. The No Project Alternative would not meet the objectives to increase elementary school enrollment capacity, implement the District's school planning standards and implement the District's LRFMP. In addition, the No Project Alternative would eliminate the positive effects of the proposed project to further the community development and redevelopment goals of the *Mid-City Communities Plan* and the *City Heights Redevelopment Plan*.

7.3 NON-CONSTRUCTION ALTERNATIVES

The District's LRFMP identifies two separate levels of solution strategies employed by the District to address its identified facilities needs. The majority of these solution strategies would not involve the construction of new school facilities and are referred to in this EIR as Non-Construction Alternatives. The first level strategies tend to be less costly and are tied to District policies related to classroom usage standards, kindergarten scheduling, and other planning guideline priorities. The second set of strategies is employed only after the first level strategies have been implemented and have proven insufficient to address facility needs of a school or cluster of schools. The following discussion analyzes the effectiveness of Non-Construction alternatives in meeting the project objectives.

7.3.1 Level One Solution Strategies

7.3.1.1 Double Session Kindergarten Programs

The District has initiated a policy for the 1999-2000 school year and beyond to operate single session, full-day kindergarten programs system-wide. Double session kindergarten is no longer an option.

7.3.1.2 Boundary Changes

Geographic boundaries designate which students attend which schools within the District. Changes to the enrollment boundaries are used each year throughout the District to adjust enrollment and improve school housing capacity. Changing the enrollment boundaries within the City Heights Community would not meet the objectives of the project. As shown on Table 2.2-2, actual enrollment rates from 1998 to

1999 for most schools within the City Heights Community have already exceeded, or are close to exceeding the 1999 to 2000 enrollment forecasts. Boundary changes would not provide additional capacity for elementary school children within the attendance areas. Instead, it would shift students to those schools with remaining operating capacity. In addition, five schools in the City Heights Community are projected to exceed their capacity. Therefore, changing the enrollment boundaries and increasing the number of students at existing elementary schools sites would not meet the project's objective of achieving the District's planning standards.

7.3.1.3 Portable Classrooms

Another alternative is the provision of additional portable classrooms and/or the modification and modernization of permanent space at existing area elementary schools. Enrollment levels in the area of the proposed elementary school can no longer be accommodated at existing schools. The LRFMP identifies a total need of 9-11 elementary schools, 0.9-1.5 middle schools and 0.5-0.9 high schools through 2015 to meet the Districts enrollment needs and accommodate forecast enrollment growth within the project area. In addition, this alternative would reduce the amount of on-site space available for playgrounds and recreation areas.

7.3.1.4 Grade Level Reconfiguration

In a number of school clusters, the District has changed the grade level configuration of a particular school to provide more space for a given grade level. For example, in areas with increased K-6 elementary school enrollment, the District has reassigned the Grade 6 enrollment to a nearby middle-school, thereby freeing necessary space at the elementary school. This solution strategy has enabled the District to operate a number of middle-level schools serving grades 6-8 and several high schools serving grades 9-12.

However, this strategy has not eliminated the need for additional elementary schools. Because there is no further opportunity to adjust grade levels, this is not a feasible alternative.

7.3.1.5 Conversion of Leased or Administrative Space into Classrooms

The District is currently leasing 10 closed school sites as part of its property management program to provide income to support construction programs. If any of the leased schools within the District were to be converted to District use, there would be a loss of the lease revenue. In addition, several District-owned facilities are used for administrative purposes. While it would appear that these facilities have the potential to be converted into operating schools as student enrollment warrants, the District has determined that there are no leased schools in the project vicinity available for re-establishment as operating schools. The conversion of leased sites outside of the study area would not serve the project's objective of providing additional neighborhood schools in the Euclid Area. In other areas of the District that contain leased space, there are insufficient school-aged children enrolled in public school to justify the re-opening of the sites as schools. Thus, converting leased space or administrative space into

classrooms to increase the capacity for elementary school students in the City Heights Community is not a feasible alternative.

7.3.2 Level Two Solution Strategies

7.3.2.1 Multi-track Year Round Scheduling

After initiating multi-track year round scheduling at several District schools, the District, for the 1999-2000 school year and thereafter, adopted a policy of not implementing multi-track year round scheduling any longer, unless requested by a school and its community, and approved by the Board of Education.

7.3.2.2 Relocation With Transportation

To address enrollment at overcrowded schools, the District, with Board of Education approval, may elect to transport students to underutilized school sites in other parts of the District. This solution strategy would begin in the 2000-2001 school year as an interim measure until the new neighborhood school is opened. Although relocation with transportation would reduce overcrowding in the existing Euclid Elementary School area, it would not provide additional capacity for elementary school students within the resident neighborhood, and therefore, would not meet the objectives of the project.

7.3.2.3 Reopening Closed School Sites

The District closed several underutilized school sites in the 1980s in response to enrollment declines in some parts of the City. Many of these sites are now leased and provide revenue to the District through the Property Management Program. As part of the annual review of the LRFMP, the need and cost effectiveness of reopening closed sites to house growing enrollments is assessed. Because many of the closed school sites are now leased by the District, the effects of reopening closed school sites would be similar to those discussed for the strategy of converting leased space into classrooms.

There are no remaining closed school sites within City Heights Community that could be reopened. Reopening closed school sites outside of the City Heights Community would not meet the objectives of the project and would not be a feasible alternative.

7.3.2.4 Additional Construction at Operating Schools

There is no more room at the existing Euclid Elementary School to build additional classrooms.

Throughout the District there are schools which are master planned for more permanent core facilities and classrooms than they now have. The LRFMP forecasts enrollment trends through the year 2013 that justify the construction of these additional permanent facilities in areas where enrollment growth is expected. This type of construction would serve three functions: 1) it would provide more adequate facilities for current programs, 2) it would relieve overcrowding, and 3) it would free portable classrooms

which would become available for use throughout the District. In addition, the construction of additional permanent facilities would reduce the need for additional portables.

This strategy could provide additional capacity for elementary school students within the City Heights Community; however, it would also increase enrollment and would increase the number of students per acre at each of the affected school sites. Numerous schools in the City Heights Community exceed the District's optimum and/or maximum enrollment guidelines. Providing additional capacity at these existing schools would only further hinder the District's ability to meet its planning standards. Current enrollments and anticipated growth could not be accommodated at existing school sites because of the size and site limitations at the existing schools.

7.4 SMALLER SITES ALTERNATIVE

There are no vacant sites within the proposed Winona Avenue Area Elementary School study area that are large enough to accommodate the proposed elementary school. Therefore, the significant housing, population and displacement impacts identified for the proposed project cannot be avoided within the study area. The Smaller Site Alternative has been examined in an effort to reduce housing, population and displacement impacts.

Utilizing a smaller portion of the Preferred Site would reduce the magnitude of the significant housing, population and displacement impacts identified for the proposed project. However, the Smaller Site Alternative above would not eliminate or reduce impacts to below a level of significance, because any reasonable size school site would displace existing residential uses.

A smaller site would also reduce the area that could be used in the future to accommodate additional classrooms. Reducing the area available for additional classrooms substantially reduces a school's expansion potential within the site boundaries. The net site acreage that would be adequate for the proposed school program and a site that would allow an efficient layout of the proposed facilities are two of the District's site selection criteria.

Reducing the size of the proposed school site could reduce the significant population, housing and displacement impacts. However, other school development-related impacts, such as noise impacts on adjacent uses, would remain unchanged. The reduced acreage would impede the District's efficient use of the site and would not meet the objectives of the project.

7.5 COMPARISON OF PROJECT ALTERNATIVES

This section provides a comparison of the alternative sites against the Preferred Site. Based on the conclusions described in this EIR, Alternative Site Two is identified as the environmentally superior site for the proposed project.

Alternative Site One

Alternative Site One would result in similar environmental impacts when compared to the Preferred Site. Alternative Site One would slightly increase the total loss of DUs and persons displaced to approximately 213 and 639, respectively, compared to the Preferred Site, which has approximately 211 DUs and a population of 633. Additionally, Alternative Site One would result in a loss of 12-single family homes, compared to the Preferred Site, which has 7 single-family homes.

However, the presumed fault trace that bisects through the center of the Preferred Site would only bisect the northeast corner of Alternative Site One, thereby increasing the usable space for the proposed project on Alternative Site One. All other environmental impacts would be similar to the Preferred Site at Alternative Site One. Section 7.5 of this chapter provides a comparison of impacts while Table 7.1-11 provides a comparison table of direct environmental impacts of the preferred and alternative sites.

Alternative Site Two

Alternative Site Two is the environmentally superior site for the proposed project based on the reasons described below. Alternative Site Two would avoid or reduce the following significant impacts of the proposed project on the Preferred Site:

- Avoid the significant and mitigable geology and soils impact associated with the presumed mapped fault strand across the Preferred Site.
- Decrease the total loss of DUs and persons displaced to approximately 197 and 591, respectively, compared to the Preferred Site, which has approximately 211 DUs and a population of 633.

However, Alternative Site Two would result in a significant and unmitigable impact associated with an historic structure identified on site at 4178 Estrella Avenue. This impact was not considered significant for the proposed project on the Preferred Site. Additionally, Alternative Site Two would result in a loss of 19 single-family homes, compared to the Preferred Site, which has 7 single-family homes.

Although Alternative Site Two would result in these additional impacts, avoidance of the presumed fault trace and decreasing the amount of homes and population displaced would make it the environmentally superior site. Alternative Site Two would increase the safety of the school users and reduce the amount

of hardship resulting from displacement impacts. Table 7.1-11 provides a comparison table of direct environmental impacts of the preferred and alternative sites.

No Project Alternative

Although the No Project Alternative would avoid all environmental impacts of the proposed project on the Preferred Site, this alternative would not achieve the proposed project objectives to provide additional capacity for elementary students within the existing Euclid Elementary School attendance area and adjacent overflow transportation areas. Additionally, the No Project Alternative would not assist the District in achieving the enrollment standards contained in the District's LRFMP.

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11 Glossary of Terms and Acronyms

AAA	Automatic Aid Agreement
AC	asphaltic concrete
ADT	average daily traffic
AFY	acre-feet per year
AHERA	Asbestos Hazard Emergency Response Act
AM	morning
AMSL	above mean sea level
APCD	Air Pollution Control District
ASTM	American Society for Testing and Materials
AWP	Annual Work Plan
BMPs	Best Management Practices
CAAQS	California Ambient Air Quality Standards
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CIC	CityLink Investment Corporation
City	City of San Diego
CNEL	Community Noise Equivalent Levels
CO	carbon monoxide
CORRACTS	Corrective Action Sites
dBA	decibels
District	San Diego Unified School District
DOG	Division of Oil and Gas
DUs	dwelling units
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
ERNS	Emergency Response Notification System
ESD	Environmental Services Department
FRPWC	Facilities Review Public Working Committee

HCM	Highway Capacity Manual
HMMD	Hazardous Materials Management Division
I-805	Interstate 805
IID	Imperial Irrigation District
LLG	Linscott, Law & Greenspan Engineers
LOS	Level of Service
LRFMP	Long-Range Facilities Master Plan
LUST	Leaking Underground Storage Tanks Information System
MCE	maximum credible earthquake
msl	mean sea level
MWD	Metropolitan Water District
NAAQS	National Ambient Air Quality Standards
NFRAP	No Further Remediation Action Plan
NOP	Notice of Preparation
NO _x	nitrogen oxides
NPL	National Priority List
O ₃	ozone
OPR	Office of Planning and Research
PDO	Planned District Ordinance
PGA	peak ground acceleration
playground	outdoor school yard
PM	mid-afternoon
R/W	right-of-way
RAQS	Regional Air Quality Strategies
ROG	reactive organic gases
RTC	Regional Transportation Center
RTIP	Regional Transportation Improvement Program
SANDAG	San Diego Association of Governments
SCS&T	Southern California Soil & Testing, Inc.
SDAB	San Diego Air Basin
SDCWA	San Diego County Water Authority
SDEA	San Diego Education Association
SDHC	San Diego Housing Commission
SIP	State Implementation Plan
SO ₂	sulfur dioxide
SR-15	State Route 15
SR-94	State Route 94
SWLF	San Diego County Solid Waste Facilities
SWPPP	Stormwater Pollution Prevention Plan
UBC	Uniform Building Code
UST	Underground Storage Tank Registration Database