City of San Diego

CONTRACTOR'S NAME: Blue Pacific Engineering and Construction
ADDRESS: 7330 Opportunity Road, Suite A
TELEPHONE NO.: 858-956-1456
CITY CONTACT: Ronald McMinn, Contract Specialist, Email: RMcMinn@sandiego.gov
Phone No. (619) 533-4618

C. Chan / A. Jaro / R. Dinjotian

BIDDING DOCUMENTS







FOR

UNIVERSITY AVENUE MOBILITY PROJECT

BID NO.:	K-21-1870-DBB-3
SAP NO. (WBS/IO/CC):	S-00915
CLIENT DEPARTMENT:	2113
COUNCIL DISTRICT:	3
PROJECT TYPE:	IG
FEDERAL AID PROJECT NO:	RPSTPLE-5004(156)

THIS CONTRACT WILL BE SUBJECT TO THE FOLLOWING:

- > THE CITY'S SUBCONTRACTING PARTICIPATION REQUIREMENTS FOR SLBE PROGRAM
- ➢ PREVAILING WAGE RATES: STATE ∑ FEDERAL
- > APPRENTICESHIP
- THE PRELIMIINARY DESIGN OF THIS PROJECT WAS FUNDED PARTLY BY THE FEDERAL REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP), FEDERAL AID PROJECT NO. <u>RPSTPLE-5004(156)</u>

BID DUE DATE:

2:00 PM

December 15, 2020

CITY OF SAN DIEGO'S ELECTRONIC BIDDING SITE, PLANETBIDS

http://www.sandiego.gov/cip/bidopps/index.shtml

ENGINEER OF WORK

The engineering Specifications and Special Provisions contained herein have been prepared by or under the direction of the following Registered Engineer:

NO. 5229 10/28/2020 Seal: OF CAL 1) Registered Engineer Date Mastaneh Ashrafzadeh 10/28/2020 Seal: No. C87148 2) For City Engineer Date 0Ē TAD

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REQUIRED DOCUMENTS SCHEDULE DURING BIDDING AND AWARDING

The Bidder's attention is directed to the City's Municipal Code §22.0807(e), (3)-(5) for important information regarding grounds for debarment for failure to submit required documentation.

The specified Equal Opportunity Contracting Program (EOCP) forms are available for download from the City's web site at:

ITEM	DOCUMENT TO BE SUBMITTED	WHEN DUE	FROM
1.	Bid Bond (PDF via PlanetBids)	At Time of Bid	ALL BIDDERS
2.	Contractors Certification of Pending Actions At Time of Bid		ALL BIDDERS
3.	3. Mandatory Disclosure of Business Interests At Ti		ALL BIDDERS
4.	4. Debarment and Suspension Certification for Prime Contractors At Time of Bid		ALL BIDDERS
5.	5.Debarment and Suspension Certification for Subcontractors, Suppliers & MfgrsAt Time of Bid		ALL BIDDERS
		By 5 PM 3 working days after bid opening	ALL BIDDERS
7.	SLBE Good Faith Effort Documentation	By 5 PM 3 working days after bid opening	ALL BIDDERS
8.	Form AA60 – List of Work Made Available	By 5 PM 3 working days after bid opening with Good Faith Effort (GFE) documentation	ALL BIDDERS
9.	If the Contractor is a Joint Venture: Joint Venture Agreement Joint Venture License	Within 10 working days of receipt by bidder of contract forms	APPARENT LOW BIDDER
10.	Payment & Performance Bond; Certificates of Insurance & Endorsements; and Signed Contract Agreement Page	Within 10 working days of receipt by bidder of contract forms and NOI	APPARENT LOW BIDDER
11.	Listing of "Other Than First Tier" Subcontractors	Within 10 working days of receipt by bidder of contract forms	APPARENT LOW BIDDER

http://www.sandiego.gov/eoc/forms/index.shtml

NOTICE INVITING BIDS

- 1. **SUMMARY OF WORK:** This is the City of San Diego's (City) solicitation process to acquire Construction services for **University Avenue Mobility Project.** For additional information refer to Attachment A.
- 2. **FULL AND OPEN COMPETITION:** This solicitation is subject to full and open competition and may be bid by Contractors on the City's approved Prequalified Contractors List. For information regarding the Contractors Prequalified list visit the City's web site: <u>http://www.sandiego.gov</u>.
- **3. ESTIMATED CONSTRUCTION COST:** The City's estimated construction cost for this project is **\$5,460,000**.
- 4. BID DUE DATE AND TIME ARE: DECEMBER 15, 2020 at 2:00 PM
- 5. **PREVAILING WAGE RATES APPLY TO THIS CONTRACT:** Refer to Attachment D.
- **6. LICENSE REQUIREMENT:** To be eligible for award of this contract, Prime contractor must possess the following licensing classification: **A**
- **7. SUBCONTRACTING PARTICIPATION PERCENTAGES:** Subcontracting participation percentages apply to this contract.
 - **7.1.** The City has incorporated **mandatory** SLBE-ELBE subcontractor participation percentages to enhance competition and maximize subcontracting opportunities. For the purpose of achieving the mandatory subcontractor participation percentages, a recommended breakdown of the SLBE and ELBE subcontractor participation percentages based upon certified SLBE and ELBE firms has also been provided to achieve the mandatory subcontractor participation percentages:

1.	SLBE participation	12.3%
2.	ELBE participation	12.8%
3.	Total mandatory participation	25.1%

- **7.2.** The Bid may be declared non-responsive if the Bidder fails to meet the following requirements:
 - **7.2.1.** Include SLBE-ELBE certified subcontractors at the overall mandatory participation percentage identified in this document; OR
 - **7.2.2.** Submit Good Faith Effort (GFE) documentation, saved in searchable Portable Document Format (PDF) and stored on a Universal Serial Bus (USB) Type-A, Compact Disc (CD) or Digital Video Disc (DVD), demonstrating the Bidder made a good faith effort to outreach to and include SLBE-ELBE Subcontractors required in this document by 5 PM, 3 Working Days after the Bid opening if the overall mandatory participation percentage is not met.

Due to circumstances related to Covid-19, until further notice, all submittals in searchable PDF shall be submitted electronically within the prescribed time identified in the contract documents via a File Cloud link provided by the Contract Specialist to all bidders.

Upon circumstances returning to normal business as usual, the GFE shall once again be submitted to:

Engineering & Capital Projects Department, Contracts Division 525 B Street, Suite 750 (7th Floor) San Diego, California, 92101 Attention: Ronald McMinn

8. AWARD PROCESS:

- **8.1.** The Award of this contract is contingent upon the Contractor's compliance with all conditions of Award as stated within these documents and within the Notice of Intent to Award.
- **8.2.** Upon acceptance of bids and determination of the apparent low bidder, the City will prepare the contract documents for execution within approximately 21 days of the date of the bid opening. The City will then award the contract upon receipt of properly signed Contract, bonds, and insurance documents.
- **8.3.** This contract will be deemed executed and effective only upon the signing of the Contract by the Mayor or his designee and approval as to form by the City Attorney's Office.
- **8.4.** The low Bid will be determined by the Base Bid.
- **8.5.** Once the low bid has been determined, the City may, at its sole discretion, award the contract for the Base bid alone.

9. SUBMISSION OF QUESTIONS:

9.1. The Director (or Designee) of the Engineering & Capital Projects Department is the officer responsible for opening, examining, and evaluating the competitive Bids submitted to the City for the acquisition, construction and completion of any public improvement except when otherwise set forth in these documents. Any questions related to this solicitation shall be submitted to:

Engineering & Capital Projects Department, Contracts Division 525 B Street, Suite 750 (7th Floor) San Diego, California, 92101 Attention: Ronald McMinn

OR:

RMcMinn@sandiego.gov

- **9.2.** Questions received less than 14 days prior to the date for opening of Bids may not be considered.
- **9.3.** Questions or clarifications deemed by the City to be material shall be answered via issuance of an addendum and posted to the City's online bidding service.
- **9.4.** Only questions answered by formal written addenda shall be binding. Oral and other interpretations or clarifications shall be without legal effect. It is the Bidder's responsibility to be informed of any addenda that have been issued and to include all such information in its Bid.

INSTRUCTIONS TO BIDDERS

1. **PREQUALIFICATION OF CONTRACTORS:**

- **1.1.** Contractors submitting a Bid must be pre-qualified for the total amount proposed, including all alternate items, prior to the date of submittal. Bids from contractors who have not been pre-qualified as applicable and Bids that exceed the maximum dollar amount at which contractors are pre-qualified may be deemed **non-responsive** and ineligible for award.
- **1.2.** The completed application must be submitted online no later than 2 weeks prior to the bid opening.
- **1.3.** Joint Venture Bidders Cumulative Maximum Bidding Capacity: For projects with an engineer's estimate of \$30,000,000 or greater, Joint Ventures submitting bids may be deemed responsive and eligible for award if the cumulative maximum bidding capacity of the individual Joint Venture entities is equal to or greater than the total amount proposed.
 - **1.3.1.** Each of the entities of the Joint Venture must have been previously prequalified at a minimum of \$15,000,000.
 - **1.3.2.** Bids submitted with a total amount proposed of less than \$30,000,000 are not eligible for Cumulative Maximum Bidding Capacity prequalification. To be eligible for award in this scenario, the Joint Venture itself or at least one of the Joint Venture entities must have been prequalified for the total amount proposed.
 - **1.3.3.** Bids submitted by Joint Ventures with a total amount proposed of \$30,000,000 or greater on a project with an engineer's estimate of less than \$30,000,000 are not eligible for Cumulative Maximum Bidding Capacity prequalification.
 - **1.3.4.** The Joint Venture designated as the Apparent Low Bidder shall provide evidence of its corporate existence and furnish good and approved bonds in the name of the Joint Venture within 14 Calendar Days of receipt by the Bidder of a form of contract for execution.
- **1.4.** Complete information and links to the on-line prequalification application are available at:

http://www.sandiego.gov/cip/bidopps/prequalification

- **1.5.** Due to the City's responsibility to protect the confidentiality of the contractors' information, City staff will not be able to provide information regarding contractors' prequalification status over the telephone. Contractors may access real-time information about their prequalification status via their vendor profile on <u>PlanetBids</u>[™].
- 2. ELECTRONIC FORMAT RECEIPT AND OPENING OF BIDS: Bids will be received in electronic format (eBids) EXCLUSIVELY at the City of San Diego's electronic bidding (eBidding) site, at: http://www.sandiego.gov/cip/bidopps/index.shtml and are due by the date, and time shown on the

cover of this solicitation.

- **2.1. BIDDERS MUST BE PRE-REGISTERED** with the City's bidding system and possess a system-assigned Digital ID in order to submit and electronic bid.
- **2.2.** The City's bidding system will automatically track information submitted to the site including IP addresses, browsers being used and the URLs from which information was submitted. In addition, the City's bidding system will keep a history of every login instance including the time of login, and other information about the user's computer configuration such as the operating system, browser type, version, and more. Because of these security features, Contractors who disable their browsers' cookies will not be able to log in and use the City's bidding system.
- 2.3. The City's electronic bidding system is responsible for bid tabulations. Upon the bidder's or proposer's entry of their bid, the system will ensure that all required fields are entered. The system will not accept a bid for which any required information is missing. This includes all necessary pricing, subcontractor listing(s) and any other essential documentation and supporting materials and forms requested or contained in these solicitation documents.
- 2.4. BIDS REMAIN SEALED UNTIL BID DEADLINE. eBids are transmitted into the City's bidding system via hypertext transfer protocol secure (https) mechanism using SSL 128-256 bit security certificates issued from Verisign/Thawte which encrypts data being transferred from client to server. Bids submitted prior to the "Bid Due Date and Time" are not available for review by anyone other than the submitter who has until the "Bid Due Date and Time" to change, rescind or retrieve its proposal should it desire to do so.
- **2.5. BIDS MUST BE SUBMITTED BY BID DUE DATE AND TIME**. Once the bid deadline is reached, no further submissions are accepted into the system. Once the Bid Due Date and Time has lapsed, bidders, proposers, the general public, and City staff are able to immediately see the results on line. City staff may then begin reviewing the submissions for responsiveness, EOCP compliance and other issues. The City may require any Bidder to furnish statement of experience, financial responsibility, technical ability, equipment, and references.
- **2.6. RECAPITULATION OF THE WORK**. Bids shall not contain any recapitulation of the Work. Conditional Bids may be rejected as being non-responsive. Alternative proposals will not be considered unless called for.
- 2.7. BIDS MAY BE WITHDRAWN by the Bidder only up to the bid due date and time.
 - **2.7.1.** <u>Important Note</u>: Submission of the electronic bid into the system may not be instantaneous. Due to the speed and capabilities of the user's internet service provider (ISP), bandwidth, computer hardware and other variables, it may take time for the bidder's submission to upload and be received by the City's eBidding system. It is the bidder's sole responsibility to ensure their bids are received on

time by the City's eBidding system. The City of San Diego is not responsible for bids that do not arrive by the required date and time.

2.8. ACCESSIBILITY AND AMERICANS WITH DISABILITIES ACT (ADA) COMPLIANCE: To request a copy of this solicitation in an alternative format, contact the Engineering & Capital Projects Department Contract Specialist listed on the cover of this solicitation at least five (5) working days prior to the Bid/Proposal due date to ensure availability.

3. ELECTRONIC BID SUBMISSIONS CARRY FULL FORCE AND EFFECT:

- **3.1.** The bidder, by submitting its electronic bid, acknowledges that doing so carries the same force and full legal effect as a paper submission with a longhand (wet) signature.
- **3.2.** By submitting an electronic bid, the bidder certifies that the bidder has thoroughly examined and understands the entire Contract Documents (which consist of the plans and specifications, drawings, forms, affidavits and the solicitation documents), and that by submitting the eBid as its bid proposal, the bidder acknowledges, agrees to and is bound by the entire Contract Documents, including any addenda issued thereto, and incorporated by reference in the Contract Documents.
- **3.3.** The Bidder, by submitting its electronic bid, agrees to and certifies under penalty of perjury under the laws of the State of California, that the certification, forms and affidavits submitted as part of this bid are true and correct.
- **3.4.** The Bidder agrees to the construction of the project as described in Attachment "A–Scope of Work" for the City of San Diego, in accordance with the requirements set forth herein for the electronically submitted prices. The Bidder guarantees the Contract Price for a period of 120 days from the date of Bid opening. The duration of the Contract Price guarantee shall be extended by the number of days required for the City to obtain all items necessary to fulfill all conditions precedent.
- 4. **BIDS ARE PUBLIC RECORDS:** Upon receipt by the City, Bids shall become public records subject to public disclosure. It is the responsibility of the respondent to clearly identify any confidential, proprietary, trade secret or otherwise legally privileged information contained within the Bid. General references to sections of the California Public Records Act (PRA) will not suffice. If the Contractor does not provide applicable case law that clearly establishes that the requested information is exempt from the disclosure requirements of the PRA, the City shall be free to release the information when required in accordance with the PRA, pursuant to any other applicable law, or by order of any court or government agency, and the Contractor will hold the City harmless for release of this information.

5. CONTRACTOR REGISTRATION AND ELECTRONIC REPORTING SYSTEM:

5.1. Prior to the Award of the Contract or Task Order, you and your Subcontractors and Suppliers must register with the City's web-based vendor registration and bid management system. For additional information go to:

http://www.sandiego.gov/purchasing/bids-contracts/vendorreg

5.2. The City may not award the contract until registration of all subcontractors and suppliers is complete. In the event this requirement is not met within the time frame specified in the Notice of Intent to Award letter, the City reserves the right to rescind the Notice of Award

/ Intent to Award and to make the award to the next responsive and responsible bidder / proposer.

6. JOINT VENTURE CONTRACTORS: Provide a copy of the Joint Venture agreement and the Joint Venture license to the City within 14 Calendar Days after receiving the Contract forms.

7. INSURANCE REQUIREMENTS:

- **7.1.** All certificates of insurance and endorsements required by the contract are to be provided upon issuance of the City's Notice of Intent to Award letter.
- **7.2.** Refer to sections 5-4, "INSURANCE" of the Supplementary Special Provisions (SSP) for the insurance requirements which must be met.
- **8. REFERENCE STANDARDS:** Except as otherwise noted or specified, the Work shall be completed in accordance with the following standards:

Title	Edition	Document Number
Standard Specifications for Public Works Construction ("The GREENBOOK") http://www.greenbookspecs.org/	2018	PWPI010119-01
City of San Diego Standard Specifications for Public Works Construction ("The WHITEBOOK")* https://www.sandiego.gov/ecp/edocref/greenbook	2018	PWPI010119-02
City of San Diego Standard Drawings* https://www.sandiego.gov/ecp/edocref/standarddraw	2018	PWPI010119-03
Citywide Computer Aided Design and Drafting (CADD) Standards <u>https://www.sandiego.gov/ecp/edocref/drawings</u>	2018	PWPI010119-04
California Department of Transportation (CALTRANS) Standard Specifications <u>https://dot.ca.gov/programs/design/ccs-standard-plans-and-standard-specifications</u>	2018	PWPI030119-05
CALTRANS Standard Plans https://dot.ca.gov/programs/design/ccs-standard-plans-and-standard- specifications	2018	PWPI030119-06
California Manual on Uniform Traffic Control Devices Revision 5 (CA MUTCD 2014 Rev 5) http://www.dot.ca.gov/programs/safety-programs/camutcd/camutcd-rev5	2014	PWPI042220-09
NOTE: *Available online under Engineering Documents and Referer https://www.sandiego.gov/ecp/edocref/ *Electronic updates to the Standard Drawings may also be found in the link		

9. CITY'S RESPONSES AND ADDENDA: The City, at its discretion, may respond to any or all questions submitted in writing via the City's eBidding web site in the <u>form of an addendum</u>. No other responses to questions, oral or written shall be of any force or effect with respect to this solicitation. The changes to the Contract Documents through addenda are made effective as though originally issued with the Bid. The Bidders shall acknowledge the receipt of Addenda at the time of bid submission.

- **10. CITY'S RIGHTS RESERVED:** The City reserves the right to cancel the Notice Inviting Bids at any time, and further reserves the right to reject submitted Bids, without giving any reason for such action, at its sole discretion and without liability. Costs incurred by the Bidder(s) as a result of preparing Bids under the Notice Inviting Bids shall be the sole responsibility of each bidder. The Notice Inviting Bids creates or imposes no obligation upon the City to enter a contract.
- **11. CONTRACT PRICING:** This solicitation is for a Lump Sum contract with Unit Price provisions as set forth herein. The Bidder agrees to perform construction services for the City of San Diego in accordance with these contract documents for the prices listed below. The Bidder further agrees to guarantee the Contract Price for a period of 120 days from the date of Bid opening. The duration of the Contract Price guarantee may be extended, by mutual consent of the parties, by the number of days required for the City to obtain all items necessary to fulfill all contractual conditions.

12. SUBCONTRACTOR INFORMATION:

12.1. LISTING OF SUBCONTRACTORS. In accordance with the requirements provided in the "Subletting and Subcontracting Fair Practices Act" of the California Public Contract Code, the Bidder shall provide the NAME and ADDRESS of each Subcontractor who will perform work, labor, render services or who specially fabricates and installs a portion [type] of the work or improvement, in an amount in excess of 0.5% of the Contractor's total Bid. The Bidder shall also state within the description, whether the subcontractor is a CONSTRUCTOR, CONSULTANT or SUPPLIER. The Bidder shall state the **DIR REGISTRATION NUMBER** for all subcontractors and shall further state within the description, the **PORTION** of the work which will be performed by each subcontractor under this Contract. The Contractor shall list only one Subcontractor for each portion of the Work. The **DOLLAR VALUE** of the total Bid to be performed shall be stated for all subcontractors listed. Failure to comply with this requirement may result in the Bid being rejected as non-responsive and ineligible for award. The Bidder's attention is directed to the Special Provisions - Section 3-2, "SELF- PERFORMANCE", which stipulates the percent of the Work to be performed with the Bidders' own forces. The Bidder shall list all SLBE, ELBE, DBE, DVBE, MBE, WBE, OBE, SDB, WoSB, HUBZone, and SDVOSB Subcontractors for which Bidders are seeking recognition towards achieving any mandatory, voluntary (or both) subcontracting participation goals.

Additionally, pursuant to California Senate Bill 96 and in accordance with the requirements of Labor Code sections 1771.1 and 1725.5, by submitting a bid or proposal to the City, Contractor is certifying that he or she has verified that all subcontractors used on this public work project are registered with the California Department of Industrial Relations (DIR). **The Bidder shall provide the name, address, license number, DIR registration number of any Subcontractor – regardless of tier** – who will perform work, labor, render services or specially fabricate and install a portion [type] of the work or improvement pursuant to the contract.

12.2. LISTING OF SUPPLIERS. Any Bidder seeking the recognition of Suppliers of equipment, materials, or supplies obtained from third party Suppliers towards achieving any mandatory or voluntary (or both) subcontracting participation goals shall provide, at a minimum, the NAME, LOCATION (CITY), DIR REGISTRATION NUMBER and the DOLLAR VALUE of each supplier. The Bidder will be credited up to 60% of the amount to be paid to the Suppliers for materials and supplies unless vendor manufactures or substantially alters materials and supplies, in which case, 100% will be credited. The Bidder is to indicate within

the description whether the listed firm is a supplier or manufacturer. If no indication is provided, the listed firm will be credited at 60% of the listed dollar value for purposes of calculating the Subcontractor Participation Percentage.

- **12.3. LISTING OF SUBCONTRACTORS OR SUPPLIERS FOR ALTERNATES.** For subcontractors or suppliers to be used on additive or deductive alternate items, in addition to the above requirements, bidder shall further note "ALTERNATE" and alternate item number within the description.
- **13. SUBMITTAL OF "OR EQUAL" ITEMS:** See Section 4-6, "Trade Names" in The WHITEBOOK and as amended in the SSP.

14. AWARD:

- **14.1.** The Award of this contract is contingent upon the Contractor's compliance with all conditions precedent to Award.
- **14.2.** Upon acceptance of a Bid, the City will prepare contract documents for execution within approximately 21 days of the date of the Bid opening and award the Contract approximately within 7 days of receipt of properly executed Contract, bonds, and insurance documents.
- **14.3.** This contract will be deemed executed and effective only upon the signing of the Contract by the Mayor or his designee and approval as to form the City Attorney's Office.
- **15. SUBCONTRACT LIMITATIONS**: The Bidder's attention is directed to Standard Specifications for Public Works Construction, Section 3-2, "SELF-PERFORMANCE" in The GREENBOOK and as amended in the SSP which requires the Contractor to self-perform not less than the specified amount. Failure to comply with this requirement shall render the bid **non-responsive** and ineligible for award.
- **16. AVAILABILITY OF PLANS AND SPECIFICATIONS:** Contract Documents may be obtained by visiting the City's website: <u>http://www.sandiego.gov/cip/</u>. Plans and Specifications for this contract are also available for review in the office of the City Clerk or Engineering & Capital Projects Department, Contracts Division.
- **17. ONLY ONE BID PER CONTRACTOR SHALL BE ACCCEPTED:** No person, firm, or corporation shall be allowed to make, file, or be interested in more than one (1) Bid for the same work unless alternate Bids are called for. A person, firm or corporation who has submitted a sub-proposal to a Bidder, or who has quoted prices on materials to a Bidder, is not hereby disqualified from submitting a sub-proposal or quoting prices to other Bidders or from submitting a Bid in its own behalf. Any Bidder who submits more than one bid will result in the rejection of all bids submitted.
- 18. SAN DIEGO BUSINESS TAX CERTIFICATE: The Contractor and Subcontractors, not already having a City of San Diego Business Tax Certificate for the work contemplated shall secure the appropriate certificate from the City Treasurer, Civic Center Plaza, First floor and submit to the Contract Specialist upon request or as specified in the Contract Documents. Tax Identification numbers for both the Bidder and the listed Subcontractors must be submitted on the City provided forms within these documents.

19. BIDDER'S GUARANTEE OF GOOD FAITH (BID SECURITY) FOR DESIGN-BID-BUILD CONTRACTS:

- **19.1.** For bids \$250,000 and above, bidders shall submit Bid Security at bid time. Bid Security shall be in one of the following forms: a cashier's check, or a properly certified check upon some responsible bank; or an approved corporate surety bond payable to the City of San Diego for an amount of not less than 10% of the total bid amount.
- **19.2.** This check or bond, and the monies represented thereby, will be held by the City as a guarantee that the Bidder, if awarded the contract, will in good faith enter into the contract and furnish the required final performance and payment bonds.
- **19.3.** The Bidder agrees that in the event of the Bidder's failure to execute this contract and provide the required final bonds, the money represented by the cashier's or certified check will remain the property of the City; and the Surety agrees that it will pay to the City the damages, not exceeding the sum of 10% of the amount of the Bid, that the City may suffer as a result of such failure.
- **19.4.** At the time of bid submission, bidders must upload and submit an electronic PDF copy of the aforementioned bid security. Whether in the form of a cashier's check, a properly certified check or an approved corporate surety bond payable to the City of San Diego, the bid security must be uploaded to the City's eBidding system. By 5PM, 3 working days after the bid opening date, all bidders must provide the City with the original bid security.
- **19.5.** Failure to submit the electronic version of the bid security at the time of bid submission AND failure to provide the original by 5PM, 3 working days after the bid opening date shall cause the bid to be rejected and deemed **non-responsive**.

Due to circumstances related to Covid-19, until further notice, all original bid bond submittals must be received by 5 PM, 3 working days after bid opening.

Upon circumstances returning to normal business as usual, the original bid bond shall once again be due by 5 PM the day after bid opening.

Original Bid Bond shall be submitted to: Engineering & Capital Projects Department, Contracts Division 525 B Street, Suite 750 (7th Floor) San Diego, California, 92101 To the Attention of the Contract Specialist on the Front Page of this solicitation.

20. AWARD OF CONTRACT OR REJECTION OF BIDS:

- **20.1.** This contract may be awarded to the lowest responsible and reliable Bidder.
- **20.2.** Bidders shall complete ALL eBid forms as required by this solicitation. Incomplete eBids will not be accepted.
- **20.3.** The City reserves the right to reject any or all Bids, to waive any informality or technicality in Bids received, and to waive any requirements of these specifications as to bidding procedure.

- **20.4.** Bidders will not be released on account of their errors of judgment. Bidders may be released only upon receipt by the City within 3 Working Days of the bid opening, written notice from the Bidder which shows proof of honest, credible, clerical error of a material nature, free from fraud or fraudulent intent; and of evidence that reasonable care was observed in the preparation of the Bid.
- **20.5.** A bidder who is not selected for contract award may protest the award of a contract to another bidder by submitting a written protest in accordance with the San Diego Municipal Code.
- **20.6.** The City of San Diego will not discriminate in the award of contracts with regard to race, religion creed, color, national origin, ancestry, physical handicap, marital status, sex or age.
- **20.7.** Each Bid package properly signed as required by these specifications shall constitute a firm offer which may be accepted by the City within the time specified herein.
- **20.8.** The City reserves the right to evaluate all Bids and determine the lowest Bidder on the basis of the base bid and any proposed alternates or options as detailed herein.

21. BID RESULTS:

- **21.1.** The availability of the bids on the City's eBidding system shall constitute the public announcement of the apparent low bidder. In the event that the apparent low bidder is subsequently deemed non-responsive or non-responsible, a notation of such will be made on the eBidding system. The new ranking and apparent low bidder will be adjusted accordingly.
- **21.2.** To obtain the bid results, view the results on the City's web site, or request the results by U.S. mail and provide a self-addressed, stamped envelope. If requesting by mail, be sure to reference the bid name and number. The bid tabulations will be mailed to you upon their completion. The results will not be given over the telephone.

22. THE CONTRACT:

- **22.1.** The Bidder to whom award is made shall execute a written contract with the City of San Diego and furnish good and approved bonds and insurance certificates specified by the City within 14 days after receipt by Bidder of a form of contract for execution unless an extension of time is granted to the Bidder in writing.
- **22.2.** If the Bidder takes longer than 14 days to fulfill these requirements, then the additional time taken shall be added to the Bid guarantee. The Contract shall be made in the form adopted by the City, which includes the provision that no claim or suit whatsoever shall be made or brought by Contractor against any officer, agent, or employee of the City for or on account of anything done or omitted to be done in connection with this contract, nor shall any such officer, agent, or employee be liable hereunder.

- **22.3.** If the Bidder to whom the award is made fails to enter into the contract as herein provided, the award may be annulled and the Bidder's Guarantee of Good Faith will be subject to forfeiture. An award may be made to the next lowest responsible and reliable Bidder who shall fulfill every stipulation embraced herein as if it were the party to whom the first award was made.
- **22.4.** Pursuant to the San Diego City Charter section 94, the City may only award a public works contract to the lowest responsible and reliable Bidder. The City will require the Apparent Low Bidder to (i) submit information to determine the Bidder's responsibility and reliability, (ii) execute the Contract in form provided by the City, and (iii) furnish good and approved bonds and insurance certificates specified by the City within 14 Days, unless otherwise approved by the City, in writing after the Bidder receives notification from the City, designating the Bidder as the Apparent Low Bidder and formally requesting the above mentioned items.
- **22.5.** The award of the Contract is contingent upon the satisfactory completion of the abovementioned items and becomes effective upon the signing of the Contract by the Mayor or designee and approval as to form by the City Attorney's Office. If the Apparent Low Bidder does not execute the Contract or submit required documents and information, the City may award the Contract to the next lowest responsible and reliable Bidder who shall fulfill every condition precedent to award. A corporation designated as the Apparent Low Bidder shall furnish evidence of its corporate existence and evidence that the officer signing the Contract and bond for the corporation is duly authorized to do so.
- 23. EXAMINATION OF PLANS, SPECIFICATIONS, AND SITE OF WORK: The Bidder shall examine carefully the Project Site, the Plans and Specifications, other materials as described in the Special Provisions, Section 3-9, "TECHNICAL STUDIES AND SUBSURFACE DATA", and the proposal forms (e.g., Bidding Documents). The submission of a Bid shall be conclusive evidence that the Bidder has investigated and is satisfied as to the conditions to be encountered, as to the character, quality, and scope of work, the quantities of materials to be furnished, and as to the requirements of the Bidding Documents Proposal, Plans, and Specifications.
- 24. CITY STANDARD PROVISIONS: This contract is subject to the following standard provisions. See The WHITEBOOK for details.
 - **24.1.** The City of San Diego Resolution No. R-277952 adopted on May 20, 1991 for a Drug-Free Workplace.
 - **24.2.** The City of San Diego Resolution No. R-282153 adopted on June 14, 1993 related to the Americans with Disabilities Act.
 - 24.3. The City of San Diego Municipal Code §22.3004 for Contractor Standards.
 - **24.4.** The City of San Diego's Labor Compliance Program and the State of California Labor Code §§1771.5(b) and 1776.
 - **24.5.** Sections 1777.5, 1777.6, and 1777.7 of the State of California Labor Code concerning the employment of apprentices by contractors and subcontractors performing public works contracts.

- **24.6.** The City's Equal Benefits Ordinance (EBO), Chapter 2, Article 2, Division 43 of The San Diego Municipal Code (SDMC).
- **24.7.** The City's Information Security Policy (ISP) as defined in the City's Administrative Regulation 90.63.

25. PRE-AWARD ACTIVITIES:

- **25.1.** The contractor selected by the City to execute a contract for this Work shall submit the required documentation as specified in the herein and in the Notice of Award. Failure to provide the information as specified may result in the Bid being rejected as **non-responsive.**
- **25.2.** The decision that bid is non-responsive for failure to provide the information required within the time specified shall be at the sole discretion of the City.

21. BID RESULTS:

- **21.1.** The availability of the bids on the City's eBidding system shall constitute the public announcement of the apparent low bidder. In the event that the apparent low bidder is subsequently deemed non-responsive or non-responsible, a notation of such will be made on the eBidding system. The new ranking and apparent low bidder will be adjusted accordingly.
- **21.2.** To obtain the bid results, view the results on the City's web site, or request the results by U.S. mail and provide a self-addressed, stamped envelope. If requesting by mail, be sure to reference the bid name and number. The bid tabulations will be mailed to you upon their completion. The results will not be given over the telephone.

22. THE CONTRACT:

- **22.1.** The Bidder to whom award is made shall execute a written contract with the City of San Diego and furnish good and approved bonds and insurance certificates specified by the City within 14 days after receipt by Bidder of a form of contract for execution unless an extension of time is granted to the Bidder in writing.
- **22.2.** If the Bidder takes longer than 14 days to fulfill these requirements, then the additional time taken shall be added to the Bid guarantee. The Contract shall be made in the form adopted by the City, which includes the provision that no claim or suit whatsoever shall be made or brought by Contractor against any officer, agent, or employee of the City for or on account of anything done or omitted to be done in connection with this contract, nor shall any such officer, agent, or employee be liable hereunder.
- **22.3.** If the Bidder to whom the award is made fails to enter into the contract as herein provided, the award may be annulled and the Bidder's Guarantee of Good Faith will be subject to forfeiture. An award may be made to the next lowest responsible and reliable Bidder who shall fulfill every stipulation embraced herein as if it were the party to whom the first award was made.
- **22.4.** Pursuant to the San Diego City Charter section 94, the City may only award a public works contract to the lowest responsible and reliable Bidder. The City will require the Apparent Low Bidder to (i) submit information to determine the Bidder's responsibility and reliability, (ii) execute the Contract in form provided by the City, and (iii) furnish good and approved bonds and insurance certificates specified by the City within 14 Days, unless otherwise approved by the City, in writing after the Bidder receives notification from the City, designating the Bidder as the Apparent Low Bidder and formally requesting the above mentioned items.
- **22.5.** The award of the Contract is contingent upon the satisfactory completion of the abovementioned items and becomes effective upon the signing of the Contract by the Mayor or designee and approval as to form by the City Attorney's Office. If the Apparent Low

Bidder does not execute the Contract or submit required documents and information, the City may award the Contract to the next lowest responsible and reliable Bidder who shall fulfill every condition precedent to award. A corporation designated as the Apparent Low Bidder shall furnish evidence of its corporate existence and evidence that the officer signing the Contract and bond for the corporation is duly authorized to do so.

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 - **24.6.** The City's Equal Benefits Ordinance (EBO), Chapter 2, Article 2, Division 43 of The San Diego Municipal Code (SDMC).
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25.1. The contractor selected by the City to execute a contract for this Work shall submit the required documentation as specified in the herein and in the Notice of Award. Failure to provide the information as specified may result in the Bid being rejected as **non-responsive.**

25.2. The decision that bid is non-responsive for failure to provide the information required within the time specified shall be at the sole discretion of the City.

PERFORMANCE BOND, LABOR AND MATERIALMEN'S BOND

FAITHFUL PERFORMANCE BOND AND LABOR AND MATERIALMEN'S BOND:

<u>Blue Pacific Engineering and Construction</u>, a corporation, as principal, and <u>THE OHIO CASUALTY INSURANCE COMPANY</u>, a corporation authorized to do business in the State of California, as Surety, hereby obligate themselves, their successors and assigns, jointly and severally, to The City of San Diego a municipal corporation in the sum of <u>Four Million Nine</u> <u>Hundred Eighty Seven Thousand Three Dollars and Zero Cents (\$4,987,003.00)</u>, for the faithful performance of the annexed contract, and in the sum of <u>Four Million Nine Hundred Eighty Seven</u> <u>Thousand Three Dollars and Zero Cents (\$4,987,003.00)</u>, for the benefit of laborers and materialmen designated below.

Conditions:

If the Principal shall faithfully perform the annexed contract with the City of San Diego, California, then the obligation herein with respect to a faithful performance shall be void; otherwise it shall remain in full force.

If the Principal shall promptly pay all persons, firms and corporations furnishing materials for or performing labor in the execution of this contract, and shall pay all amounts due under the California Unemployment Insurance Act then the obligation herein with respect to laborers and materialmen shall be void; otherwise it shall remain in full force.

The obligation herein with respect to laborers and materialmen shall inure to the benefit of all persons, firms and corporations entitled to file claims under the provisions of Article 2. Claimants, (iii) public works of improvement commencing with Civil Code Section 9100 of the Civil Code of the State of California.

Changes in the terms of the annexed contract or specifications accompanying same or referred to therein shall not affect the Surety's obligation on this bond, and the Surety hereby waives notice of same.

The Surety expressly agrees that the City of San Diego may reject any contractor or subcontractor which may be proposed by Surety in fulfillment of its obligations in the event of default by the Principal.

The Surety shall not utilize the Principal in completing the improvements and work specified in the Agreement in the event the City terminates the Pricipal for default..

PERFORMANCE BOND, LABOR AND MATERIALMEN'S BOND (continued)

Dated FEBRUARY 22, 2021

Approved as to Form

BLUE PACIFIC ENGINEERING & CONSTRUCTION

Principa By

Shahran Elihu Printed Name of Person Signing for Principal

Mara W. Elliott, City Attorney

Approved:

By

By Deputy City Attorney

Stephen Samara

Principal Contract Specialist Engineering & Capital Projects Department THE OHIO CASUALTY INSURANCE COMPANY

Surety Bv

MARK D. IATAROLA, Attorney-in-fact

17771 COWAN AVENUE, SUITE 100 Local Address of Surety

IRVINE, CA 92614 Local Address (City, State) of Surety

949/263-3356

Local Telephone No. of Surety

PREMIUM IS FOR CONTRACT TERM AND IS SUBJECT TO ADJUSTMENT BASED ON FINAL CONTRACT PRICE

Bond No. 024248385

University Avenue Mobility Project Performance and Payment Bonds (Rev. Aug. 2020) Federal ID RPSTPLE-5004(156)

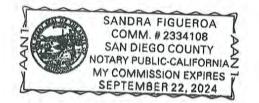
CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

CIVIL CODE § 1189

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			verifies only the identity of the individual who signed the document ness, accuracy, or validity of that document.
State of Ca	lifornia		1
County of	SAN DIEGO		}
On 2/22/2021		before me.	SANDRA FIGUEROA, NOTARY PUBLIC
	Date	E - 1 - 1 (27)	Here Insert Name and Title of the Officer
personally	appeared		MARK D. IATAROLA

Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ics), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.



I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature

Signature of Notary Public

Place Notary Seal and/or Stamp Above

Title or Type of Document:

OPTIONAL

Completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Document Date:

__Number of Pages:_

Capacity(ies) Claimed by Signer(s) Signer's Name: MARK D. IATAROLA		Signer's Name:	
Corporate Officer – Title(s):		Corporate Officer – Title(s):	
Partner – Limited General		□ Partner – □ Limited	General
Individual	🖾 Attorney in Fact	Individual	Attorney in Fact
Trustee	Guardian of Conservator	Trustee	Guardian of Conservator
Other:		Other:	
Signer is Represent	nting:	Signer is Representing:	· · · · · · · · · · · · · · · · · · ·

©2017 National Notary Association



letter of credit

note, loan,

This Power of Attorney limits the acts of those named herein, and they have no authority to bind the Company except in the manner and to the extent herein stated.

> Liberty Mutual Insurance Company The Ohio Casualty Insurance Company West American Insurance Company

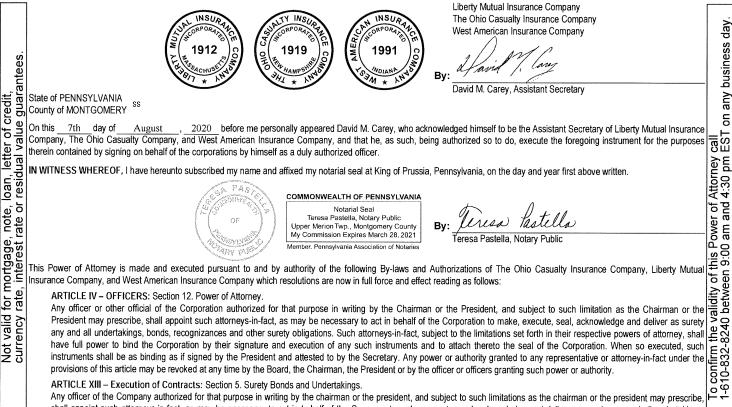
Certificate No: 8204105-024100

POWER OF ATTORNEY

KNOWN ALL PERSONS BY THESE PRESENTS: That The Ohio Casualty Insurance Company is a corporation duly organized under the laws of the State of New Hampshire, that Liberty Mutual Insurance Company is a corporation duly organized under the laws of the State of Massachusetts, and West American Insurance Company is a corporation duly organized under the laws of the State of Indiana (herein collectively called the "Companies"), pursuant to and by authority herein set forth, does hereby name, constitute and appoint, Helen Maloney; Jessica Schmal; John G. Maloney; Mark D. latarola; Sandra Figueroa; Tracy Lynn Rodriguez

all of the city of Escondido state of CA each individually if there be more than one named, its true and lawful attorney-in-fact to make. execute, seal, acknowledge and deliver, for and on its behalf as surety and as its act and deed, any and all undertakings, bonds, recognizances and other surety obligations, in pursuance of these presents and shall be as binding upon the Companies as if they have been duly signed by the president and attested by the secretary of the Companies in their own proper

IN WITNESS WHEREOF, this Power of Attorney has been subscribed by an authorized officer or official of the Companies and the corporate seals of the Companies have been affixed thereto this 7th day of August 2020



shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings. bonds, recognizances and other surety obligations. Such attorneys-in-fact subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Company by their signature and execution of any such instruments and to attach thereto the seal of the Company. When so executed such instruments shall be as binding as if signed by the president and attested by the secretary.

Certificate of Designation - The President of the Company, acting pursuant to the Bylaws of the Company, authorizes David M. Carey, Assistant Secretary to appoint such attorneys-infact as may be necessary to act on behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations.

Authorization - By unanimous consent of the Company's Board of Directors, the Company consents that facsimile or mechanically reproduced signature of any assistant secretary of the Company, wherever appearing upon a certified copy of any power of attorney issued by the Company in connection with surety bonds, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

I, Renee C. Llewellyn, the undersigned, Assistant Secretary, The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company do hereby certify that the original power of attorney of which the foregoing is a full, true and correct copy of the Power of Attorney executed by said Companies, is in full force and effect and has not been revoked.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 22ND day of FEBRUARY, 2021



LMS-12873 LMIC OCIC WAIC Multi Co 12/19

ATTACHMENTS

ATTACHMENT A

SCOPE OF WORK

SCOPE OF WORK

- 1. SCOPE OF WORK: The proposed project provides for the removal of an existing traffic signal; installation of three new traffic signals, street lights, raised median, curb ramps, pedestrian barricades, enhanced pedestrian crossings, and pedestrian countdown signal heads; modifications to the traffic signal and streetlight systems; signing and striping to provide for left-turn pockets and transit/right-turn only lanes; consolidation of transit stops; and relocation of parking to new side street parking.
 - **1.1.** The Work shall be performed in accordance with:
 - **1.1.1.** The Notice Inviting Bids and Plans numbered **39437-01-D** through **39437-96-D** and **39437-T1-D** through **39437-T22-D**, inclusive.
 - **1.2.** The Work shall be performed in phases as designated in Section 3-13.1. All of the following work will be completed in each phase, before moving on to the next phase.
- 2. LOCATION OF WORK: The location of the Work is as follows:

Along University Avenue, between Florida Street and Boundary Street, in the North Park Community Planning Area of the City of San Diego, See **Appendix E - Location Map**.

3. CONTRACT TIME: The Contract Time for completion of the Work, including the Plant Establishment Period, shall be **302 Working Days**.

ATTACHMENT B

RESERVED

ATTACHMENT C

RESERVED

ATTACHMENT D

PREVAILING WAGE

PREVAILING WAGE

- 1. **PREVAILING WAGE RATES:** Pursuant to San Diego Municipal Code section 22.3019, construction, alteration, demolition, repair and maintenance work performed under this Contract is subject to State prevailing wage laws. For construction work performed under this Contract cumulatively exceeding \$25,000 and for alteration, demolition, repair and maintenance work performed under this Contract cumulatively exceeding \$15,000, the Contractor and its subcontractors shall comply with State prevailing wage laws including, but not limited to, the requirements listed below.
 - **1.1. Compliance with Prevailing Wage Requirements.** Pursuant to sections 1720 through 1861 of the California Labor Code, the Contractor and its subcontractors shall ensure that all workers who perform work under this Contract are paid not less than the prevailing rate of per diem wages as determined by the Director of the California Department of Industrial Relations (DIR). This includes work performed during the design and preconstruction phases of construction including, but not limited to, inspection and land surveying work.
 - **1.1.1.** Copies of such prevailing rate of per diem wages are on file at the City and are available for inspection to any interested party on request. Copies of the prevailing of diem wages also may be found rate per at http://www.dir.ca.gov/OPRL/DPreWageDetermination.htm. Contractor and its subcontractors shall post a copy of the prevailing rate of per diem wages determination at each job site and shall make them available to any interested party upon request.
 - **1.1.2.** The wage rates determined by the DIR refer to expiration dates. If the published wage rate does not refer to a predetermined wage rate to be paid after the expiration date, then the published rate of wage shall be in effect for the life of this Contract. If the published wage rate refers to a predetermined wage rate and the predetermined wage rate is on file with the DIR, such predetermined wage rate shall become effective on the date following the expiration date and shall apply to this Contract in the same manner as if it had been published in said publication. If the predetermined wage rate refers to one or more additional expiration dates with additional predetermined wage rates, which expiration dates occur during the life of this Contract on the date following the expiration date of the previous wage rate. If the last of such predetermined wage rates expires during the life of this Contract, such wage rate shall apply to the balance of the Contract.
 - **1.2. Penalties for Violations.** Contractor and its subcontractors shall comply with California Labor Code section 1775 in the event a worker is paid less than the prevailing wage rate for the work or craft in which the worker is employed. This shall be in addition to any other applicable penalties allowed under Labor Code sections 1720 1861.
 - **1.3. Payroll Records.** Contractor and its subcontractors shall comply with California Labor Code section 1776, which generally requires keeping accurate payroll records, verifying and certifying payroll records, and making them available for inspection. Contractor shall require its subcontractors to also comply with section 1776. Contractor and its

subcontractors shall submit weekly certified payroll records online via the City's web-based Labor Compliance Program. Contractor is responsible for ensuring its subcontractors submit certified payroll records to the City.

- **1.3.1.** Contractor and their subcontractors shall also furnish records specified in Labor Code section 1776 directly to the Labor Commissioner in the manner required by Labor Code section 1771.4.
- **1.4. Apprentices.** Contractor and its subcontractors shall comply with California Labor Code sections 1777.5, 1777.6 and 1777.7 concerning the employment and wages of apprentices. Contractor is held responsible for the compliance of their subcontractors with sections 1777.5, 1777.6 and 1777.7.
- **1.5. Working Hours.** Contractor and their subcontractors shall comply with California Labor Code sections 1810 through 1815, including but not limited to: (i) restrict working hours on public works contracts to eight hours a day and forty hours a week, unless all hours worked in excess of 8 hours per day are compensated at not less than 1½ times the basic rate of pay; and (ii) specify penalties to be imposed on contractors and subcontractors of \$25 per worker per day for each day the worker works more than 8 hours per day and 40 hours per week in violation of California Labor Code sections1810 through 1815.
- **1.6. Required Provisions for Subcontracts.** Contractor shall include at a minimum a copy of the following provisions in any contract they enter into with a subcontractor: California Labor Code sections 1771, 1771.1, 1775, 1776, 1777.5, 1810, 1813, 1815, 1860 and 1861.
- **1.7.** Labor Code Section 1861 Certification. Contractor in accordance with California Labor Code section 3700 is required to secure the payment of compensation of its employees and by signing this Contract, Contractor certifies that "I am aware of the provisions of Section 3700 of the California Labor Code which require every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that code, and I will comply with such provisions before commencing the performance of the work of this Contract."
- **1.8.** Labor Compliance Program. The City has its own Labor Compliance Program authorized in August 2011 by the DIR. The City will withhold contract payments when payroll records are delinquent or deemed inadequate by the City or other governmental entity, or it has been established after an investigation by the City or other governmental entity that underpayment(s) have occurred. For questions or assistance, please contact the City of San Diego's Prevailing Wage Unit at 858-627-3200.
- **1.9. Contractor and Subcontractor Registration Requirements.** This project is subject to compliance monitoring and enforcement by the DIR. A contractor or subcontractor shall not be qualified to bid on, be listed in a bid or proposal, subject to the requirements of section 4104 of the Public Contract Code, or engage in the performance of any contract for public work, unless currently registered and qualified to perform public work pursuant to Labor Code section 1725.5 It is not a violation of this section for an unregistered contractor to submit a bid that is authorized by Section 7029.1 of the Business and Professions code or by Section 10164 or 20103.5 of the Public Contract Code, provided the contractor is registered to perform public work pursuant to Section 1725.5 at the time the contract is awarded.

- **1.9.1.** A Contractor's inadvertent error in listing a subcontractor who is not registered pursuant to Labor Code section 1725.5 in response to a solicitation shall not be grounds for filing a bid protest or grounds for considering the bid non-responsive provided that any of the following apply: (1) the subcontractor is registered prior to bid opening; (2) within twenty-four hours after the bid opening, the subcontractor is registered and has paid the penalty registration fee specified in Labor Code section 1725.5; or (3) the subcontractor is replaced by another registered subcontractor pursuant to Public Contract Code section 4107.
- **1.9.2.** By submitting a bid or proposal to the City, Contractor is certifying that he or she has verified that all subcontractors used on this public work project are registered with the DIR in compliance with Labor Code sections 1771.1 and 1725.5, and Contractor shall provide proof of registration for themselves and all listed subcontractors to the City at the time of bid or proposal due date or upon request.
- **1.10. Stop Order.** For Contractor or its subcontractors engaging in the performance of any public work contract without having been registered in violation of Labor Code sections 1725.5 or 1771.1, the Labor Commissioner shall issue and serve a stop order prohibiting the use of the unregistered contractors or unregistered subcontractor(s) on ALL public works until the unregistered contractor or unregistered subcontractor(s) is registered. Failure to observe a stop order is a misdemeanor.
- **1.11.** List of all Subcontractors. The Contractor shall provide the list of subcontractors (regardless of tier), along with their DIR registration numbers, utilized on this Contract prior to any work being performed; and the Contractor shall provide a complete list of all subcontractors with each invoice. Additionally, Contractor shall provide the City with a complete list of all subcontractors (regardless of tier) utilized on this contract within ten working days of the completion of the contract, along with their DIR registration numbers. The City shall withhold final payment to Construction Management Professional until at least thirty (30) days after this information is provided to the City.
- **1.12. Exemptions for Small Projects.** There are limited exemptions for installation, alteration, demolition, or repair work done on projects of \$25,000 or less. The Contractor shall still comply with Labor Code sections 1720 et. seq. The only recognized exemptions are listed below:
 - **1.12.1.** Registration. The Contractor will not be required to register with the DIR for small projects. (Labor Code section 1771.1).
 - **1.12.2.** Certified Payroll Records. The records required in Labor Code section 1776 shall be required to be kept and submitted to the City of San Diego, but will not be required to be submitted online with the DIR directly. The Contractor will need to keep those records for at least three years following the completion of the Contract. (Labor Code section 1771.4).
 - **1.12.3.** List of all Subcontractors. The Contractor shall not be required to hire only registered subcontractors and is exempt from submitting the list of all subcontractors that is required in section 1.11 above. (Labor code section 1773.3).

ATTACHMENT E

SUPPLEMENTARY SPECIAL PROVISIONS

SUPPLEMENTARY SPECIAL PROVISIONS

The following Supplementary Special Provisions (SSP) modifies the following documents:

- 1. The **2018 Edition** of the Standard Specifications for Public Works Construction (The "GREENBOOK").
- 2. The **2018 Edition** of the City of San Diego Standard Specifications for Public Works Construction (The "WHITEBOOK"), including the following:
 - a) General Provisions (A) for all Construction Contracts.

PART 0 – EQUAL OPPORTUNITY CONTRACTING PROGRAM (EOCP)

SECTION A – GENERAL REQUIREMENTS

- **0-12 CONTRACT RECORDS AND REPORTS.** To the "WHITEBOOK", DELETE in its entirety and SUBSTITUTE with the following:
 - 1. You shall maintain records of all subcontracts and invoices from your Subcontractors and Suppliers for work on this project. Records shall show name, telephone number including area code, and business address of each Subcontractor, Supplier, and joint venture partner, and the total amount actually paid to each firm. Project relevant records, regardless of tier, may be periodically reviewed by the City.
 - 2. You shall retain all records, books, papers, and documents pertinent to the Contract for a period of not less than 5 years after Notice of Completion and allow access to said records by the City's authorized representatives.
 - 3. You shall submit the following reports using the City's web-based contract compliance (Prism[®] portal):
 - a) **Monthly Payment.** You shall submit Monthly Payment Reporting by the 10th day of the subsequent month. Incomplete and/or delinquent reporting may cause payment delays, non-payment of invoices, or both.
 - 4. The records maintained under item 1, described above, shall be consolidated into a Final Summary Report, certified as correct by an authorized representative of the Contractor. The Final Summary Report shall include all subcontracting activities and be sent to the EOCP Program Manager prior to Acceptance. Failure to comply may result in assessment of liquidated damages or withholding of retention. The City will review and verify 100% of subcontract participation reported in the Final Summary Report prior to approval and release of final retention to you. In the event your Subcontractors are owed money for completed Work, the City may authorize payment to subcontractor via a joint check from the withheld retention.

SECTION 1 – GENERAL, TERMS, DEFINITIONS, ABBREVIATIONS, UNITS OF MEASURE, AND SYMBOLS

- **1-2 TERMS AND DEFINITIONS.** To the "WHITEBOOK", items 43, 56, 69, and 102, DELETE in its entirety and SUBSTITUTE with the following:
 - 43. **Field Order** -A Field Order is a written agreement by the Engineer to compensate you for Work items in accordance with 2-8, "EXTRA WORK" or 2-9, "CHANGED CONDITIONS". A Field Order does not change the Contract Price, Contract Time, or the scope intent of the Contract. The unused portion of the Field Order shall revert to the City upon Acceptance.
 - 56. **Notice of Completion (NOC)** A document recorded with the County of San Diego to signify that the Contract Work has been completed and accepted by the City.
 - 69. **Punchlist** A list of items of Work or corrections generated after a Walk-through that is conducted when you consider that the Work and Services are complete, and as verified by the Owner. The Punchlist may be completed in phases if defined in the Contract.
 - 102. **Walk-through** An inspection the City uses to verify the completion of the Project or phase of the Project and to generate a Punchlist prior to Acceptance.

To the "WHITEBOOK", item 54, "Normal Working Hours", ADD the following:

The Normal Working Hours are 8:30 AM to 3:30 PM.

To the "WHITEBOOK", ADD the following:

- 108. **Acceptance** When all of the Contract Work, including all Punchlist items, is deemed officially complete by the City Asset Owning Department or Deputy City Engineer.
- 109. **Occupancy** When the Owner deems a building is ready for use, the Owner will issue a certificate of Occupancy in writing.
- 110. **Substantial Completion** When all Contract Work is deemed complete by the Contractor in writing, and as verified by the Owner. Substantial Completion may be completed in phases if defined in the Contract.
- **1-7.1.3 Requests for Information (RFI).** To the "WHITEBOOK", DELETE in its entirety and SUBSTITUTE with the following:
 - 1. Should You discover a conflict, omission, errors in the Contract Documents, differences with existing field conditions, or have any questions concerning interpretation or clarification of Contract Documents, or when you propose deviations to the standards or design, you shall submit a Request for Information (RFI) to the City regarding your question or clarification within **1 Working Day**.

- 2. Your RFI shall meet the following requirements:
 - a) All RFIs, whether by You or your Subcontractor or supplier at any tier, shall be submitted by You to the City.
 - b) RFIs shall be numbered sequentially.
 - c) You shall clearly and concisely set forth the single issue for which interpretation or clarification is sought, indicate Specification Section numbers, Contract Drawing numbers, and details, or other items involved, and state why a response is required from the City.
 - d) RFIs shall be submitted within **1 Working Day** in order that they may be adequately researched and answered before the response affects any critical activity of the Work.
 - e) Should You believe that a response to an RFI causes a change to the requirements of the Contract, You shall, before proceeding, give written notice to the City, indicating that You believe that City response to the RFI to be a Change Order. Failure to give such written notice within **5 Working Days** of receipt of the City's response to the RFI shall waive Your right to seek additional time or cost.
- 3. The City will respond to RFIs within **5 Working Days** unless the City notifies You in writing that a response will take longer. The **5 Working Days** shall begin when the RFI is received and dated by the City. Responses from the City will not change any requirement of the Contract unless so noted by the City in the response to the RFI. The City will not issue a Change Order for Extra Work or additional time when the issue raised in the RFI was due to your fault, neglect, or any unauthorized deviations from the project design or specifications.
- 4. If You proceed in resolving a conflict, omission, or any error in the Contract Documents without sending the City an RFI in accordance with the requirements stated above, the City may require You to remove such work at Your cost or back charge You the cost to remove this work.
- **1-7.2 Contract Bonds.** To the "WHITEBOOK", item 1, DELETE in its entirety and SUBSTITUTE with the following:
 - 1. Before execution of the Contract, file payment and performance bonds with the City to be approved by the Board in the amounts and for the purposes noted. Bonds shall be executed by a responsible surety as follows:
 - a) If the Work is being funded with state or local money, consistent with California Code of Civil Procedure §995.670, the Surety shall be an "admitted surety" authorized by the State of California Department of Insurance to transact surety insurance in the State.

b) If the Work is being funded with federal money, the Surety shall be listed in the U.S. Treasury Department Circular 570 and shall be in conformance with the specified Underwriting Limitations.

To the "WHITEBOOK", item 2, subsection "a", subsection "i", DELETE in its entirety and SUBSTITUTE with the following:

i. A "Payment Bond" (Materials and Labor Bond) is optional. If no bond is submitted, no payment shall be made until 35 Calendar Days after Acceptance and any lien requirements have been fulfilled. If a bond is submitted, progress payments shall be made in accordance with these Specifications.

To the "WHITEBOOK", item 2, subsection "d", DELETE in its entirety and SUBSTITUTE with the following:

- d) For Contracts over \$100,000:
 - i. A "Payment Bond" (Materials and Labor Bond) for 100% of the Contract Price to satisfy claims of material Suppliers and of mechanics and laborers employed on the Work. You shall maintain the bond in full force and effect until Acceptance and until all claims for materials and labor are paid and shall otherwise comply with the Government Code.
 - ii. A "Faithful Performance Bond" for 100% of the Contract Price to guarantee faithful performance of Work, within the time prescribed and in a manner satisfactory to the City, that materials and workmanship shall be free from original or developed defects.

To the "WHITEBOOK", item 7, DELETE in its entirety and SUBSTITUTE with the following:

7. You shall require the Surety to mail its standard "Bond Status" form to the Engineer at the following address:

Deputy Director Construction Management and Field Engineering Division 9573 Chesapeake Drive San Diego, CA

SECTION 3 – CONTROL OF THE WORK

- **3-2 SELF-PERFORMANCE.** To the "GREENBOOK", DELETE in its entirety and SUBSTITUTE with the following:
 - 1. You shall perform, with your own organization, Contract Work amounting to at least 50% of the base Bid.
- **3-3 SUBCONTRACTORS.** To the "WHITEBOOK", ADD the following:
 - 6. When a Subcontractor fails to prosecute a portion of the Work in a manner satisfactory to the City, you shall remove such Subcontractor immediately upon written request of the City, and shall request approval of a replacement Subcontractor

to perform the Work in accordance with California Public Contract Code (PCC), Subletting and Subcontracting, Section 4107, at no added cost to the City.

- **3-8.7 Contractor's Quality Control Plan (QCP).** To the "WHITEBOOK", ADD the following:
 - The establishment and implementation of a Quality Control Plan (QCP), as defined in the standard specifications, shall be required for this Contract. See example in Appendix D - Sample Contractor's Daily Quality Control Inspection Report.
- **3-8.7.1 QCP Submittal.** To the "WHITEBOOK", item 2, DELETE in its entirety and SUBSTITUTE with the following:
 - 2. The QCP shall be organized to address, at a minimum, the following items:
 - a) Quality Control Administrator
 - b) Surface preparation and paving schedule
 - c) Inspection and documentation requirements (Daily Quality Control Inspection Report)
 - d) Material quality control testing plan
 - e) Documentation of quality control activities
 - f) Procedures for corrective action when quality control and/or acceptance criteria are not met
 - g) If paving Work will be in areas prone to shade, provide curing time of product
- **3-8.7.4 Documentation.** To the "WHITEBOOK", item 3, section "a", subsection "viii", DELETE in its entirety and SUBSTITUTE with the following:
 - viii. Documentation that the following have been verified to be in compliance:
 - Proper storage of materials and equipment.
 - Proper operation of all equipment.
 - Adherence to plans and technical specifications.
 - Review of quality control tests.
 - Safety inspection.
 - Mixing properties of products against the approved submittal limits.
- **3-10 SURVEYING.** To the "GREENBOOK" and "WHITEBOOK", DELETE in its entirety and SUBSTITUTE with the following:

3-10 SURVEYING (DESIGN-BID-BUILD).

3-10.1 General.

- 1. You shall provide all required site layout and general grade checking work not specified in 3-10.2, "Survey Services Provided by City".
- 2. Notify the City, in writing, at least 2 Working Days prior to requesting survey services provided by the City.

3-10.2 Survey Services Provided by City.

- 1. Monument Perpetuation, including mark-outs. You are responsible for requesting the coordination of these services.
 - a) If at any time a monument will be destroyed or covered, such monument shall be perpetuated in accordance with state law. Inform the City Engineering Support & Technical Services Division's Land Survey Section (LSS), via project Resident Engineer, if any monument will be destroyed or covered during any construction activity.
- 2. The following surveying services (including construction staking), as defined in California Business & Professions Code §8726, shall be provided by the City:
 - a) Locating or establishing alignment or elevations of all features or structures shown on project Plans.
 - b) Locating or establishing geodetic control points for all site feature or structure locations.
 - c) Produce topographic as-built data.
 - d) Locating, establishing, or re-establishing monuments, property lines, rightof-way lines, or easement lines.
 - e) Verifying structure finish grade elevations.
- 3. All construction survey stakes, control points, and other survey related marks provided by the City shall be preserved for the duration of the Project. If any construction survey stakes, control points, or other survey related marks are lost or disturbed and need to be replaced, such replacement shall be performed at your expense.

3-10.3 Payment.

- 1. The payment for site layout and general grade checking Work, coordination, and preservation of all survey related marks shall be included in the Contract Price.
- **3-13.1 Completion.** To the "GREENBOOK", DELETE in its entirety and SUBSTITUTE with the following:
 - 1. You shall submit a written assertion that the Work has been completed and is ready for Owner Acceptance. If, in the Engineer's judgment, the Work has been

completed in accordance with the Contract Documents, the Engineer will set forth in writing the date the Work was completed. This will be the date that you are relieved from responsibility to protect and maintain the Work and to which liquidated damages will be computed.

2. Substantial Completion, in accordance with 3-13.1.1, "Requirements Before Requesting Substantial Completion", shall be completed in phases for this project as defined below:

Phase	Work Description	Limits of Work
1	Testing of Hazardous Materials	North to South at Utah Street, Intersection of 32 nd Street and University Avenue
2	Refer to Section 6-1.1	Florida St to Oregon St
3	Refer to Section 6-1.1	Oregon St to Illinois St
4	Refer to Section 6-1.1	Illinois St to I-805

3-13.1.1 Requirements Before Requesting a Walk-through. To the "WHITEBOOK", DELETE in its entirety and SUBSTITUTE with the following:

3-13.1.1 Requirements Before Requesting Substantial Completion.

- 1. The following items are required prior to requesting a Substantial Completion:
 - a) Remove temporary facilities from the Site.
 - b) Thoroughly cleaning the Site and removing all mark outs and construction staking.
 - c) Provide completed and signed Red-lines in accordance with 3-7.3 "Redlines and Record Documents".
 - d) Provide all material and equipment maintenance and operation instructions and/or manuals.
 - e) Provide all tools which are permanent parts of the equipment installed in the Project.
 - f) Provide and properly identify all keys for construction and all keys for permanent Work.
 - g) Provide all final Special Inspection reports required by the applicable building Code.
 - Provide all items specified to be supplied as extra stock. Wrap, seal, or place in a container all items as necessary to allow for storage by the City for future use. Verify the specified quantities.
 - i) Ensure that all specified EOCP and certified wage rate documentations covering the Contract Time have been submitted.

- j) Provide the spare parts for the proposed irrigation system as specified in the Special Provisions.
- If the Work includes sewer and storm drain installations, the inspection shall include televising in accordance with 306-18, "VIDEO INSPECTION".
- I) If the Work includes a Plant Establishment Period, Work in accordance with 801-6, "MAINTENANCE AND PLANT ESTABLISHMENT" shall be completed prior to requesting Substantial Completion, unless approved otherwise by the Owner.
- m) Notify the Engineer to arrange a final inspection of permanent BMPs installed.

3-13.1.2 Walk-through and Punchlist Procedure. To the "WHITEBOOK", DELETE in its entirety and SUBSTITUTE with the following:

- 1. You shall notify the Engineer 15 Working Days in advance of date of anticipated Substantial Completion to allow time for Engineer to schedule a Walk-through. After you complete the requirements in 3-13.1.1, "Requirements Before Requesting Substantial Completion" and when you consider that the Work is Substantially Complete, you will notify the Engineer in writing that the Project is Substantially Complete. The Engineer will review your request and determine if the Project is ready for a Walk-through, by verifying whether you have completed all items as required by 3-13.1.1, "Requirements Before Requesting Substantial Completion". Within 7 Working Days, the City will either reject your request of a Walk-through in writing or schedule a Walk-through inspection. The Engineer shall facilitate the Walk-through.
- 2. The following documents shall be provided at the time of your Walk-through request: As-Built markup, Plans, specifications, technical data such as submittals and equipment manuals, draft final payment, warranties, material certifications, bonds, guarantees, maintenance service agreements, and maintenance and operating manuals.
- 3. Written warranties, except manufacturer's standard printed warranties, shall be on a letterhead addressed to you. Warranties shall be submitted in the format described in this section, modified as approved by the City, to suit the conditions pertaining to the warranty. Lack of submitting these items will delay start of Walk-through.
- 4. The Engineer will provide you with the Punchlist within 15 Working Days after the date of the Walk-through. The City shall not provide a preliminary Punchlist.
- 5. If the Engineer finds that the Project is not Substantially Complete as defined herein, the Engineer will terminate the Walk-through and notify you in writing.

- 6. If, at any time during the Engineer's evaluation of the corrective Work required by the Punchlist, the Engineer discovers that additional corrective Work is required, the Engineer may include that corrective Work in the Punchlist.
- 7. You shall remain solely responsible for the Project Site until the Project is completely operational, all Punchlist items have been corrected, and all operation and maintenance manuals have been accepted by the City.
- 8. The Engineer shall meet with you until all Punchlist items are corrected. You shall complete the Punchlist within 30 Working Days, and Working Days will continue to be counted until Acceptance of the Project.
- **3-13.2 Acceptance.** To the "WHITEBOOK", DELETE in its entirety and SUBSTITUTE with the following:
 - 1. You shall provide the completed, signed, and stamped DS-563 to the Engineer prior to Acceptance.
 - 2. You shall deliver the final As-builts and final billing prior to Acceptance.
 - 3. You shall assemble and deliver to the Engineer a Final Summary Report and Affidavit of Disposal prior to Acceptance.
 - 4. Acceptance shall occur after all of the requirements contained in the Contract Documents have been fulfilled. If, in the Engineer's judgment, you have fully performed the Contract, the Engineer will recommend to the City Engineer that your performance of the Contract be accepted. You shall receive notification of Acceptance in writing from the Owner and counting of working days shall cease and Warranty begins.
 - 5. Retention can be released 35 Calendar Days after NOC. Submit your request for retention to the Resident Engineer and they will mail to you a "Release of Claims" form which shall be completed and returned before the retention will be released.
- **3-13.3** Warranty. To the "WHITEBOOK", DELETE in its entirety and SUBSTITUTE with the following:
 - 1. You shall warranty and repair all defective materials and workmanship for a period of 1 year. This call back warranty period shall start on the date the Work was accepted by the City unless the City has Beneficial Use or takes Occupancy of the project earlier (excluding water, sewer, and storm drain projects).
 - 2. You shall warranty the Work free from all latent defects for 10 years and patent defects for a period of 4 years.
 - 3. The warranty period for specific items covered under manufacturers' or suppliers' warranties shall commence on the date they are placed into service at the direction of the Engineer in writing.
 - 4. All express warranties from Subcontractors, manufacturers', or Suppliers', of any tier, for the materials furnished and Work performed shall be assigned, in writing,

to the City, and shall be delivered to the Engineer prior to the Acceptance of your performance of the Contract.

- 5. Replace or repair defective materials and workmanship in a manner satisfactory to the Engineer after notice to do so from the Engineer and within the time specified in the notice. If you fail to make such replacements or repairs within the time specified in the notice, the City may perform the replacement or repairs at your expense. If you fail to reimburse the City for the actual costs, your Surety shall be liable for the cost
- 6. Items that shall be warrantied free from defective workmanship and materials for a period longer than 1 year are as follows:

Specified Item	Minimum Warranty Period
Detectable Warning Tile Construction	3 Years of Manufacturer's Warranty
All Work Under SECTION 500 – PIPELINE REHABILITATION	3 Years
Fiber Optic Interconnect Cables	2 Years
Luminaires*	10 Years of Manufacturer's Warranty
LED Signal Modules	3 Years of Manufacturer's Warranty
Field Devices Associated with 700-6.3, "Adaptive Control Note"	See 700-6.3.9, "Warranty"

- * Provide documentation verifying that the induction luminaire models being offered for the Project are covered by the 10 year warranty.
- 7. You shall provide the City and property owner a copy of the manufacturer's warranty for private sewer pumps, including the alarm panel and all other accessories.
 - a) You shall involve the manufacturer in the installation and startup as needed to secure any extended warranty required.
 - b) Nothing in here is intended to limit any manufacturer's warranty which provides the City with greater warranty rights than set forth in this section or the Contract Documents.
 - c) The warranty shall include all components. The form of the warranty shall be approved by the Engineer in accordance with 3-13.3.2, "Warranty Format Requirements".

8. If, during the warranty period, any item of the Work is found to be Defective Work, you shall correct it promptly after receipt of written notice from the City to do so. The warranty period shall be extended with respect to portions of the Work corrected as part of the warranty requirements.

3-15.3 Coordination. To the "WHITEBOOK", ADD the following:

- Other adjacent City projects are scheduled for construction for the same time period in the vicinity of the project. See **Appendix F – Adjacent Projects Map** for the approximate location. Coordinate the Work with the adjacent projects as listed below:
 - a) Asphalt Resurfacing Group 1702, Ottone Amore (619) 527-8091.
 - b) University Ave Pipeline Replacement, Stephen Lindsay (858) 495-7878.
 - c) 30th Street Pipeline Replacement, Jaime Ramos-Bañuelos (619) 533-5103.
 - d) North Park Mini Park, Tony Perez (858) 627-3275.
 - e) Accelerated Sewer Referral Group 851, Matthew Veverka (619)533-5192
 - f) Otay 1st/2nd PPL West of Highland Ave, Nabil Batta (858) 614-4561.

The Construction schedule shall account for utility relocation activities. You shall coordinate with the utility companies for the relocations. Details regarding the utilities and type of work are described in detail in the table below:

UTILITY COMPANY	CONTACT	LEAD TIME	WORK WINDOW	STAGE OF CONSTRUCTION PRIOR TO UTILITY WORK	TYPE OF WORK TO BE CONDUCTED BY THE UTILITY
AT&T	JUDI VILLACRUZ-BRANDT <u>g44467@att.com</u> (858) 886-1910	4 weeks	2 weeks	Demolition	Remove AT&T Cabinet
AT&T	JUDI VILLACRUZ-BRANDT g44467@att.com (858) 886-1910	4 weeks	2 weeks	Paving	Adjust to Grade AT&T Manhole
SDG&E	Natalia Marsman <u>Nmarsman@sdge.com</u> (858) 636-6854	4 weeks	2 weeks	Paving	Relocate Pull Box

3. Other community activities are scheduled to take place during the same time period of project construction in the vicinity of the project area. See below for the Table of Events and Activities and coordinate accordingly:

Name of Activity	Dates of Activity	Contact
Festival of Arts	May 15-17, 2021	Angel Landsberg (619) 294-2501 angela@northparkmainstreet.com

Name of Activity	Dates of Activity	Contact
	17 0001	Angel Landsberg
Taste of North Park	June 17, 2021	(619) 294-2501
		angela@northparkmainstreet.com
		Angel Landsberg
Taste of North Park	October 9, 2021	(619) 294-2501
		angela@northparkmainstreet.com
Touland Darada	Late November – Early	
Toyland Parade	December,2021	

4. Work shall not begin at limits, Sta.49+70 to Sta. 50+28.06 until receiving written notification from the Resident Engineer of the completion of the adjacent project, Accelerated Sewer Referral Group 851.

SECTION 4 - CONTROL OF MATERIALS

- **4-3.6 Preapproved Materials.** To the "WHITEBOOK", ADD the following:
 - 3. You shall submit in writing a list of all products to be incorporated in the Work that are on the AML.
- **4-6 TRADE NAMES.** To the "WHITEBOOK", ADD the following:
 - 11. You shall submit your list of proposed substitutions for an "equal" item **no later than 5 Working Days after the determination of the Apparent Low Bidder** and on the City's Product Submittal Form available at:

http://www.sandiego.gov/publicworks/edocref/index.shtml

SECTION 5 – LEGAL RELATIONS AND RESPONSIBILITIES

5-4 INSURANCE. To the "GREENBOOK", DELETE in its entirety and SUBSTITUTE with the following:

5-4 INSURANCE.

1. The insurance provisions herein shall not be construed to limit your indemnity obligations contained in the Contract.

5-4.1 Policies and Procedures.

- 1. You shall procure the insurance described below, at its sole cost and expense, to provide coverage against claims for loss including injuries to persons or damage to property, which may arise out of or in connection with the performance of the Work by you, your agents, representatives, officers, employees or Subcontractors.
- 2. Insurance coverage for property damage resulting from your operations is on a replacement cost valuation. The market value will not be accepted.
- 3. You shall maintain this insurance for the duration of this Contract and at all times thereafter when you are correcting, removing, or replacing Work in accordance with this Contract. Your liabilities under the Contract, e.g., your indemnity

obligations, is not deemed limited to the insurance coverage required by this Contract.

- 4. The payment for insurance shall be included in the Contract Price as bid by you. Except as specifically agreed to by the City in writing, you are not entitled to any additional payment. Do not begin any Work under this Contract until you have provided and the City has approved all required insurance.
- 5. Policies of insurance shall provide that the City is entitled to 30 Days (10 Days for cancellation due to non-payment of premium) prior written notice of cancellation or non-renewal of the policy. Maintenance of specified insurance coverage is a material element of the Contract. Your failure to maintain or renew coverage or to provide evidence of renewal during the term of the Contract may be treated by the City as a material breach of the Contract.

5-4.2 Types of Insurance.

5-4.2.1 Commercial General Liability Insurance.

- 1. Commercial General Liability Insurance shall be written on the current version of the ISO Occurrence form CG 00 01 07 98 or an equivalent form providing coverage at least as broad.
- 2. The policy shall cover liability arising from premises and operations, XCU (explosions, underground, and collapse), independent contractors, products/completed operations, personal injury and advertising injury, bodily injury, property damage, and liability assumed under an insured's contract (including the tort liability of another assumed in a business contract).
- 3. There shall be no endorsement or modification limiting the scope of coverage for either "insured vs. insured" claims or contractual liability. You shall maintain the same or equivalent insurance for at least 10 years following completion of the Work.
- 4. All costs of defense shall be outside the policy limits. Policy coverage shall be in liability limits of not less than the following:

General Annual Aggregate Limit	Limits of Liability
Other than Products/Completed Operations	\$2,000,000
Products/Completed Operations Aggregate Limit	\$2,000,000
Personal Injury Limit	\$1,000,000
Each Occurrence	\$1,000,000

5-4.2.2 Commercial Automobile Liability Insurance.

- 1. You shall provide a policy or policies of Commercial Automobile Liability Insurance written on the current version of the ISO form CA 00 01 12 90 or later version or equivalent form providing coverage at least as broad in the amount of \$1,000,000 combined single limit per accident, covering bodily injury and property damage for owned, non-owned, and hired automobiles ("Any Auto").
- 2. All costs of defense shall be outside the limits of the policy.

5-4.2.4 Contractors Hazardous Transporters Pollution Liability Insurance.

- 1. You shall provide at your expense or require your Subcontractor to provide, as described below, Contractors Hazardous Transporters Pollution Liability Insurance including contractual liability coverage to cover liability arising out of transportation of hazardous or toxic, materials, substances, or any other pollutants by you or any Subcontractor in an amount not less than \$2,000,000 limit per occurrence/aggregate for bodily injury and property damage.
- 2. All costs of defense shall be outside the limits of the policy. The deductible shall not exceed \$25,000 per claim. Any such insurance provided by a subcontractor instead of you shall be approved separately in writing by the City.
- 3. For approval of the substitution of Subcontractor's insurance the Contractor shall certify that all activities for which Contractors Hazardous Transporters Pollution Liability Insurance will provide coverage will be performed exclusively by the Subcontractor providing the insurance.
- 4. Contractual liability shall include coverage of tort liability of another party to pay for bodily injury or property damage to a third person or organization. There shall be no endorsement or modification of the coverage limiting the scope of coverage for either "insured vs. insured" claims or contractual liability. Occurrence based policies shall be procured before the Work commences and shall be maintained for the duration of this Contract. Claims Made policies shall be procured before the Work commences, shall be maintained for the duration of this contract, and shall include a 12 month extended Claims Discovery Period applicable to this contract or the existing policy or policies that shall continue to be maintained for 12 months after the completion of the Work under this Contract without advancing the retroactive date.
- 5. Except as provided for under California law, the policy or policies shall provide that the City is entitled to 30 Days prior written notice (10 Days for cancellation due to non-payment of premium) of cancellation or non-renewal of the policy or policies.
- **5-4.3 Rating Requirements.** Except for the State Compensation Insurance Fund, all insurance required by this Contract as described herein shall be carried only by responsible insurance companies with a rating of, or equivalent to, at least "A-, VI" by A.M. Best Company, that are authorized by the California Insurance Commissioner to do business in the State, and that have been approved by the City.
- **5-4.3.1 Non-Admitted Carriers.** The City will accept insurance provided by non-admitted, "surplus lines" carriers only if the carrier is authorized to do business in the State and is included on the List of Approved Surplus Lines Insurers (LASLI list).

All policies of insurance carried by non-admitted carriers shall be subject to all of the requirements for policies of insurance provided by admitted carriers described herein.

5-4.4 Evidence of Insurance. Furnish to the City documents e.g., certificates of insurance and endorsements evidencing the insurance required herein, and furnish renewal documentation prior to expiration of this insurance. Each required document shall be

signed by the insurer or a person authorized by the insurer to bind coverage on its behalf. We reserve the right to require complete, certified copies of all insurance policies required herein.

5-4.5 Policy Endorsements.

5-4.5.1 Commercial General Liability Insurance.

5-4.5.1.1 Additional Insured.

- 1. You shall provide at your expense policy endorsement written on the current version of the ISO Occurrence form CG 20 10 11 85 or an equivalent form providing coverage at least as broad.
- 2. To the fullest extent allowed by law e.g., California Insurance Code §11580.04, the policy shall be endorsed to include the City and its respective elected officials, officers, employees, agents, and representatives as additional insured.
- 3. The additional insured coverage for projects for which the Engineer's Estimate is \$1,000,000 or more shall include liability arising out of:
 - a) Ongoing operations performed by you or on your behalf,
 - b) your products,
 - c) your Work, e.g., your completed operations performed by you or on your behalf, or
 - d) premises owned, leased, controlled, or used by you.
- 4. The additional insured coverage for projects for which the Engineer's Estimate is less than \$1,000,000 shall include liability arising out of:
 - a) Ongoing operations performed by you or on your behalf,
 - b) your products, or
 - c) premises owned, leased, controlled, or used by you.
- **5-4.5.1.2 Primary and Non-Contributory Coverage.** The policy shall be endorsed to provide that the coverage with respect to operations, including the completed operations, if appropriate, of the Named Insured is primary to any insurance or self-insurance of the City and its elected officials, officers, employees, agents and representatives. Further, it shall provide that any insurance maintained by the City and its elected officials, officers, employees, agents and representatives shall be in excess of your insurance and shall not contribute to it.
- 5-4.5.1.3 Project General Aggregate Limit. The policy or policies shall be endorsed to provide a Designated Construction Project General Aggregate Limit that will apply only to the Work. Only claims payments which arise from the Work shall reduce the Designated Construction Project General Aggregate Limit. The Designated Construction Project General Aggregate

Limit shall be in addition to the aggregate limit provided for the products-completed operations hazard.

5-4.5.2 Commercial Automobile Liability Insurance.

5-4.5.2.1 Additional Insured. Unless the policy or policies of Commercial Auto Liability Insurance are written on an ISO form CA 00 01 12 90 or a later version of this form or equivalent form providing coverage at least as broad, the policy shall be endorsed to include the City and its respective elected officials, officers, employees, agents, and representatives as additional insured, with respect to liability arising out of automobiles owned, leased, hired or borrowed by you or on your behalf. This endorsement is limited to the obligations permitted by California Insurance Code §11580.04.

5-4.5.4 Contractors Hazardous Transporters Pollution Liability Insurance Endorsements.

5-4.5.4.1 Additional Insured.

- 1. The policy or policies shall be endorsed to include as an Insured the City and its respective elected officials, officers, employees, agents, and representatives, with respect to liability arising out of:
 - a) Ongoing operations performed by you or on your behalf,
 - b) your products,
 - c) your work, e.g., your completed operations performed by you or on your behalf, or
 - d) premises owned, leased, controlled, or used by you.

Except that in connection with, collateral to, or affecting any construction contract to which the provisions of subdivision (b) of §2782 of the California Civil Code apply, this endorsement shall not provide any duty of indemnity coverage for the active negligence of the City and its respective elected officials, officers, employees, agents, and representatives in any case where an agreement to indemnify the City and its respective elected officials, and representatives where an agreement to indemnify the City and its respective elected officials, officers, employees, agents, and representatives would be invalid under subdivision (b) of §2782 of the California Civil Code.

- 2. In any case where a claim or loss encompasses the negligence of the Insured and the active negligence of the City and its respective elected officials, officers, employees, agents, and representatives that are not covered because of California Insurance Code §11580.04, the insurer's obligation to the City and its respective elected officials, officers, employees, agents, and representatives shall be limited to obligations permitted by California Insurance Code §11580.04.
- **5-4.5.4.2 Primary and Non-Contributory Coverage.** The policy or policies shall be endorsed to provide that the insurance afforded by the Contractors Pollution Liability Insurance policy or policies is primary to any insurance or self-insurance of the City and its elected officials, officers, employees, agents and representatives with respect to operations including the completed operations of the Named Insured. Any insurance maintained by the City and its

elected officials, officers, employees, agents and representatives shall be in excess of your insurance and shall not contribute to it.

- **5-4.5.4.3 Severability of Interest.** For Contractors Hazardous Transporters Pollution Liability Insurance, the policy or policies shall provide that your insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability and shall provide cross-liability coverage.
- **5-4.6 Deductibles and Self-Insured Retentions.** You shall pay for all deductibles and self-insured retentions. You shall disclose deductibles and self-insured retentions to the City at the time the evidence of insurance is provided.
- **5-4.7 Reservation of Rights.** The City reserves the right, from time to time, to review your insurance coverage, limits, deductibles and self-insured retentions to determine if they are acceptable to the City. The City will reimburse you, without overhead, profit, or any other markup, for the cost of additional premium for any coverage requested by the Engineer but not required by this Contract.
- **5-4.8** Notice of Changes to Insurance. You shall notify the City 30 Days prior to any material change to the policies of insurance provided under this Contract.
- **5-4.9 Excess Insurance.** Policies providing excess coverage shall follow the form of the primary

5-4.11 Workers' Compensation Insurance and Employers Liability Insurance.

- 1. In accordance with the provisions of §3700 of the California Labor Code, you shall provide at your expense Workers' Compensation Insurance and Employers Liability Insurance to protect you against all claims under applicable state workers compensation laws. The City, its elected officials, and employees will not be responsible for any claims in law or equity occasioned by your failure to comply with the requirements of this section.
- 2. Limits for this insurance shall be not less than the following:

Workers' Compensation	Statutory Employers Liability
Bodily Injury by Accident	\$1,000,000 each accident
Bodily Injury by Disease	\$1,000,000 each employee
Bodily Injury by Disease	\$1,000,000 policy limit

- 3. By signing and returning the Contract you certify that you are aware of the provisions of §3700 of the Labor Code which requires every employer to be insured against liability for worker's compensation or to undertake self-insurance in accordance with the provisions of that code and you shall comply with such provisions before commencing the Work as required by §1861 of the California Labor Code.
- **5-4.11.1 Waiver of Subrogation.** The policy or policies shall be endorsed to provide that the insurer will waive all rights of subrogation against the City and its respective elected officials,

officers, employees, agents, and representatives for losses paid under the terms of the policy or policies and which arise from Work performed by the Named Insured for the City.

ADD:

5-10.1.3 Weekly Updates Recipients.

1. Submit a weekly correspondence with updates, traffic control issues and locations, lane closures, and any other pertinent information (with additional contact names given during award process) to the following recipients:

Mastaneh Ashrafzadeh, Senior Engineer, MAshrafzadeh@sandiego.gov

Chun Yu Chan, Project Manager, <u>ChanC@sandiego.gov</u>

Resident Engineer, TBA, <u>XXX@sandiego.gov</u>

- **5-10.2.1 Public Notice by Contractor.** To the "WHITEBOOK", items 2 and 3, DELETE in their entirety and SUBSTITUTE with the following:
 - 2. No less than 5 Working Days in advance of Project construction activities and utility service interruptions, you shall notify all critical facilities, businesses, institutions, property owners, residents, or any other impacted stakeholders within a minimum 300-foot (90 m) radius of the Project. Verbal and written notifications shall be sent to critical facilities (including but not limited to police stations, fire stations, hospitals, and schools). A copy of written notifications sent to any critical facility shall also be sent to the Resident Engineer. You shall keep records of the people contacted, along with the dates of notification, and shall provide the record to the Engineer upon request. You shall identify all other critical facilities that need to be notified.
 - 3. Furnish and distribute public notices in the form of door hangers using the City's format to all occupants and/or property owners along streets:
 - a) Where Work is to be performed at least Working 5 Working Days before starting construction or survey activities or impacting the community as approved by the Resident Engineer.
 - b) Within 5 Working Days of the completion of your construction activities where Work was performed, you shall distribute public notices in the form of door hangers, which outlines the anticipated dates of Asphalt Resurfacing or Slurry Seal.
 - c) 72 hours in advance of the scheduled resurfacing
- **5-10.3 Exclusive Community Liaison Services.** To the "WHITEBOOK", ADD the following:
 - 2. You shall retain an Exclusive Community Liaison for the Project that shall implement Work in accordance with the specifications described in 5-10.2 "Community Outreach Services" and 5-10.3 "Exclusive Community Liaison Services".

5-10.4 Payment. To the "WHITEBOOK", ADD the following:

3. The payment for retaining an Exclusive Community Liaison for the Project, as part

of the Transportation Management Plan requirements shall be paid for at the Contract Unit Price for lump sum and included in the bid item for "TMP – Public Information (Exclusive Community Liaison)".

- **5-13 ELECTRONIC COMMUNICATION.** To the "WHITEBOOK", DELETE in its entirety and SUBSTITUTE with the following:
 - 1. Virtual Project Manager shall be used on this Contract.
 - 2. You shall post all communications addressed to the Engineer concerning construction including RFIs, submittals, daily logs including the Weekly Statement of Working Days (WSWD), Storm Water, and transmittals to the Virtual Project Manager (VPM) website established for the Projects. This shall not supersede any Federal requirements.
 - 3. Maintain a list of scheduled activities including planned and actual execution dates for all major construction activities and milestones defined in the approved Schedule.
 - 4. Review and act on all communications addressed to you in the VPM project website.
 - 5. A user's guide to the VPM system is available on the City's website and shall be provided to you at the Pre-construction Meeting. Refer to the VPM training videos and forms at the location below:

https://www.sandiego.gov/ecp/edocref/

- 6. Submit the Sensitive Information Authorization Acknowledgement Form and VPM User Agreement located in the VPM user's guide at the Pre-construction Meeting.
- **5-15.1 General.** To the "WHITEBOOK", item 10, DELETE in its entirety and SUBSTITUTE with the following:
 - 10. If your construction activities have encountered flammable liquids or other hazardous substances, you shall ensure that construction staff have the required Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. Construction staff shall include: City Engineers, City Laboratory Technicians, and City staff that perform onsite inspections.
 - a) If your Work encounters flammable liquids or other hazardous substances, you shall be responsible for scheduling training for all construction staff to attend and for submitting verification to the Engineer that construction staff have the required HAZWOPER certification prior to continuing that Work in that area. You shall maintain the HAZWOPER certifications annually until the construction activities triggering the requirement is complete, as approved by the Resident Engineer.

- b) You shall be responsible for implementing, training, and submitting verification to the Engineer that construction staff have the required HAZWOPER certification before the Notice to Proceed (NTP) has been issued.
- **5-15.17 Payment.** To the "WHITEBOOK", ADD the following:
 - 5. The payment for Hazardous Waste Operations and Emergency Response (HAZWOPER) certification and training for construction staff shall be included in the allowance Bid item for "Hazardous Waste Operations and Emergency Response (HAZWOPER) Certification".
 - 6. The payment for Health and Safety Plan (HSP) shall be paid for at the Contract Unit Price for lump sum and included in the bid item for "Health and Safety Plan".

SECTION 6 – PROSECUTION AND PROGRESS OF THE WORK

- **6-1.1 Construction Schedule.** To the "WHITEBOOK", item 1, subsection "e" and "s", DELETE in their entirety and SUBSTITUTE with the following:
 - e) Monthly progress payments are contingent upon the submittal of an updated Schedule to the Engineer. The Engineer may refuse to process the whole or part of any monthly payment if you refuse or fail to provide an acceptable schedule.
 - s) Submit an updated cash flow forecast with every pay request (for each Project ID or WBS number provided in the Contract) showing periodic and cumulative construction billing amounts for the duration of the Contract Time. If there has been any Extra Work since the last update, include only the approved amounts.
 - i. Refer to the Sample City Invoice materials in **Appendix D Sample City Invoice with Cash Flow Forecast** and use the format shown.
 - ii. See also the "Cash Flow Forecast Example" at the location below:

https://www.sandiego.gov/ecp/edocref/

To the "WHITEBOOK", ADD the following:

- 3. The Contractor is required to pick up the duplicate Caltrans Encroachment Permit before the NTP is issued and will be reimbursed for the permit fee from the Caltrans Encroachment Permit Allowance.
- 4. The **90 Calendar Day** Plant Establishment Period is included in the stipulated Contract Time and shall begin with the acceptance of installation of the vegetation plan in accordance with Section 801-6, "MAINTENANCE AND PLANT ESTABLISHMENT".
- 5. Prior to any construction activities, testing shall occur at the following areas:
 - Possible "hazardous liquid pipeline" crossing the project area north to south at Utah Street

- Excavation for traffic signal foundations near the intersection of 32nd Street and University Avenue.
- 6. The project shall be segregated into the following phases:

Phase 1 – Testing of Hazardous Materials

Phase 2 – Florida St to Oregon St

Phase 3 – Oregon St to Illinois St

Phase 4 – Illinois St to I-805

- a) All of the work shall be completed in each phase, before moving onto the next phase. The order of work shall be as follows:
 - i. Sawcut existing pavement, and demolition/removal of existing pavement section as shown on the Plans
 - ii. Removal of conflicting portions of buried trolley tracks
 - iii. Construction of raised median, adjacent bus slabs, curb ramps, sidewalk, curb improvements, median curb, pavers, landscape, irrigation, temporary striping, AC grind & Overlay, enhanced pedestrian mid-block crossings and traffic signal improvements.
 - iv. Construct cold patch asphalt
 - v. Construct final course of asphalt concrete pavement
 - vi. Final street resurfacing
 - vii. Install final traffic striping
- b) During construction, the contractor shall:
 - i. Notify residents seven (7) calendar days prior to any obstruction, or interruption to accessing residences.
 - ii. Maintain a 10' minimum lane of travel in each direction at all times.
 - iii. Maintain pedestrian access must remain continuous along at least one side of University Avenue at all times throughout construction.
 - iv. Restore driveway access to all driveways during non-working hours.
 - v. Place signs restricting on street parking during all phases of the project. On-street parking along University Avenue shall only be allowed at the locations shown on the proposed plans.

- vi. Perform partial or complete removal of existing railroad tracks bounded by the limits of work of the project, unless otherwise noted on plans.
- vii. Construction impacting any bus service or bus stops, you shall coordinate with MTS four (4) weeks in advance, Keith Van (619) 446-4021 for bus detours and Jessica Duarte (619) 595-4908 for bus stop closures.
- viii. Trench plate or fill and provide temporary pavement over any open excavation while not working in area.
- ix. Place final wearing course of AC shall be placed after all adjacent hardscape is complete.
- x. Perform traffic control based on the City's approved traffic control sheets on the Plans.
- c) Work shall not begin at limits, Sta. 49+70 to Sta. 50+28.06 until receiving written notification from the Resident Engineer of the completion of the adjacent project, **Accelerated Sewer Referral Group 851**.
- **6-1.5.2 Excusable Non-Compensable Delays.** To the "WHITEBOOK", DELETE in its entirety and SUBSTITUTE with the following:

6-1.5.2 Excusable Non-Compensable and Concurrent Delays.

- 1. The City shall only issue an extension of time for Excusable Delays that meet the requirements of 6-4.2, "Extensions of Time" for the following circumstances:
 - a) Delays resulting from Force Majeure.
 - b) Delays caused by weather.
 - c) Delays caused by changes to County, State, or Federal law.
- 2. When a non-excusable delay is concurrent with an Excusable Delay, you shall not be entitled to an extension of Contract Time for the period the non-excusable delay is concurrent with the Excusable Delay.
- 3. When an Excusable Non-Compensable Delay is concurrent with an Excusable Compensable Delay, you shall be entitled to an extension of Contract Time, but shall not be entitled to compensation for the period the Excusable Non-Compensable Delay is concurrent with the Excusable Compensable Delay.
- **6-4.2 Extensions of Time.** To the "WHITEBOOK", DELETE in its entirety and SUBSTITUTE with the following:
 - 1. The Contract Time shall not be modified except by Change Order.

- 2. You shall notify the City in writing within **1 Working Day** after the occurrence and discovery of an event that impacts the Project Schedule.
 - a) If you believe this event requires a Change Order, you shall submit a **written Change Order request with a report to** the City that explains the request for Change Order within **5 Working Days**. The Change Order request must include supporting data, a general description of the discovery, the basis for extension, and the estimated length of extension. The City may grant an extension of time, in writing, for the Change Order request if you require more time to gather and analyze data.
- 3. The Engineer shall not grant an extension of Contract Time in accordance with 6-1.5, "Excusable Delays" unless you demonstrate, through an analysis of the critical path, the following:
 - a) The event causing the delay impacted the activities along the Project's critical path.
 - b) The increases in the time to perform all or part of the Project beyond the Contract Time arose from unforeseeable causes beyond your control and without your fault or negligence and that all project float has been used.
- 4. Any modifications to the Contract Time will be incorporated into the weekly document that the Engineer issues that stipulates the Contract Time. If you do not agree with this document, submit to the Engineer for review a written protest supporting your objections to the document within **30 Calendar Days** after receipt of the statement. Your failure to file a timely protest shall constitute your acceptance of the Engineer's weekly document.
 - a) Your protest will be considered a claim for time extension and shall be subject to 2-10.1, "Claims".
- **6-4.4** Written Notice and Report. To the "WHITEBOOK", DELETE in its entirety and SUBSTITUTE with the following:
 - 1. Your failure to notify the Resident Engineer within **1 Working Day** OR provide a Change Order request within **5 Working Days** after the event, in accordance with 6-4.2, "Extensions of Time", will be considered grounds for refusal by the City to consider such request if your failure to notify prejudices the City in responding to the event.

ADD:

6-6.1.1 Environmental Document.

 The City of San Diego prepared Environmental Documents (Final Environmental Impact Report and CEQA Re-validation Form) for University Avenue Mobility Project, Project No. 115295, SCH No. 2010031029 as referenced in the Contract Appendix. You shall comply with all requirements of the **Environmental Impact Report** as set forth in **Appendix A.**

- 2. The City has also obtained a Categorical Exemption from CalTrans as referenced in the Contract Appendix A.
- 3. Compliance with the City's environmental document shall be included in the Contract Price, unless separate bid items have been provided.

SECTION 7 – MEASUREMENT AND PAYMENT

7-3.1 General. To the "GREENBOOK" and "WHITEBOOK", paragraph (8), DELETE in its entirety and SUBSTITUTE with the following:

If, within the time fixed by law, a properly executed notice to stop payment is filed with the City, due to your failure to pay for labor or materials used in the Work, all money due for such labor or materials will be withheld from payment in accordance with applicable laws.

To the "WHITEBOOK", ADD the following:

- 1. Unless specified otherwise, the Contract Price includes use, consumer, and other taxes mandated by applicable legal requirements.
- 2. As provided in §7105 of the California Public Contract Code, if the Contract is not financed by revenue bonds, you are not responsible for the cost of repairing or restoring damage to the Project when damage was proximately caused by an act of God, in excess of 5% of the Contract Price, if the following occur:
 - a) The Project damaged was built in accordance with the Contract requirements.
 - b) There are no insurance requirements in the Contract for the damages.
- **7-3.2 Partial and Final Payment.** To the "WHITEBOOK", item 1, DELETE in its entirety and SUBSTITUTE with the following:
 - 1. The Final Payment, which is the release of Retention, shall be paid to you after you have successfully submitted the following required documents:
 - a) An affidavit that payrolls and bills for materials, equipment, and other indebtedness connected with the Work for which the City or the City's property might be responsible for or encumbered by.
 - b) A certificate evidencing that insurances required by the Contract Documents shall remain in force after Final Payment is currently in effect and shall not be canceled or allowed to expire until at least a 30 Calendar Days prior written notice has been given to the Engineer.
 - c) Consent of Surety to Final Payment.

- If required by the Engineer, other data establishing payment or satisfaction of obligations such as receipts, releases and waivers of liens, claims, and security interests or encumbrances arising out of the Contract Documents. If a Subcontractor refuses to furnish a release or waiver required by the City, you may furnish a bond satisfactory to the Engineer to indemnify the City against such lien.
- e) If required in the Contract Documents, the successful completion and submittal of the required reports such as construction demolition, waste recycling, and hydrostatic discharge reports.
- f) Required EOCP Final Summary Report in accordance with Section 0-12, "Contract Records and Reports", record drawings, operations manuals, test reports, warranty documentation, and UL labels shall be submitted before requesting the release of retention.
- g) Acceptance of the completed Project by the asset owning Department.

To the "WHITEBOOK", ADD the following:

- 2. Submit an invoice for payment after you successfully complete the required documents and the City will pay the invoice within 30 Calendar Days. The City will pay 6% annually for late retention payments.
- **7-3.2.1 Application for Progress Payment.** To the "WHITEBOOK", item 3, DELETE in its entirety and SUBSTITUTE with the following:
 - 3. The City shall not pay progress or partial payments until you submit to the Engineer an acceptable updated Schedule. It is solely your responsibility to prepare and submit the Schedule updates.
- **7-3.2.2 Amount of Progress Payments.** To the "WHITEBOOK", DELETE in its entirety and SUBSTITUTE with the following:
 - 1. The City will pay 6% annually for late progress payments.
 - 2. Progress payments will be considered "late" if the following occur:
 - a) The City does not pay the contractor within 30 Calendar Days from receipt of an undisputed and properly submitted invoice. A properly submitted payment invoice means that the City has approved for payment the entire invoice amount or if the Resident Engineer has not disputed any portion of the application within 7 Calendar Days of the date of submission.
 - b) The application for payment does not require signing of a Contract Change Order.
 - 3. The Engineer may withhold payment for any of the following reasons:

- a) Defective or incomplete Work.
- b) Not providing an updated and accurate Cost Loaded Construction Schedule in accordance with 6-1.1, "Construction Schedule".
- c) Stop notices, wage orders, or other withholdings required by Applicable Law. Your failure to comply with 5-3.3, "Payroll Records" and the Contractor Registration and Electronic Reporting System requirements of the Contract Documents.
- 4. The Engineer may back charge the contract for any of the following reasons:
 - a) Defective or incorrect Work not remedied.
 - b) Damage to City property or a third party's property that was caused by you.
 - c) Liquidated Damages.
- **7-3.2.3** Waiver of Claims at Final Payment. To the "WHITEBOOK", DELETE in its entirety and SUBSTITUTE with the following:
 - 1. Your acceptance of Final Payment constitutes a waiver of affirmative Claims by you, except those previously made in writing and identified as unsettled at the time of Final Payment.
- 7-3.2.4 Withholding of Payment and Back Charge. To the "WHITEBOOK", DELETE in its entirety.
- **7-3.5.1 General.** To the "WHITEBOOK", DELETE in its entirety and SUBSTITUTE with the following:
 - 1. Unit Bid prices shall not be subject to adjustment regardless of quantity used, or if none is used, for the following Bid items:
 - a) imported backfill
 - b) shoring
 - c) water services
 - d) house connection sewers
 - e) water pollution control items
 - 2. Upon discovery and prior to the Work, you shall notify the Resident Engineer if there is a change in Bid item quantity that increases the total Contract Price by 5% or \$100,000 or more, whichever is less.
- **7-3.9** Field Orders. To the "WHITEBOOK", DELETE in its entirety and SUBSTITUTE with the following:
 - 1. If the cumulative total of Field Order items of Work does not exceed the "Field Orders" Bid Item, the City shall pay those Field Orders as shown below:

TABLE 7-3.9

Contract Price	Maximum Field Order Work Amount
Less than \$100,001	\$2,500
\$100,001 to \$1,000,000	\$5,000
\$1,000,001 to \$5,000,000	\$10,000
\$5,000,001 to \$15,000,000	\$20,000
\$15,000,001 to \$30,000,000	\$40,000
Greater than \$30,000,000	\$50,000

FIELD ORDER LIMITS

- 2. Field Order items of Work for contracts greater than \$15,000,000 will require additional approvals from the City prior to its approval by the Resident Engineer.
- 3. The City will issue a Field Order only after the City's acceptance of the cost of the field order amount.
- 4. Field Orders shall not be used to add scope or to include extensions of time related to changes in work.
- 5. If in the event there is a change related to the critical path on the project which necessitates an extension of time and the change amount is within the Field Order limits shown on Table 7-3.9, then a Field Order can be issued to compensate you for the approved costs. Any extensions of time associated with the change shall be included in a subsequent Change Order and no additional compensation shall be granted as part of the change order for the extension of time.
- 6. The unused portions of Field Orders Bid item shall revert to the City upon Acceptance.
- **7-3.11 Compensation Adjustments for Price Index Fluctuations.** To the "WHITEBOOK", ADD the following:
 - 5. This Contract is not subject to the provisions of The "WHITEBOOK" for Compensation Adjustments for Price Index Fluctuations for paving asphalt.
- **7-4.3 Markup.** To the "WHITEBOOK", item 4, DELETE in its entirety and SUBSTITUTE with the following:
 - 4. When a Subcontractor is performing Extra Work, the allowance for overhead and profit shall be applied to the labor, materials, and equipment costs of the Subcontractor as follows:
 - a) Regardless of the number of a Subcontractor's tasks for Extra Work, you may only apply 10% for the first \$50,000 of the Subcontractor's portion of accumulated total cost then 5% for any remaining costs. You shall not apply 10% to any costs after the first \$50,000 of accumulated total costs from performing Extra Work.

- b) If the accumulated costs of single or subsequent tasks exceed the \$50,000 threshold, you shall instead only apply 5% to any amounts in excess of the \$50,000.
- c) Regardless of the number of hierarchical tiers of Subcontractors, you may only markup a Subcontractor's Work once

SECTION 201 – CONCRETE, MORTAR, AND RELATED MATERIALS

- **201-1.1.2 Concrete Specified by Class and Alternate Class.** To the "WHITEBOOK", DELETE in its entirety and SUBSTITUTE with the following:
 - 1. Monolithic curb and pavement shall not be allowed.
 - 2. To Table 201-1.1.2, REVISE the following:
 - a) Concrete class for "Concrete Pavement (not integral with curb)", DELETE "520-A-2500" and SUBSTITUTE with "560-C-3250".
 - b) Concrete class for "Sidehill Surface Drainage Facilities", DELETE "500-C-2500" and SUBSTITUTE with "520-C-2500".
 - c) Concrete class for "Fence and Guardrail Post Foundations", DELETE "500-C-2500" and SUBSTITUTE with "520-C-2500".

SECTION 203 – BITUMINOUS MATERIALS

- **203-6.3.1** General. To the "WHITEBOOK", ADD the following:
 - 3. Asphalt concrete for Job Mix Formula (JMF) and Mix Designs shall be Type III and shall not exceed 15% RAP.

SECTION - 300 EARTHWORK

- **300-1.1.1 General.** To the "WHITEBOOK", ADD the following:
 - 10. Prior to submittal of a Bid for this work, the Contractor shall inspect the project site to verify the magnitude and cost of all "Clearing and Grubbing" required to accomplish the work. Clearing and Grubbing shall also include saw cutting, demolition, removal and disposal of all existing improvements (up to 36 inches in depth) including, but not limited to, soil pavement (Asphalt Concrete, Cement Treated Base, Portland Cement concrete, Unclassified Materials, Colored Concrete, Stamped Concrete), Sidewalk, Asphalt Curbs, Curb and gutter, retaining Curbs fence and post removal and disposal where identified, handrail, abandoned utilities, foundation, street light foundations, storm drain inlet and wings, concrete ditches, bollards, concrete wall, catch basin, headwalls, utility structures (Pullboxes, etc.,) irrigation, median landscaping, tree trimming, tree removal, pedestrian barricade removal and all other existing improvements that are shown on the plans, directed by the resident engineer to be removed, or otherwise required to perform

the work which are not designated as separate bid items or which are not included in the other bid items.

The work includes demolition and removal (unclassified demolition) of all materials and facilities indicated or specified. Do not begin demolition until authorization is received from the Engineer. Remove rubbish and debris daily, unless otherwise directed. Store materials that cannot be removed daily in areas approved by the Engineer.

Existing Condition. All existing streets have a varying thickness of asphalt concrete pavement over a varying thickness of concrete pavement and an unknown thickness of base material.

In addition to the above items, clearing and grubbing shall include, but not be limited to the following items as shown on the Plans or specified in these Special Provisions:

- Providing continuous pedestrian and vehicular access along the roadway within the project area, and as directed by the Engineer.
- Sawcutting of concrete and asphalt concrete at joints and construction limits.
- Protection of existing and relocated utility structures prior to and during construction of proposed improvements. Coordination with SDG&E and AT&T for conduit relocations and vault adjustments.

300-1.4 Payment. To the 'WHITEBOOK", ADD the following:

- 3. The payment for clearing and grubbing shall include full compensation for all work within the Project Site, including preservation of existing property, and shall be paid for at the Contract Unit Price per the lump sum and included in the bid item for "Clearing and Grubbing".
- 4. The payment for existing pavement demolition within proposed median concrete paver areas to the depths as shown on the Plans, including maintenance strips and sections designated as mountable for emergency vehicle access as shown on the Plans, shall include removal and disposal of portions of existing buried railroad tracks (per Section 401-5.2, item 4) as necessary to facilitate construction, and shall be paid for at the Contract Unit Price per square foot and included in the bid item for "Demolish Existing Pavement (Within Mountable Paver Area)".
- 5. The payment for existing pavement demolition within proposed landscape median areas, to the depths as shown on the Plans, shall include removal and disposal of portions of existing buried railroad tracks (per Section 401-5.2, item 4) that lie within the footprint of the proposed landscaped median, and shall be paid for at the Contract Unit Price per square foot and included in the bid item for "Demolish Existing Pavement (Within Landscaped Area)".
- 6. The payment for existing pavement demolition within the footprint of construction for proposed median curb and adjacent full depth asphalt concrete, to the depths as shown on the Plans, shall include removal and disposal of portions of existing buried railroad tracks (per Section 401-5.2, item 4) as necessary to facilitate construction, and shall be paid for at the Contract Unit Price per square foot and

included in the bid item for "Demolish Existing Pavement (Within Median Curb and AC Area)" .

- 7. The payment for the relocation of existing electrical pull boxes at the locations shown on the Plans, shall include all the work, labor, materials, tools, equipment and coordination with utility companies, and shall be paid for at the Contract Unit Price for each and included in the bid item for "Relocate Existing Electrical Pullbox".
- 8. The payment for the relocation of existing bike racks at the locations shown on the Plans, shall include all the work, labor, materials, tools, equipment, and shall be paid for at the Contract Unit Price for each and included in the bid item for "Relocate Existing Bike Rack".

SECTION 302 – ROADWAY SURFACING

- **302-4.5** Scheduling, Public Convenience and Traffic Control. To the "GREENBOOK", paragraphs (1) and (2), DELETE in their entirety and SUBSTITUTE with the following:
 - 1. In addition to the requirements of Part 6, you shall comply with the following:
 - a) At least 5 Working Days prior to commencing the Work, you shall submit your proposed Schedule to the Engineer for approval.
 - b) Based upon the approved schedule, you shall notify residents and businesses of the Work and post temporary "No Parking" signs 72 hours in advance.
 - c) Requests for changes in the approved Schedule shall be submitted to the Engineer for approval at least 3 Working Days before the street is scheduled to be sealed.

302-5.9 Measurement and Payment. To the "WHITEBOOK", ADD the following:

2. Payment for the asphalt concrete overlay shall include all the work, labor, materials, tools, equipment, and shall also include the adjustment of all existing survey monuments, vaults, manholes, valves, utility covers, pullboxes, and all other utility appurtenances within the portions of roadway to receive asphalt overlay to grade, shall be paid for Contract Unit Price per ton and included in the bid item "Asphalt Concrete Overlay (2 inch)".

SECTION 303 – CONCRETE AND MASONRY CONSTRUCTION

- **303-5.1.1 General.** To the "WHITEBOOK", ADD the following:
 - 7. For the purposes of this section, the terms "walk" and "access ramp" shall be synonymous with "sidewalk" and "curb ramp and pedestrian ramp", respectively.
- **303-5.9 General.** To the "WHITEBOOK", ADD the following:
 - 7. The payment for constructing colored concrete sidewalk, to the color as shown on the Plans, shall include all the work, labor, materials, tools, equipment and all other

necessary items to complete the Work, shall be paid for at the Contract Unit Price per square foot and included in the bid item for "Concrete Sidewalk Per SDG-155 (Integral Color, 4 inch)".

- **303-5.10.2 Payment.** To the "WHITEBOOK", ADD the following:
 - 4. The payment for completely removing and replacing the existing concrete spandrel of a cross gutter associated with curb ramp installations, in accordance with SDG-131 - General Curb Ramp Notes, and as identified on the Plans, shall be included in the payment for the curb ramp. No additional costs shall be incurred when separate Bid items for cross gutters has been provided.
 - 5. The payment for completely removing and replacing the existing concrete alley apron associated with curb ramp installations, in accordance with SDG-131 General Curb Ramp Notes, and as identified on the Plans, shall be included in the payment for the Curb Ramp installation. No additional costs shall be incurred when separate Bid items for alley aprons has been provided. The payment for constructing Island Cut-Throughs shall include all the work, labor, materials, tools, equipment and to complete the Work, including concrete, detectable warning tiles, and pavement restoration, shall be paid for at the Contract Unit Price per each and included under the bid item for "Island Cut-Through Per SDG-139".
 - 6. The payment for the removal of existing curb ramp flares and replacing with a level surface including retaining curb, concrete sidewalk, and curb and gutter, shall include all the necessary items to complete the Work and shall be paid for at the Contract Unit Price per each and included in the bid item for "Replace Existing Curb Ramp Flare With Level Surface".

SECTION 314 - TRAFFIC STRIPING, CURB AND PAVEMENT MARKINGS, AND PAVEMENT MARKERS

- **314-4.3.7 Payment.** To the "WHITEBOOK", DELETE in its entirety and SUBSTITUTE with the following:
 - 1. The payment for traffic striping, curb and pavement markings shall include full compensation for furnishing all labor, materials, tools, equipment and incidentals, and for doing all the work involved in painting traffic stripes and bike lane striping, curb and pavement markings, and the removal of all existing stripes and markings in conflict with the proposed plan or otherwise called out for removal, repainting, temporary striping, completed in place in accordance with Plans, Standard Specifications and Special Provisions, and as directed by the Engineer shall be paid for at the Contract Unit Price per lump sum and included in the bid item for "Painted Traffic Stripes and Painted Curb Markings."
- **314-4.4.6 Payment.** To the "WHITEBOOK", DELETE in its entirety and SUBSTITUTE with the following:
 - 1. Painting thermoplastic pavement markings including curb markings, thermoplastic arrows, thermoplastic continental crosswalks, and the removal of all existing stripes and markings in conflict with the proposed striping Plan, if needed, or otherwise called out for removal and temporary striping, shall be paid for at the Contract Unit

Price per lump sum and shall be included in the bid item for "Thermoplastic Traffic Striping."

SECTION 401 – REMOVAL

401-5.2 Railroad Tracks and Facilities. To the "WHITEBOOK", ADD the following:

- 4. Portions of existing buried railroad tracks (including tracks, ties, and concrete encasement) that lie within the footprint of the proposed landscaped median, as shown on the Plans, shall be removed. Existing buried tracks that lie outside of the proposed landscaped area shall be protected in place. Portions of existing tracks and concrete encasement shall be removed as necessary to construct median curbs. In areas where full-depth asphalt concrete is to be constructed as shown on the Plans, if the depth of encasement encountered is less than 12 inches, the encasement can be left in place.
- 5. Portions of existing buried railroad tracks (including tracks, ties, and concrete encasement) that lie within the sections of median designated to be mountable for emergency vehicle access, as shown on the Plans, shall be protected in place. Portions of existing tracks and concrete encasement shall be removed as necessary to construct median curbs. In areas where full-depth asphalt concrete is to be constructed as shown on the Plans, if the depth of encasement encountered is less than 12 inches, the encasement can be left in place.

SECTION 402 – UTILITIES

- **402-2 PROTECTION.** To the "WHITEBOOK", item 2, ADD the following:
 - g) Refer to **Appendix I Advanced Metering Infrastructure (AMI) Device Protection** for more information on the protection of AMI devices.
- **402-6 COOPERATION.** To the "GREENBOOK", ADD the following:
 - 1. Notify SDG&E at least 14 Working Days prior to excavating within 10 feet of SDG&E Underground High Voltage Transmission Power Lines (69 KV and higher).
 - 2. Notify Cox communications at least 14 Working Days prior to excavating within 10 feet of Cox Communications vertical cabinet (CATV pullbox)

SECTION 403 – MANHOLE, SURVEY MONUMENT, AND GATE VALVE FRAMES AND COVERS ADJUSTMENT AND RECONSTRUCTION

403-5 Payment. To the "WHITEBOOK", ADD the following:

4. The payment for adjusting each existing sewer manhole frame and cover within the proposed improvements to grade shall include preparation of subgrade, removal and replacement of DG and other improvements, and all other necessary items to complete the Work, shall be paid for at the Contract Unit Price for each and included in the bid item for "Adjust Existing Sewer Manhole Frame and Cover to Grade".

- 5. The payment for all necessary work to adjust each existing pullbox to grade shall be paid for at the Contract Unit Price for each and included in the bid item for "Adjust Existing Pullbox to Grade".
- 6. The payment for adjusting each existing storm drain cleanout , manhole frame and cover within the proposed improvements to grade shall include preparation of subgrade, removal and replacement of DG and other improvements, and all other necessary items needed to complete the work, shall be paid for at the Contract Unit Price for each and included in the bid item for "Adjust Existing Storm Drain Cleanout, Manhole Frame and Cover To Grade".
- 7. The payment for establishing and adjusting existing survey monument to grade shall include preparation of subgrade, other improvements, and all other necessary items needed to complete work, and shall be paid for at the Contract Unit Price for each and included in the bid item for "Adjust Survey Monument".

SECTION 601 - TEMPORARY TRAFFIC CONTROL FOR CONSTRUCTION AND MAINTENANCE WORK ZONES

- **601-3.5.1 General.** To the "WHITEBOOK", item 3, DELETE in its entirety and SUBSTITUTE with the following:
 - 3. Temporary "No Parking" and "No Stopping" signs shall be installed 72 hours before enforcement. Temporary "No Parking" and "No Stopping" signs shall be installed and removed as specified in the Special Provisions. Signs shall indicate specific days, dates, and times of restrictions. If violations occur, call Police Dispatch 619-531-2000 to enforce the Tow-Away notice.
- **601-3.6 Channelizing Devices.** To the "WHITEBOOK", item 4, Barricades, ADD the following:
 - h) You shall place "OPEN TRENCH" signs (C27(CA)) on Type 3 Barricade within the construction Work zone, ahead of any Work areas with open trenches that are greater than 3 inches in depth, in accordance with California MUTCD SECTION 6F.103 (CA). The barricades shall be placed in a continuous manner and shall prevent pedestrian, vehicular, and biker access to the open trench area.

SECTION 700 – MATERIALS

- **700-2.21 Painting**. To the "WHITEBOOK," DELETE item 1 in its entirety and SUBSTITUTE with the following:
 - 1. Where shown on the Plans or specified in the Special Provisions, all light standards, mast arms, luminaire arms, signal heads, luminaires, and electrical service cabinets shall be painted "BEHR ALKYD ENAMEL/SEMI GLOSS, DEEP BASE 3930, CHARD COLOR" or equal.

700-3.1 Controller Assemblies. To the "WHITEBOOK", item 1, table 700-3.1, "Controller Assembly", DELETE in its entirety and SUBSTITUTE with the following:

Model	Model	Model	
332L	336	337	Description
Cabinet	Cabinet	Cabinet	
1	1	1	Model 170E controller unit* with Model 412C system memory module and Power Distribution Assembly #2 (PDA #2)
1	1	1	Aluminum cabinet wired for and including the necessary accessories for full operation except as noted
1	1	1	2010ECLip Conflict Monitor Unit
4	2	2	Model 242 two-channel isolator
12	12	6	Model 200 switch pack
1	1	1	Model 27256 programming chip (blank)
1	1	1	Model 404 Modem w/harness
16	8	4	Model 222 two-channel loop detector sensor unit

TABLE 700-3.1 Controller Assembly

SECTION 701 – CONSTRUCTION

- **701-1.1 General.** To the "WHITEBOOK", ADD the following:
 - 4. You shall expose/pothole all Signal Pole standard locations prior to the ordering of Signal Poles. You shall provide evidence of Pole orders after City acceptance of potholing results at the locations of proposed Signal Poles.
- **701-2 PAYMENT.** To the "WHITEBOOK", ADD the following:
 - u) The payment for new Enhanced Pedestrian Mid-Block Crossings, which include furnishing and installing Lanelight Rectangular Flashing Beacon (RRFB) warning system (or City approved equal) at the intersections of University Avenue and Idaho, University Avenue and Kansas, and at University Avenue & Iowa. System to include City approved enclosure, Solar Panels, Battery Back Up System, Controller, RRFB Lights, Poles, W11-2 Sign, W16-7P Sign, APS Assembly, include all components and Work to provide a functioning system and any other items as required by the manufacturer, on the Plans and these Supplementary Special Provisions, and no additional Compensation will be allowed and shall be paid for at the Contract Unit Price per lump sum and included in the bid item for "Enhanced Pedestrian Mid-Block Crossings".

- v) The payment for installing a new traffic sign on an existing post or pole, including mounting hardware, the sign, and any electrical wiring components shall be paid for at the Contract Unit Price per each and included in the bid item for "Install New Traffic Sign on Existing Post/Pole".
- w) The payment for installing PVC conduit and wires for traffic signal interconnect systems shall include all components and Work to provide a functioning system and all other such items as required on the Plans, Green Book, White Book, or these Special Provisions necessary to provide a complete and operational traffic signal systems, except for Work covered in separate bid items, and no additional compensation will be allowed, and shall be paid for at the Contract Unit Price for lump sum and included in the bid item for "Signal Interconnect Conduit".
- 5. The contract Lump Sum price paid for "Traffic Signal Modification University Avenue and Florida Street" shall include compensation for removal and salvaging of existing poles and equipment, furnishing and installing traffic signal standards, poles and pedestals, vehicle detector loops, signal & safety lighting electrical service and switches, electrical conduits, conductors and cable, pull boxes, pull box adjustment, signal heads, pedestrian countdown timers, audible pedestrian signals, emergency vehicle preemption equipment, and all other such items as required on the Plans, Green Book, White Book, or these Special Provisions necessary to provide a complete and operational traffic signal systems, except for Work covered in separate bid items, and no additional compensation will be allowed.
- 6. The contract Lump Sum price paid for "Traffic Signal Modification University Avenue and Mississippi Street" shall include compensation for removal and salvaging of existing equipment, furnishing and installing vehicle detector loops, signal & safety lighting, electrical service and switches, luminaries, electrical conduits, conductors and cable, pull boxes, pull box adjustment, pedestrian countdown timers, audible pedestrian signals, and all other such items as required on the Plans, Green Book, White Book, or these Special Provisions necessary to provide a complete and operational traffic signal systems, except for Work covered in separate bid items, and no additional compensation will be allowed.
- 7. The contract Lump Sum price paid for "Traffic Signal University Avenue and Arnold Avenue" shall include compensation for removal and salvaging of existing poles and equipment, furnishing and installing traffic signal standards, poles and pedestals, vehicle detector loops, signal & safety lighting, electrical service and switches, luminaries, electrical conduits, conductors and cable, pull boxes, pull box adjustment, signal heads, pedestrian countdown timers, audible pedestrian signals, emergency vehicle preemption equipment, installation of new controller assembly, new conflict monitor unit, and all other such items as required on the Plans, Green Book, White Book, or these Special Provisions necessary to provide a complete and operational traffic signal systems, except for Work covered in separate bid items, and no additional compensation will be allowed.

- 8. The contract Lump Sum price paid for "Traffic Signal University Avenue and Oregon Street" shall include compensation for removal and salvaging of existing poles and equipment, furnishing and installing traffic signal standards, poles and pedestals, vehicle detector loops, signal & safety lighting, electrical service and switches, luminaries, electrical conduits, conductors and cable, pull boxes, pull box adjustment, signal heads, pedestrian countdown timers, audible pedestrian signals, emergency vehicle preemption equipment, installation of new controller assembly, new conflict monitor unit, and all other such items as required on the Plans, Green Book, White Book, or these Special Provisions necessary to provide a complete and operational traffic signal systems, except for Work covered in separate bid items, and no additional compensation will be allowed.
- 9. The contract Lump Sum price paid for "Traffic Signal Modification University Avenue and Utah Street" shall include compensation for removal and salvaging of existing poles and equipment, furnishing and installing traffic signal standards, poles and pedestals, vehicle detector loops, signal & safety lighting, electrical service and switches, video detection, luminaries, electrical conduits, conductors and cable, pull boxes, pull box adjustment, signal heads, pedestrian countdown timers, audible pedestrian signals, emergency vehicle preemption equipment, installation of new controller assembly, new conflict monitor unit, and all other such items as required on the Plans, Green Book, White Book, or these Special Provisions necessary to provide a complete and operational traffic signal systems, except for Work covered in separate bid items, and no additional compensation will be allowed.
- 10. The contract Lump Sum price paid for "Traffic Signal Modification (Pedestrian Signal) University Avenue and Ohio Street" shall include compensation for removal and salvaging of existing poles and equipment, furnishing and installing traffic signal standards, poles and pedestals, signal & safety lighting, electrical service and switches, video detection, luminaries, electrical conduits, conductors and cable, pull boxes, pull box adjustment, signal heads, pedestrian countdown timers, audible pedestrian signals, emergency vehicle preemption equipment, and all other such items as required on the Plans, Green Book, White Book, or these Special Provisions necessary to provide a complete and operational traffic signal systems, except for Work covered in separate bid items, and no additional compensation will be allowed.
- 11. The contract Lump Sum price paid for "Traffic Signal Modification University Avenue and Grim Avenue" shall include compensation for removal and salvaging of existing poles and equipment, furnishing and installing traffic signal standards, poles and pedestals, vehicle detector loops, signal & safety lighting, luminaries, electrical conduits, conductors and cable, pull boxes, pull box adjustment, signal heads, pedestrian countdown timers, audible pedestrian signals, emergency vehicle preemption equipment, and all other such items as required on the Plans, Green Book, White Book, or these Special Provisions necessary to provide a complete and operational traffic signal systems, except for Work covered in separate bid items, and no additional compensation will be allowed.

- 12. The contract Lump Sum price paid for "Traffic Signal Modification University Avenue and Illinois Street" shall include compensation for removal and salvaging of existing poles and equipment, furnishing and installing traffic signal standards, poles and pedestals, vehicle detector loops, signal & safety lighting, electrical service and switches, luminaries, electrical conduits, conductors and cable, pull boxes, pull box adjustment, signal heads, pedestrian countdown timers, audible pedestrian signals, emergency vehicle preemption equipment, and all other such items as required on the Plans, Green Book, White Book, or these Special Provisions necessary to provide a complete and operational traffic signal systems, except for Work covered in separate bid items, and no additional compensation will be allowed.
- 13. The contract Lump Sum price paid for "Traffic Signal Modification University Avenue and 32nd Street" shall include compensation for removal and salvaging of existing poles and equipment, furnishing and installing traffic signal standards, poles and pedestals, vehicle detector loops, signal & safety lighting, electrical service and switches, luminaries, electrical conduits, conductors and cable, pull boxes, pull box adjustment, signal heads, pedestrian countdown timers, audible pedestrian signals, emergency vehicle preemption equipment, and all other such items as required on the Plans, Green Book, White Book, or these Special Provisions necessary to provide a complete and operational traffic signal systems, except for Work covered in separate bid items, and no additional compensation will be allowed.
- 14. The contract Lump Sum price paid for "Traffic Signal North Park Way and Boundary Street" shall include compensation for removal and salvaging of existing poles and equipment, furnishing and installing traffic signal standards, poles and pedestals, vehicle detector loops, signal & safety lighting, electrical service and switches, luminaries, electrical conduits, conductors and cable, pull boxes, pull box adjustment, signal heads, pedestrian countdown timers, audible pedestrian signals, emergency vehicle preemption equipment, installation of new controller assembly, new conflict monitor unit, and all other such items as required on the Plans, Green Book, White Book, Caltrans Permit, or these Special Provisions necessary to provide a complete and operational traffic signal systems, except for Work covered in separate bid items, and no additional compensation will be allowed. Activation of the signal will not be permitted until the Electrical Maintenance Agreement (EMA) between the State and the City of San Diego is signed and confirmed by the State Inspector Pedro Aguilar.
- 15. The contract Lump Sum price paid for "Accessible Pedestrian Signal" shall include compensation for removal and salvaging of existing pedestrian push button assembly, furnishing and installing new accessible pedestrian system at the intersections of University Avenue & 30th Street, University Avenue & Texas Street, El Cajon Boulevard & 30th Street, and all other such items as required on the Plans, Green Book, White Book, or these Special Provisions necessary to provide a complete and operational traffic signal systems, except for Work covered in separate bid items, and no additional compensation will be allowed

- 16. The contract Lump Sum price paid for "Type 15 Street Light Pole, Foundation, Mast Arm & LED Fixture & 10 amp Fuse with Fuse Cartridge" shall include full compensation for removal and salvaging of existing street light poles and equipment, installation of relocated street light poles and equipment, furnishing and installing street light standards, poles and pedestals, lighting electrical service and switches, luminaries, junction boxes, handholes, ballasts, electrical conduits, conductors and cables, pull boxes, pull box adjustment, and all other such items as required on the Plans, Green Book, White Book, or these Special Provisions, and as directed by the Engineer, necessary to provide a complete and operational traffic signal systems, except for Work covered in separate bid items, and no additional compensation will be allowed.
- 17. The Lump Sum Bid item for "Handling and Disposal of Lead Containing Materials" shall include, and not be limited to, the handling and disposal of all lead containing materials as specified in the Plans and Contract Documents and shall be in accordance with the "Lead Containing Materials Abatement Specification for University Avenue Mobility Project Improvements Lighting Upgrades". See Appendix K, Lead Abatement Specifications.

SECTION 801- INSTALLATION

- **801-7.1 Tree Trimming.** To the "WHITEBOOK", item 1, ADD the following:
 - Removal of low branches overhanging local streets to a minimum height of 14 feet,
 6 inches above the existing roadway surface unless otherwise directed.
- **801-9 Payment.** To the "WHITEBOOK", Item 1, DELETE in its entirety and SUBSTITUTE with the following:
 - 1. The payment for landscape and irrigation Work shall be included under the lump sum Bid items or the Contract Unit Prices shown in the Bid.

To the "WHITEBOOK", ADD the following:

- 4. The payment for installation of landscape boulders as shown on the Plan or as directed by the Engineer, shall include all work, labor, equipment, transport/delivery, transport, and shall be paid for at the Contract Unit Price per each and included in the bid items "Boulder (Small) and "Boulder (Large)".
- 5. The payment for costs associated with City of San Diego Public Utilities Department water meter capacity fees shall be included in the Allowance bid item for "City of SD Water Meter Capacity Fee (3/4"@ 1 EDU)".
- 6. The payment for costs associated with San Diego Water Authority Capacity charges shall be included in the Allowance bid item for "San Diego County Water Authority Capacity Charge".
- 7. The payment for installation of crushed rock mulch as shown on the Plan or directed by the Engineer, shall include all work, labor, equipment, transport/delivery, and shall be paid for at the Contract Unit Price per square foot and included in the bid item "Crushed Rock Mulch".

- 8. The payment for installation of soil fertilizing and conditioning materials as specified on the Plan or directed by the Engineer, shall include all work, labor, equipment, transport/delivery, and shall be paid for at the Contract Unit Price per lump sum and included in the bid item "Soil Fertilizing and Conditioning Materials (6 Inch Depth)".
- 9. The payment for all costs associated with the irrigation connection shall include all work, labor, service line, solar irrigation controller, backflow device, pressure regulator, master valve and fertigation (No Capacity fee's) shall be paid for at the Contract Unit Price per each and included in the bid item "Irrigation Connection".
- 10. The payment for plant establishment period work shall be included in the lump sum bid item for "90 Day Plant Establishment Period".

SECTION 900 – WATER WORKS

- **900-2.3 Payment**. To the "WHITEBOOK", ADD the following:
 - 4. The payment for costs associated with City Forces charges shall be included in the Allowance bid item for "1 inch Wet Tap Fee".

SECTION 1001 – CONSTRUCTION BEST MANAGEMENT PRACTICES (BMPs)

- **1001-1.1 General.** To the "WHITEBOOK", ADD the following:
 - 7. Based on a preliminary assessment by the City, this Contract is subject to **WPCP**.

SECTION 1002 – PERMANENT BEST MANAGEMENT PRACTICES (BMPs)

- **1002-1.6** General. To the "WHITEBOOK", ADD the following:
 - 3. The payment for permeable interlocking concrete pavers and installation Work as shown on the Plan or as directed by the Engineer, shall include the installation of structural base and subbase, and shall be paid at the Contract Unit Price per square foot and included in the bid item for "Permeable Interlocking Concrete Pavers and Base (Typical)".
 - 4. The payment for permeable interlocking concrete pavers and installation Work at the locations designated on the Plan as drivable for emergency vehicle access, shall include the installation of structural base and subbase, and shall be paid at the Contract Unit Price per square foot and included in the bid item for "Permeable Interlocking Concrete Pavers and Base (Mountable)".

SUPPLEMENTARY SPECIAL PROVISIONS

APPENDICES

APPENDIX A

ENVIRONMENTAL DOCUMENTS



Advance Planning & Engineering Division (619) 446-5460 FINAL ENVIRONMENTAL IMPACT REPORT

> Project No. 115295 SCH No. 2010031029

SUBJECT: **UNIVERSITY AVENUE MOBILITY PLAN: DEVELOPMENT SERVICES** APPROVAL to allow for improvements or modifications related to roadways, transit, pedestrian access, parking, and utilities along an approximately 1.25-mile-long segment of University Avenue, between Florida Street and Boundary Street. The project area extends to Lincoln Avenue to the north and Wightman Avenue and North Park Way to the south. The roadway improvements would consist of the installation of two traffic signals and signal modifications at several intersections, removal of an existing traffic signal, construction of a raised median, installation of additional left-turn pockets at several intersections, and restriping of University Avenue. The transit improvements would consist of the provision of transit-only lanes along portions of University Avenue in both the eastbound and westbound directions, and consolidation of transit stops to reduce the existing 18 stops to 14 stops. Pedestrian improvements would consist of the installation of four enhanced pedestrian crossings across University Avenue and four abutting side streets, and the installation of curb extensions to reduce the distance between sidewalks on either side of the street. Parking modifications would consist of the removal of on-street parallel parking along University Avenue between Florida Street and Boundary Street and the re-striping of on-street parallel parking spaces to angled parking spaces along both sides of several adjacent side streets on the north. Utility modifications would consist of the relocation of some existing utilities and infrastructure such as storm drain inlets, sewer manholes, water valve cans, electrical and telecommunications utility lines, utility boxes, and street lights. Construction would occur in phases, as funding is procured. The project area is located within the Greater North Park Community Planning area and within Council District 3.

Applicant: City of San Diego Public Works Engineering Branch

UPDATE: April 15, 2013. Revisions and/or minor corrections have been made to this document when compared to the draft Environmental Impact Report (EIR). In accordance with the California Environmental Quality Act, Section 15088.5, the addition of new information that clarifies, amplifies, or makes insignificant modifications does not require recirculation as there are no new impacts and no new mitigation identified. An environmental document need only be recirculated when there is the identification of new significant environmental impacts or the addition of a new mitigation measure required to avoid a significant environmental impact. The modifications within the environmental document do not affect the environmental analysis or conclusions of the Environmental Impact Report. All revisions are shown in a strikethrough and/or underline format.

CONCLUSIONS:

This EIR analyzes the environmental impacts that would result from the proposed project. A preliminary project impact analysis was completed and determined project impacts would not occur with respect to Agricultural Resources, Biological Resources, Historical Resources, Geology, Mineral Resources, Noise, Paleontological Resources, Population and Housing, Public Facilities and Services, Public Utilities, and Recreation. Therefore, these issue areas were not discussed in detail in the EIR.

These Conclusions focus on the issues which the preliminary project impact analysis concluded could be potentially significant including: Land Use, Transportation/ Circulation/Parking, Air Quality, Hydrology/Water Quality, Health and Public Safety, Visual Effects and Neighborhood Character, and Greenhouse Gas Emissions.

The evaluation of environmental issue areas in this EIR concludes that the proposed project would result in significant and unmitigable direct and cumulative impacts related to **Transportation/Circulation/Parking (roadway segments).** Significant but mitigable direct and cumulative impacts to **Transportation/Circulation/Parking (intersections) and Health and Public Safety** would result from implementation of the proposed project.

No significant direct or cumulative impacts would occur related to Land Use, Air Quality, Hydrology/Water Quality, Visual Effects and Neighborhood Character, and Greenhouse Gas Emissions.

2

SIGNIFICANT UNMITIGATED IMPACTS:

Transportation/Circulation/Parking

Roadway Segments (Direct and Cumulative)

The proposed project would result in significant and unmitigated direct and cumulative traffic impacts to roadway segments under Existing Plus Project (Phase 1), Near-term With Project (Phase 1), and Year 2030 With Project conditions. No significant and unmitigated impacts to roadway segments would occur under Existing Plus Full Project conditions.

Existing Plus Project (Phase 1) Conditions

The proposed project would result in significant and unmitigated direct traffic impacts to the following roadway segment under Existing Plus Project (Phase 1) conditions:

University Avenue between Bancroft Street and Boundary Street (LOS F)

Near-term (Year 2013) With Project (Phase 1) Conditions

The proposed project would result in significant direct and unmitigated traffic impacts to the following roadway segments under Near-term (Year 2013) With Project (Phase 1) conditions:

- El Cajon Boulevard between Illinois Avenue and the I-805 SB ramps (LOS E); and
- University Avenue between Bancroft Street and Boundary Street (LOS F).

Year 2030 With Project Conditions

The proposed project would result in significant and unmitigated cumulative traffic impacts to the following roadway segments under Year 2030 With Project conditions:

- El Cajon Boulevard between Illinois Avenue and the I-805 SB ramps (LOS E);
- Lincoln Avenue between Oregon Street and Utah Street (LOS E); and
- North Park Way between Utah Street and 30th Street (LOS E).

3

RECOMMENDED MITIGATION FOR SIGNIFICANT UNMITIGATED IMPACTS:

Transportation/Circulation/Parking

Roadway Segments (Direct and Cumulative)

Existing Plus Project (Phase 1) Conditions

The proposed project would result in significant and unmitigated direct traffic impacts to the following roadway segment under Existing Plus Project (Phase 1) conditions:

University Avenue between Bancroft Street and Boundary Street (LOS F)

There is no feasible mitigation to reduce significant direct impacts to below a level of significance for this roadway segment. Therefore, direct project impacts to this roadway segment would remain significant and unmitigable.

Near-term (Year 2013) With Project (Phase 1) Conditions

The proposed project would result in significant direct traffic impacts to the following roadway segments under Near-term (Year 2013) With Project (Phase 1) conditions:

- El Cajon Boulevard between Illinois Avenue and the I-805 SB ramps (LOS E); and
- University Avenue between Bancroft Street and Boundary Street (LOS F).

There is no feasible mitigation to reduce significant impacts to below a level of significance for these two roadway segments. Therefore, direct project impacts to these roadway segments would remain significant and unmitigable.

Year 2030 With Project Conditions

The proposed project would result in significant cumulative traffic impacts to the following roadway segments under Year 2030 With Project conditions:

- El Cajon Boulevard between Illinois Avenue and the I-805 SB ramps (LOS E);
- Lincoln Avenue between Oregon Street and Utah Street (LOS E); and
- North Park Way between Utah Street and 30th Street (LOS E).

There is no feasible mitigation to reduce significant cumulative impacts to below a level of significance for these two roadway segments. Therefore, cumulative project impacts to these roadway segments would remain significant and unmitigable.

SIGNIFICANT MITIGATED IMPACTS:

Transportation/Circulation/Parking

Intersections (Direct and Cumulative)

Existing Plus Project (Phase 1) Conditions

The proposed project would result in significant direct traffic impacts to the following intersection under Existing Plus Project (Phase 1) conditions:

 North Park Way/I-805 SB ramps/Boundary Street (LOS F during the PM peak period)

Existing Plus Full Project Conditions

The proposed project would result in significant direct traffic impacts to the following intersection under Existing Plus Full Project conditions:

 North Park Way/I-805 SB ramps/Boundary Street (LOS F during the PM peak period)

Near-term (Year 2013) With Project (Phase 1) Conditions

The proposed project would result in significant direct traffic impacts to the following intersections under Near-term (Year 2013) With Project (Phase 1) conditions:

- North Park Way/I-805 SB ramps/Boundary Street (LOS F during the PM peak period); and
- El Cajon Boulevard/30th Street (LOS E during the PM peak period).

Year 2030 With Project Conditions

The proposed project would result in significant cumulative traffic impacts to the following intersections under Year 2030 With Project conditions:

- North Park Way/I-805 SB ramps/Boundary Street (LOS F during the PM peak period);
- Lincoln Avenue/Ohio Street (LOS E during the PM peak period);
- Lincoln Avenue/Illinois Street (LOS E during the PM peak period);
- El Cajon Boulevard/30th Street (LOS F during the PM peak period); and
- El Cajon Boulevard/I-805 SB ramps (LOS E during the PM peak period).

Health and Public Safety

Impacted soils and/or subsurface features (e.g., underground storage tanks [USTs]) may be present within street rights-of-way and could be disturbed during construction of the project. In addition, other hazardous materials, such as asbestos-containing materials, Polychlorinated biphenyls (PCBs), lead-based paint, and other hazardous building materials may be present within the street rights-of-way, which could be encountered during project construction. Such disturbances may result in potentially significant impacts to human health and public safety.

RECOMMENDED MITIGATION FOR SIGNIFICANT MITIGATED IMPACTS:

Transportation/Circulation/Parking

Intersections (Direct and Cumulative)

Existing Plus Project (Phase 1) Conditions

The proposed project would result in significant direct traffic impacts to the following intersection under Existing Plus Project (Phase 1) conditions:

 North Park Way/I-805 ramps/Boundary Street (LOS F during the PM peak period)

Mitigation for significant direct impacts to the intersection of North Park Way/I-805 SB ramps/Boundary Street would involve installation of a traffic signal at this intersection (Mitigation Measure 5.2-1).

Existing Plus Full Project Conditions

The proposed project would result in significant direct traffic impacts to the following intersection under Existing Plus Project conditions:

 North Park Way/I-805 ramps/Boundary Street (LOS F during the PM peak period)

Mitigation for significant direct impacts to the intersection of North Park Way/I-805 SB ramps/Boundary Street would involve installation of a traffic signal at this intersection (Mitigation Measure 5.2-1).

Near-term (Year 2013) With Project (Phase 1) Conditions

The proposed project would result in significant direct traffic impacts to the following intersections under Near-term (Year 2013) With Project (Phase 1) conditions:

 North Park Way/I-805 SB ramps/Boundary Street (LOS F during the PM peak period); and • El Cajon Boulevard/30th Street (LOS E during the PM peak period).

Mitigation for the North Park Way/I-805 SB ramps/Boundary Street intersection would involve installation of a traffic signal (Mitigation Measure 5.2-1). Mitigation for the El Cajon Boulevard/30th Street intersection would involve optimizing intersection timing splits and offsets and modifying the cycle length at this intersection (Mitigation Measure 5.2-2).

Year 2030 With Project Conditions

The proposed project would result in significant cumulative traffic impacts to the following intersections under Year 2030 With Project conditions:

- North Park Way/I-805 SB ramps/Boundary Street (LOS F during the PM peak period);
- Lincoln Avenue/Ohio Street (LOS E during the PM peak period);
- Lincoln Avenue/Illinois Street (LOS E during the PM peak period);
- El Cajon Boulevard/30th Street (LOS F during the PM peak period); and
- El Cajon Boulevard/I-805 SB ramps (LOS E during the PM peak period).

Mitigation for the North Park Way/I-805 SB ramps/Boundary Street intersection would involve installation of a traffic signal (Mitigation Measure 5.2-1). Mitigation for the Lincoln Avenue/Ohio Street and Lincoln Avenue/Illinois Street intersections would involve re-striping the eastbound approach to add an exclusive right-turn lane at both of these intersections (Mitigation Measures 5.2-3 and 5.2-4). Mitigation for the El Cajon Boulevard/30th Street and El Cajon Boulevard/I-805 SB ramps intersections would involve optimizing intersection timing splits and offsets and modifying the cycle lengths at these two intersections (Mitigation Measures 5.2-5 and 5.2-6).

Health and Public Safety

Mitigation for potential impacts related to encountering hazardous materials during project construction would involve preparation and approval of a Health and Safety Work Plan by the County of San Diego, Department of Environmental Health (Mitigation Measure 5.5-1).

NO MITIGATION REQUIRED:

After analysis, impacts in the following issue areas were found to be not significant under CEQA for the proposed project: Land Use, Air Quality, Hydrology/Water Quality, Visual Effects and Neighborhood Character, and Greenhouse Gas Emissions.

ALTERNATIVES:

The following alternatives were considered in the EIR.

No Project Alternative

Under the No Project Alternative, the proposed multi-modal improvements along University Avenue would not occur and University Avenue, between Florida Street and Boundary Street, would remain in its current configuration.

The No Project Alternative would avoid all impacts resulting from the proposed project. For some environmental issues, however, the No Project Alternative would result in greater impacts when compared to the proposed project. Although this alternative would not necessarily conflict with the City of San Diego General Plan or the Greater North Park Community Plan, it would not fully meet the goals and objectives of these plans regarding improved mobility. Similarly, while the No Project Alternative would not result in changes to traffic flows and trip diversions, more roadway segments and intersections would operate at level of service (LOS) E or F in both the near-term (year 2013) and year 2030 conditions compared to the proposed project. As a result, the No Project Alternative has the potential to result in greater long-term air quality impacts compared to the proposed project.

No Transit-only Lanes Alternative

Under the No Transit-only Lanes Alternative, all improvements of the proposed project would be constructed, except University Avenue would contain four mixed-flow general lanes (two in each direction), instead of one-mixed flow general purpose lane and one transit lane in each direction.

The No Transit-only Lanes Alternative would result in fewer impacts when compared to the proposed project. Specifically, this alternative would avoid significant traffic impacts to three roadway segments and five intersections resulting from the proposed project. The No Transit-only Lanes Alternative would result in only one significant cumulative traffic impact to the roadway segment of North Park Way between Utah Street and 30th Street. As with the proposed project, cumulative impacts to this roadway segment of North Park Way would be significant and unmitigable. No significant direct traffic impacts would occur under this alternative.

Overall, this alternative would reduce the number of roadway segments and intersections that would operate at LOS E or F when compared to the proposed project. As a result, this alternative also has the potential to result in reduced air emissions when compared to the proposed project. It would not, however, fully meet the goals and objectives of the City of San Diego General Plan and the Greater North Park Community regarding improved mobility. Impacts to Hydrology/Water Quality, Health and Public Safety, Visual Effects and Neighborhood Character, and Greenhouse Gas Emissions would be the same as the proposed project.

Under the No Transit-only Lanes Alternative, travel times for buses through the project corridor would decrease due to the consolidation of bus stops, but not as much as the proposed project since buses would share travel lanes with passenger vehicles. Travel times for passenger vehicles through the project corridor would be similar to, or slightly decrease compared to the proposed project because there would continue to be two travel lanes in each direction. Improved travel times would be attributed to the proposed improvements, including the addition of the center median, left-turn pockets, and traffic signal modifications.

The No Transit-only Lanes Alternative is identified as the environmentally superior alternative because it would reduce the number of significant traffic impacts compared to the proposed project.

MITIGATION, MONITORING, AND REPORTING PROGRAM (MMRP) INCORPORATED INTO THE PROJECT:

The following mitigation measures identified in the EIR and incorporated into contract documents and specifications would be made conditions of approval of the proposed project. See attached Draft EIR for a detailed description of mitigation measures discussed below.

General

To ensure the Mitigation, Monitoring, and Reporting Program is incorporated into the project, grading and construction plans shall include the following text: "The University Avenue Mobility Plan project is subject to a Mitigation Monitoring and Reporting Program and shall conform to the mitigation conditions as contained in Environmental Impact Report No. 115295."

Transportation/Circulation/Parking (Direct and Cumulative)

Significant direct and cumulative impacts of the project on the intersection of North Park Way/I-805 southbound ramps/Boundary Street will be mitigated by installation of a traffic signal at this intersection by the City prior to completion of Phase 1 project improvements (Mitigation Measure 5.2-1).

Significant direct impacts of the project on the intersection of El Cajon Boulevard/30th Street will be mitigated by requiring the City to optimize intersection timing splits and offsets, and utilize an 80-second cycle length at this intersection prior to completion of Phase 1 project improvements (Mitigation Measure 5.2-2).

Significant cumulative impacts of the project on the intersection of Lincoln Avenue/Ohio Street will be mitigated by requiring the City to re-stripe the eastbound approach of this intersection to include an exclusive right-turn lane prior to bid opening/bid award of full project implementation (Mitigation Measure 5.2-3).

Significant cumulative impacts of the project on the intersection of Lincoln Avenue/Illinois Street will be mitigated by requiring the City to re-stripe the eastbound approach of this intersection to include an exclusive right-turn lane prior to bid opening/bid award of full project implementation (Mitigation Measure 5.2-4).

Significant cumulative impacts of the project on the intersection of El Cajon Boulevard/I-805 southbound ramps will be mitigated by requiring the City to optimize intersection timing splits and offsets, and utilize a 150-second cycle length at this intersection prior to bid opening/bid award of full project implementation (Mitigation Measure 5.2-5).

Significant cumulative impacts of the project on the intersection of El Cajon Boulevard/30th Street will be mitigated by requiring the City to optimize intersection timing splits and offsets, and utilize a 150-second cycle length at this intersection prior to bid opening/bid award of full project implementation (Mitigation Measure 5.2-6).

Health and Public Safety

The applicant shall provide verification that the County of San Diego, Department of Environmental Health has reviewed and approved a Health and Safety Work Plan for the treatment of and disposal of hazardous materials or contaminated soils that may be encountered within the project site prior to bid opening award (Mitigation Measure 5.5-1).

RESULTS OF PUBLIC REVIEW:

- () No comments were received during the public input period.
- () Comments were received but did not address the accuracy or completeness of the environmental report. No response is necessary and the letters are attached at the end of the EIR.
- (X) Comments addressing the accuracy or completeness of the EIR were received during the public input period. The letters and responses follow.

Copies of the Draft EIR, the Mitigation, Monitoring and Reporting Program, and any technical appendices may be reviewed in the office of the Entitlements Division, or purchased for the cost of reproduction.

Cathy Winterrowd Assistant Deputy Director Development Services Department

Analyst: Jeff Szymanski

May 17, 2012 Date of Draft Report

April 23, 2013 Date of Final Report

DISTRIBUTION:

The following individuals, organizations, and agencies received a copy or notice of the draft EIR and were invited to comment on its accuracy and sufficiency:

<u>State Government</u> Caltrans District 11 (31) Regional Water Quality Control Board (44) State Clearinghouse (46) California Transportation Commission (51A)

<u>County Government</u> Air Pollution Control District (65) County Water Authority (73)

<u>City Government</u> Mayor's Office (91) Councilmember Lightner, District 1 Councilmember Faulconer, District 2 Councilmember Gloria, District 3 Councilmember Young, District 4 Councilmember DeMaio, District 5 Councilmember Zapf, District 6 Councilmember Emerald, District 7 Councilmember Alvarez, District 8 City Attorney's Office (MS 56A) Shannon Thomas (MS 93C) Fire and Life Safety Services (79) Library Department – Government Documents (81) North Park Branch Library Metropolitan Wastewater Department (MS901A) Engineering and Capital Projects (MS 908A) Dean Marsden San Diego Fire Rescue Doug Perry (MS 603) San Diego Police Martha Carranza (MS 776) San Diego Transportation Storm Water Department Edith Gutierrez (MS 1900) **Environmental Services Department** Lisa Wood (MS 1102a) **Development Services Department** Michelle Sokolowski (MS 501) Myra Hermann (MS 501) Corey Braun (MS 501) Glenn Spindell (MS 501) Kamran Khaligh (MS 501) Marlon Pangilinan (MS 501) Don Weston (MS 501) Library Dept.-Gov. Documents MS 17 (81) North Park Branch Library (81T)

Other Interested Agencies, Organizations and Individuals San Diego Association of Governments (108) San Diego Metropolitan System San Diego Gas and Electric (114) San Diego Unified School District (125) North Park Planning Committee (363) North Park Community Planning Committee (366) North Park Main Street Association

12

University Avenue Mobility Plan

Final Environmental Impact Report SCH No. 2010031029; Project No. 115295

April 2013

Prepared for: City of San Diego Development Services Department Entitlements Division

1222 First Avenue M.S. 501 San Diego, CA 92101



RESPONSE TO COMMENTS

University Avenue Mobility Project Federal ID RPSTPLE-5004(156) Appendix A - Environment Impact Report

LIST OF PERSONS, ORGANIZATIONS, AND PUBLIC AGENCIES THAT COMMENTED ON THE DRAFT ENVIRONMENTAL IMPACT REPORT (EIR)

The Draft EIR was circulated for a 45-day review period, from June 1, 2012 until July 16, 2012. At the request of the North Park Planning Committee, the public comment period was extended until July 31, 2012. The following is a listing of the names and addresses of public agencies, special interest groups/organizations, and individuals that commented during the public review period.

LETTER DESIGNATION	NAME	ADDRESS	DATE				
STATE AGENCIES							
А	State Clearinghouse	1400 10 th Street Sacramento, CA 95812	July 17, 2012				
В	California Department of Transportation (Caltrans)	4050 Taylor Street San Diego, CA 92110	July 16, 2012				
LOCAL AGENCII	ES						
С	San Diego Association of Governments (SANDAG)	401 B Street, Suite 800 San Diego, CA 92101	July 16, 2012				
SPECIAL INTERI	EST GROUPS/ORGANIZ	ZATIONS					
D	North Park Planning Committee	email	July 31, 2012				
Е	North Park Main Street	3076 University Avenue San Diego, CA 92104	July 31, 2012				
F	Walk San Diego	740 13 th Street, Suite 502 San Diego, CA 92101	July 30, 2012				
INDIVIDUALS							
G	Jay Corrales	email	July 31, 2012				
Н	Christopher Dye	3613 Granada Avenue San Diego, CA 92104	July 22, 2012				
Ι	George Franck	email	July 25, 2012				
J	Andy Hamilton	email	No date				
K	Marcella Hamlin	3727 Ray Street San Diego, CA 92104	July 29, 2012				
L	Chuck Katz	email	July 29, 2012				
М	Don Leichtling	email	July 31, 2012				
Ν	Roger Lewis	email	July 31, 2012				
0	Anonymous	email	July 17, 2012				
Р	Samantha Ollinger	email	July 19, 2012				
Q	Trenton Riley San Diego City Homes	2828 University Avenue San Diego, CA 92104	July 23, 2012				
R	Randy Van Vleck	Van Vleck email July 31, 2012					
S	Diane Yee	email	July 21, 2012				
Т	Dalour Younan	2035- 2045 University Avenue San Diego, CA 92104	June 24, 2012				

COMMENTS



STATE OF CALIFORNIA GOVERNOR'S OFFICE of PLANNING AND RESEARCH STATE CLEARINGHOUSE AND PLANNING UNIT



EDMUND G, BROWN JR. GOVERNOR

A1

July 17, 2012

Jeffrey Szymanski City of San Diego 1222 First Avenue, MS-501 San Diego, CA 92101

Subject: University Avenue Mobility Plan SCH#: 2010031029

Dear Jeffrey Szymanski:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on July 16, 2012, and the comments from the responding agency (ics) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

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

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

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

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

Sincerely

Scott Morgan

Director, State Clearinghouse

Enclosures cc; Resources Agency

> 1400 10th Street P.D. Box 3044 Sacramento, California 95612-3044 (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

A1 This letter documents the public review process conducted by the State Clearinghouse. No response is required.

RESPONSES

SCH# Project Title Lead Agency	2010031029 University Avenue Mobility Plan San Diego, City of
Type	EIR Draft EIR
Description	City Council Approval to allow for improvements or modifications related to roadways, transit, padestrian access, parking, and utilities along an approximately 1,25-mile-long segment of University Avenue, between Florida Street and Boundary Street. The project area extends to Lincoln Avenue to the north and Wightman Avenue and North Park Way to the south. The roadway improvements would consist of the Installation of two traffic signal modifications at several intersections, removal of an existing traffic signal, construction of a raised median, installation of additional left-turn pockets at several intersections, and re-striping of University Avenue. The transit improvements would consist the provision of transit-only lanes along portions of University Avenue in both the eastbound and westbound directions, and consolidation of transit stops to reduce the existing 18 stops to 14 stops.
Lead Agend	cy Contact
Name	Jeffrey Szymanski
Agency	City of San Diego
Phone email	619-446-5324 Fax
Address	1222 First Avenue, MS-501
City	San Diego State CA Zip 92101
Project Loc	ation
County	Sán Diego
City	San Diego
Region	And the fact of the second
Lat/Long	32° 7.32' N / 117° 1 47' W
Cross Streets Parcel No.	Lineal Project located on University Ave between Florida St and Boundary St public right of way
Township	17 Range 3W Section 16 Base
Desident	
Proximity to Highways	I-805
Airports	San Diego int'i
Rallways	
Waterways	
Schools	Jefferson ES
Land Use	Public Right of Way
	Aesthetic/Visual; Air Quality; Public Services; Traffic/Circulation; Water Quality; Landuse; Other Issue
Project Issues	
Reviewing	Resources Agency; Department of Fish and Game, Region 5; Office of Historic Preservation;
	Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of
Reviewing	Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 11; Air Resources Board, Transportation
Reviewing	Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 11; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 9; Native American Heritage Commission;
Reviewing	Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 11; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 9; Native American Heritage Commission; Other Agency(les)

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

STATE OF CALIFORNIA-BUSINESS, TRANSPORTATION AND HOUSING AGENCY DEPARTMENT OF TRANSPORTATION DISTRICT 11 PPLANNING DIVISION 4050 TAYLOR STREET, MS 240 SAN DIEGO, CA 92110 PHONE (619) 688-6960 FAX (619) 688-4299 **TTY 711** www.dot.ca.gov July 16, 2012 University Avenue mobility Plan Mr. Jeffrey Szymanski City of San Diego 1222 First Avenue, MS 501 San Diego, CA 92101 Dear Mr. Szymanski:

The California Department of Transportation (Caltrans) appreciates the opportunity to comment on the draft Environmental Impact Report (DEIR) for the University Avenue Mobility Plan, Caltrans would like to submit the following comments:

General Comment

The Level of Service (LOS) for operating State highway facilities is based upon Measures of Effectiveness (MOE) identified in the Highway Capacity Manual (HCM). Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities; however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing State highway facility is operating at less than this target LOS, the existing MOE should be maintained. In general, the region-wide goal for an acceptable LOS on all freeways, roadway segments, and intersections is "D". For undeveloped or not densely developed locations, the goal may be to achieve LOS "C".

Appendix B Traffic Impact Analysis

The traffic volumes listed below are not consistent with Caltrans 2011 Peak Hour Traffic Volumes (PHV).

North Park Way/I-805 SB Ramps/Boundary Street, Page 55-56; Figure 4-2B

- For the southbound (SB) exit ramp AM PHV, the Caltrans 2011 ramp volume numbers show a total of 584 PHV; however, Figure 4-2B shows a total of 391 PHV. This is 33% lower than Caltrans PHV.
- For the SB entrance ramp AM PHV, the Caltrans 2011 numbers show a total of 712 PHV: however, Figure 4-2B shows a total of 393 PHV. This is 45% lower than Caltrans PHV.
 - "Cultrans improves mobility across California

- **B**1 Your comments regarding Caltrans' target measures of effectiveness on State highway facilities are noted. Potential project impacts to roadway segments and intersections within the project area were evaluated in accordance with the City of San Diego Traffic Impact Study Manual (1998) and the City of San Diego Significance Determination Thresholds (2011), which also identify level of service (LOS) D as the acceptable measure of effectiveness for freeways, roadways, and intersections. For facilities that already operate at LOS E or F, the City's Significance Determination Thresholds (2011) contain allowable changes due to the project, as identified in Table 5.2-6 of the Draft EIR. The project is also within a developed community of San Diego.
- The traffic volumes used in the Traffic Impact Analysis (TIA) were B2 obtained in May 2009, and were the most recent counts available at the time the preparation of the TIA began. No changes to the TIA or Draft EIR are necessary.

University Avenue Mobility Project Federal ID RPSTPLE-5004(156)

RTC-4

B2



Flex your power Be energy efficient!

11-SD-805 PM 15.95

DEIR-SCH 2010031029

Mr, Jeffrey Szymanski July 16, 2012 Page 2

El Cajon Blvd/I-805, Page 55-56; Figure 4-2B

- For the SB exit ramp AM PHV, the Caltrans 2011 ramp volume numbers show a total of 663 PHV; however, Figure 4-2B shows a total of 496 PHV. This is 25% lower than Caltrans PHV.
- For the northbound (NB) entrance ramp PM PHV, the Caltrans 2011 ramp volume numbers show a total of 671 PHV; however, Figure 4-2B shows a total of 541 PHV. This is 19% lower than Caltrans PHV.
- For the NB exit ramp PM PHV, the Caltrans 2011 ramp volume numbers show a total of 662 PHV; however, Figure 4-2B shows a total of 594 PHV. This is 10% lower than Caltrans PHV.

Appendix C Existing Plus Project Conditions Traffic Report

The North Park Way/I-805 SB Ramps/Boundary Street would be significantly impacted by the project during the PM Peak Hour. In order to mitigate the project's impacts, signalization of the intersection is proposed. Please submit the following information to us before any type of mitigation is agreed upon.

- Provide layout with striping and signage. What is the signal and lane configuration used for Table 4-3 mitigated 69.1 delay?
- Provide a queue analysis of the SB I-805 exit ramp to North Park Way.
- A signal warrant analysis will be required. Signal warrants shall be done per the California Manual on Uniform Traffic Control Devices (MUTCD). The decision to install a signal should not be based solely upon the warrants since the installation of traffic signals may increase certain types of collisions. Delay, congestion, approach conditions, driver confusion, future land uses or other evidence of the need for right-of-way assignment beyond that which could be provided by stop signs must be demonstrated.

Caltrans Encroachment Permit

Any work performed within Caltrans right-of-way (R/W) will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans' R/W prior to construction. Current policy allows Highway Improvement Projects costing \$1 million or less to follow the Caltrans Encroachment Permit process. Highway Improvement Projects costing greater than \$1 million but less than \$3 million would be allowed to follow a streamlined project development process similar to the Caltrans Encroachment Permit process. In order to determine the appropriate permit processing of projects funded by others, it is recommended the concept and project approval for work to be done on the State Highway System be evaluated through the completion of a Permit Engineering Evaluation Report (PEER). A PEER should always be prepared, regardless of the cost of improvements, when new operating improvements are constructed by the permittee that become part of the State Highway System. These include but are not limited to, signalization, channelization, turn pockets, widening, realignment, public road connections, and bike paths and lanes. After approval of the PEER and necessary application and supporting documentation an encroachment permit can be issued.

Highway Improvement Projects greater than \$3 million, or considered complex projects, would be required to adhere to the full Project Development Process (e.g. Project Initiation Documents,

- B3 Consistent with your comment, the Draft EIR concludes that the project would result in significant direct and cumulative impacts to the intersection of North Park Way/I-805 southbound (SB) Ramps/Boundary Street during the PM peak period. The Draft EIR also identifies mitigation (Mitigation Measure 5.2-1) that would reduce project impacts to below a level of significance, which involves installation of a traffic signal at this intersection. Regarding the request for additional information for the North Park Way/I-805 SB Ramps/Boundary Street intersection impacts, the following information is provided:
 - The lane configuration used in Table 4-3 of the Existing Plus Project Conditions Report (EIR Appendix C) remained the same as Existing Conditions, except for the installation of a traffic signal. See Figure 1 below.

"Caltrans improves mobility across California"

RTC-5

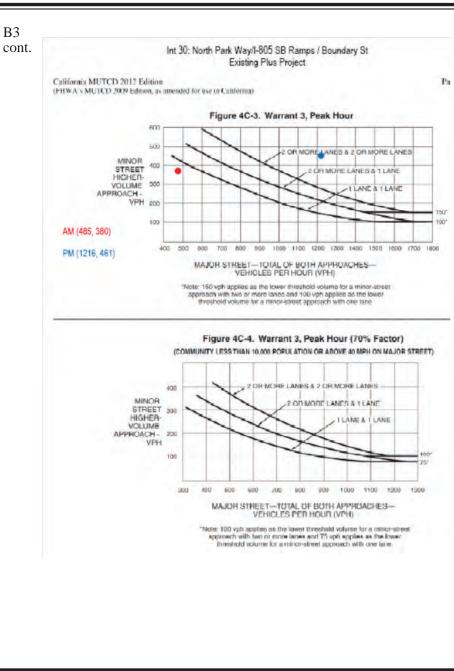
B2

B3

cont.



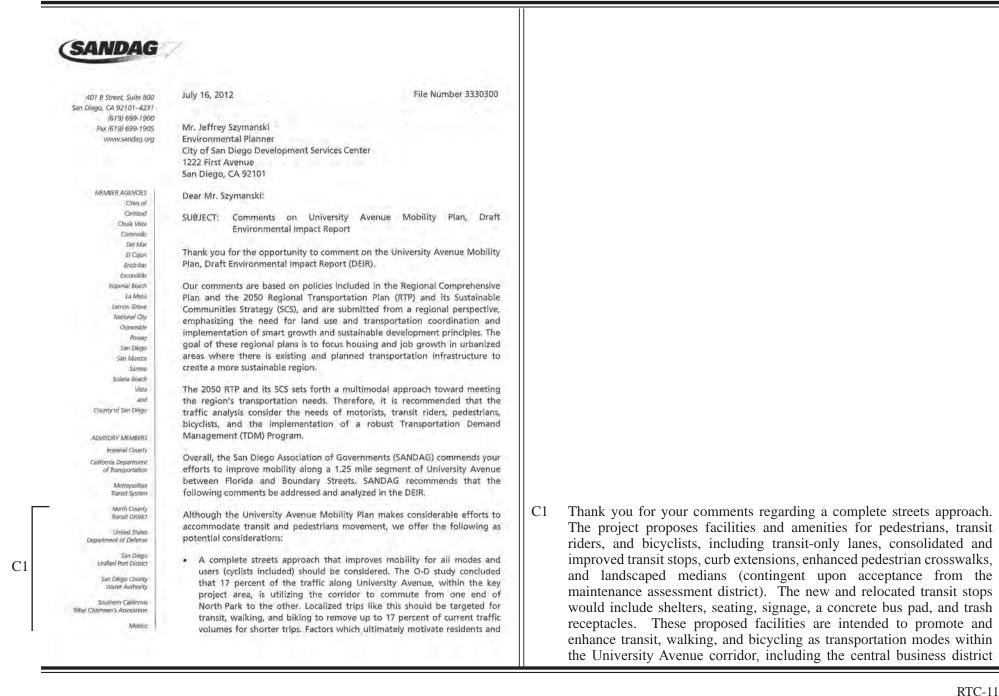
COMMENTS			RESPO	NSES		
	B3 cont.	• Per your request, a queuing analysis for the intersection of North Park Way/I-805 southbound (SB) ramps/Boundary Street was conducted by Wilson & Company. The queuing analysis for the AM and PM peak hours resulted in queues that are less than the available storage length at the I-805 SB Off-Ramp at North Park Way/Boundary Street, as shown below in Table 1.				
	Table 1 QUEUE ANALYSIS					
		Intersection	Movement ¹	Available Storage	Existing Plus Full Project Queue Lengths (ft) ³ 95th Percentile	
				(ft) ²	AM Peak	PM Peak
		North Park Way/I-805 SB	WB L-T	825	105	555
		Ramps/Boundary Street	WB L-1 WB R	250	30	45
		 WB = westbound, L-T = left-th ¹ The westbound movement at t ² The storage length for the shar ³ Queue lengths were obtained the Per your required by Wight SB Ramps/Boord Plus Project sector on 2012 Califor standards and of the installation 	his intersection of red left-through I from the Synchro lest, a peak vilson & Co bundary Stre cenario. Th ornia Manual demonstrate	orresponds to t ane was measure 8 reports and r hour sign mpany at t eet intersect e signal wa l on Unifor d that the n	red to the gore po rounded up to the nal warrant he North Pa ction under arrant analys m Traffic Co ninimum req	int on the freeway. nearest 5 feet. analysis was rk Way/I-805 the Existing bis was based ntrol Devices uirements for



cont.	Int 30: North Park Way/I-805 SB Ramps / Boundary St Existing Plus Project			
	California MUTCD 2012 Edition (FHWA's MUTCD 2009 Edition, as attended for use in California)			P
	Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet	2 of 5)		
	WARRANT 2 - Four Hour Vehicular Volume SATISFIED*	YES 🗆	NO 🗆	
	Record hourly vehicular volumes for any four hours of an average day.			
	APPROACH LANES One More Hour			
	Doth Approaches - Major Otreet			
	Higher Approach - Minor Street			
	*All plotted points fall above the applicable curve in Figure 4C 1. (URBAN AREAS)	Yos 🗖	No 🗆	1
	OR. All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes 🖬	No 🗆	
			-	4
	WARRANT 3 - Peak Hour SATISFIED (Part A or Part B must be satisfied)	YES 🖪		
	PART A SATISFIED (All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)	YES 🔣	NO 🗆	
	 The total cleav experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle hours for a one-lane approach, or five vehicle-hours for a two-lane approach; <u>AND</u> 	Yes 🖪	No 🗆	
	The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>	Yes 🖪	No 🗆	
	 The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 850 vph for intersections with three approaches 	Yes 🚺	No 🗆	
	/	YE3 🖪		
	ANTROADILLANEO One More Hour			
	Buth Approaches - Major Sereet			
	Higher Approach - Minor Street			
	The plotted point fails above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes 🔟	No 🗆	1
		Yes 🗍	No 🗖	
	OR. The plotted point falls above the applicable curve in Figure 4C-4 (RURAL AREAS)			

Mr, Jeffrey Szymanski July 16, 2012 Page 3	
<text><text><text><text><text><text><text><text><text></text></text></text></text></text></text></text></text></text>	B4 The City would obtain an encroachment permit from Caltrans for project improvements within the Caltrans right-of-way. Section 3.4 of the Draft EIR identifies Caltrans as a possible Responsible Agency. Table 3-2 has also been revised in the Final EIR to include an encroachment permit as a possible discretionary action.

COMMENTS



visitors to walk or cycle within the business district include attractive streetscape elements that fit well with the community character, as well as facilities and amenities for pedestrians, transit riders, and cyclists. Some of these elements already exist in the Community Business District. If funding is available, please consider building on and extending these elements westward, which may encourage increased investment along University Avenue, and facilitate the commercial revitalization of the section between Florida Street and Utah Street.

Transit Improvement Comments:

C1

C6

cont.

- Four of the transit stops listed in the Traffic Impact Analysis (Appendix B) are excluded from Figure 1.2. Only ten of the stops are pictured. The figure is missing the following stops:
 - D Westbound: Bancroft Street (existing), Arizona Street (relocated)
- D Eastbound: Alabama Street (existing), Grim Avenue (existing)
- According to the University Avenue Mobility Plan, University Avenue between Florida Street and Utah Street would contain two, 10- to 11-foot-wide eastbound mixed-flow lanes; and one, 10- to 11-foot-wide westbound mixed-flow lane. Has the option of extending the eastbound transit-only lane to Florida Street been analyzed?
- The project proposes that new and relocated transit stops would include shelters, seating, signage, a concrete bus pad, raised sidewalks (where feasible) for at-grade boarding, and trash receptacles. Is funding available for improvements to be made to existing bus stops, which represent 85 percent of the 14 stops proposed as part of the project? For example, the existing stop at 30th Street and University Avenue has little shade and seating, which is not ideal for seniors (given that a large population of seniors reside in the towers located directly west of the project area on University Avenue and Park Boulevard).
- Transit only lanes Will there be any enforcement mechanisms to ensure that private vehicles do not use the transit only lanes?

Bicycle Comments:

Policy UD-A.10 of the General Plan (page 5.1-15 of the DEIR) promotes street design that improves cycling (*Design or retrofit streets to improve walkability, bicycling, and transit integration; to strengthen connectivity; and to enhance community identity).* This plan incorporates these concepts by updating facilities on the parallel streets of Orange (north of University Avenue) and Landis (south of University Avenue). In addition, it is suggested that bicycle access and parking should be considered along University Avenue to support the mobility and economic development objectives of the University Avenue Mobility Plan. Adequate bicycle parking would accommodate cyclists patronizing businesses in the Community Business District.

The study suggests that the transit lanes also could be used by right-turning vehicles at intersections and bicycles. Please consider including signage that states that the lane also is for cyclists. Please address any potential vehicle and cyclist conflicts with automobiles entering the transit-only lane for right turns.

2

- C1 between Idaho Street and Iowa Street. While project improvements are cont. proposed between Florida Street and Boundary Street, implementation of the project would not preclude similar improvements to other segments of University Avenue that would occur as separate projects with separate funding sources. The City of San Diego is currently pursuing mobility improvements to the University Avenue segment between 54th Street and 69th Street (http://www.sandiego.gov/engineering-cip/projectsprograms/ universityavemobility5468.shtml).
- C2 Figure 1-2 in the Traffic Impact Analysis (TIA) inadvertently represents an earlier iteration of the proposed project features, and therefore does not show the correct locations of the existing or proposed new or relocated transit stops. However, the location of the transit stops and all other proposed project features are correctly identified (in Section 3.2) and evaluated in the text of the TIA, as well as in the Draft EIR. Figures 3-1a, 3-1b, and 3-1c of the Draft EIR correctly identify all fourteen proposed transit stop locations proposed as part of the project. The errors in Figure 1-2 of the TIA do not affect the conclusions of the TIA or Draft EIR; however, Figure 1-2 of the TIA (Appendix B of the Final EIR) has been corrected to show the correct locations of the existing and proposed transit stops.
- The provision of the transit-only lane extending to Florida Street in the C3 eastbound (EB) direction is not analyzed in the TIA or Draft EIR as a project alternative. While this was initially considered as an alternative during the early planning stages of the project, it was not carried through the project development process because preliminary analysis concluded it would not result in overall improved operations for transit vehicles and would increase travel times for passenger vehicles. Extending the EB transit-only lane beyond Utah Street would also result in higher delays at intersections west of Utah Street. Preliminary traffic analysis was conducted for the 2004 University Avenue Mobility Plan document in comparing nine alternatives that were initially considered. Of those nine, two were identified as "operationally superior alternatives," including Alternative 3 and 5a. The only difference between these alternatives was the length of EB transit-only lane; Alternative 3 included the EB transitonly lane extending to Park Boulevard while Alternative 5a terminated the EB transit-only lane at Utah Street. The preliminary traffic analysis

C3 evaluated operations of the study corridor of the 2004 University cont. Avenue Mobility Plan document (Park Boulevard to Boundary Street) and compared travel time and intersection delay. The results of this preliminary analysis comparing Alternatives 3 (EB transit-only lane extended west) and 5a (EB transit-only lane ends at Utah Street) are provided below in Tables 2 and 3.

Table 2 TRAVEL TIME COMPARISON (minutes)						
Alternative 3 Alternative 3				Altern	native 5a	
Mode	Direction	2030 AM Peak	2030 PM Peak	2030 AM Peak	2030 PM Peak	
Passenger Vehicle	WB	5.6	8.8	5.5	8.6	
	EB	8.2	13.4	8.1	11.6	
Transit Route 7	WB	9.3	9.6	9.3	9.6	
	EB	7.9	9.3	8.0	10.5	
Transit Route 908 ¹	WB	8.2	9.1	7.9	9.2	
	EB	7.1	9.5	7.1	10.4	

WB = westbound; EB = eastbound

¹ Route 908 is no longer operational, but was at the time the preliminary analysis was conducted for the 2004 University Avenue Mobility Plan document.

the 2004 University Avenue Mobility Plan document. Source: University Avenue Mobility Plan. June 30, 2004. Available at: http://www.sandiego.gov/engineering-cip/projectsprograms/uamp/

Table 3 TOTAL INTERSECTION DELAY COMPARISON — WEST OF UTAH STREET (seconds)					
TT	Alter	native 3	Alternative 5a		
University Avenue Intersection	2030 AM2030 PMPeakPeak		2030 AM Peak2030 P Peak		
Park Boulevard	34.7	92.2	34.5	47.4	
Florida Street	17.1	64.0	19.5	40.1	
Mississippi Street	10.8	64.0	11.4	18.8	
Texas Street	40.4	85.4	40.0	68.9	
Arnold Avenue	8.0	23.6	7.5	18.5	
Oregon Street	4.0	17.3	3.9	17.0	

Source: University Avenue Mobility Plan. June 30, 2004. Available at: http://www.sandiego.gov/engineering-cip/projectsprograms/uamp/

As shown, the total travel time for passenger and transit vehicles through the study corridor was generally less for Alternative 5a. Delays at intersections west of Utah Street were also generally less for Alternative 5a during the AM and PM peak periods. Based on this preliminary operational analysis, Alternative 5a was selected as the "Refined Concept Plan" which the proposed project is based upon. Additionally, west of Utah Street, there is no adjacent parallel route south of University Avenue for EB motorists. At Utah Street, adjacent parallel routes to University Avenue are provided for EB passenger vehicles, including North Park Way to the south and Lincoln Avenue to the north. For these reasons, the project proposes to terminate the EB transit-only lane at Utah Street.

With regard to alternatives evaluated in the Draft EIR, an alternative with an EB transit-only lane extending to Florida Street was not included in the Draft EIR because such an alternative would not avoid or reduce significant impacts resulting from the proposed project. Pursuant to Section 15126.6 of the State CEQA Guidelines, the purpose of CEQA alternatives is to discuss a range of reasonable alternatives to the project which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project.

C3 cont.

C4	The feasibility of constructing improvements to existing bus stops along University Avenue within the project site will be determined during the design process, but are contingent upon available funding and approval by the San Diego Metropolitan Transit System (MTS).
C5	Enforcement of the transit-only lanes would be the responsibility of the San Diego Police Department as part of their traffic patrol operations. Unauthorized use of the transit-only lanes would be subject to traffic citations and fines.
C6	No new bicycle parking is proposed as part of the project. There is existing bicycle parking along portions of University Avenue within the project site, including bike racks on University Avenue between Herman Avenue and Idaho Street.
C7	As discussed in Draft EIR Section 5.2.4, the proposed transit lanes would be properly signed to indicate that bicyclists are allowed to share the transit-only lanes. This could include both signs and pavement markings within the transit-only lanes, the details of which will be determined during the design process. The signage would alert motorists at intersections making right turns of the potential presence of bicyclists thereby reducing potential automobile/bicycle conflicts.

Transportation Demand Management:

The TDM Education and Outreach Program has the potential to reduce peak-period vehicle trips on all streets with lasting positive impacts that support the multimodal goals of the University Mobility Plan and the General Plan. Please work with iCommute, the SANDAG TDM Program, to develop and promote TDM strategies for residents, employers, and employees. iCommute programs support alternatives to driving alone such as carpooling, vanpooling, biking or walking to work, and taking transit. The iCommute team is available to assist with establishing and implementing customized programs that will reduce single-occupant vehicle trips and parking demand.

TDM for Construction:

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The University Avenue Mobility Plan states that a Traffic Management Plan (TMP) would be implemented by the construction contractor during project construction. Elements of the TMP would include but are not limited to the following:

- Development of a public awareness campaign
- Proper identification of detour routes and lane closures within the construction area
- Placement of appropriate signs, cones, and barricades near construction
- Scheduling of construction activities to occur during off-peak periods, to the fullest extent possible

ICommute can assist in developing and implementing elements of a TMP, particularly in regards to a public awareness campaign geared towards TDM outreach and incentive programs for residents and businesses as well as construction personnel.

Parking:

Due to the reduction in parking on University Avenue, vehicles in search of street parking within the project area will inevitably "cruise" along Lincoln Avenue and North Park Way in search of free parking. Cruising can lead to increased congestion and vehicle emissions. Signage directing travelers to the North Park Public Parking Garage could be helpful. Parking garage rates are \$.50 per hour (\$5 daily maximum). These rates are less than the \$1.25 per hour charged at most meters. This structure should be used to the fullest capacity in order to reduce congestion on surrounding streets, while still offering parking rates competitive with other urban and town centers. Please also consider the addition of reserved parking spaces for carpools, vanpools, and/or carshare vehicles that could further encourage ridesharing.

Consultation with the Metropolitan Transit System and Caltrans

SANDAG advises the project applicant to consult with Metropolitan Transit System, the transit service provider within the project area, and with Caltrans to coordinate planned transit and/or highway improvements.

3

- C8 Thank you for your comment regarding Transportation Demand Management and the available services of the iCommute team. The City may coordinate with SANDAG and the iCommute team during the design and implementation of the project.
- C9 Consistent with your comment, the Draft EIR, in Section 5.2 (page 5.2-41) states that a TMP would be implemented during the construction phase of the project by the construction contractor. Refer to response to comment C8 above.

As discussed in Section 5.2.3 of the Draft EIR, it is expected that on-C10 street parking removed as part of the project would be accommodated at the North Park Public Parking Garage and additional parking capacity on neighborhood side streets, as well as the provision of additional angled side street parking proposed as part of the project. The parking garage is located within 0.25 mile of most of the on-street parallel parking spaces along University Avenue that would be removed by the project. Wayfinding signs to this parking facility currently exist along University Avenue and North Park Way in the vicinity of the parking structure. Additionally, parking capacity along neighborhood side streets is underutilized, with a 19-percent vacancy rate during the highest demand period (evening hours between 6:00 and 8:00) and a 39-percent vacancy rate during the nighttime (refer to Tables 5.2-4 and 5.2-5 in the Draft EIR). Given the available parking options (including the North Park Public Parking Garage, which is along North Park Way) in close

	proximity to removed spaces, it is expected that "cruising" would be minimal and would not substantially increase congestion and associated vehicle emissions.
C11	As discussed in Chapter 4.0, <i>History of Project Changes</i> , MTS provided comments on the project following the publishing and distribution of the Notice of Preparation (NOP). Based on input from MTS, the project was modified from 10 consolidated transit stops (as proposed at the time of NOP publishing) to the current description which includes 14 consolidated transit stops. The locations of the proposed transit stops were also revised based on recommendations of and coordination with MTS. In addition, both MTS and Caltrans are included on the project mailing list to receive notices and documents related to the project. The City will continue to coordinate with MTS, Caltrans, and other public agencies during the design and implementation phase of the project.

Other Considerations

C12

C13

Please consider the following State of California laws and Executive Order when developing the DEIR: Assembly Bill 32 (Nunez, 2006), Senate Bill 375 (Steinberg, 2008) (SB 375), SB 97 (Dutton, 2007), and Executive Order 5-13-08, which calls for analysis of greenhouse gas emissions. Additionally, it is suggested that consideration be given to the policies included in the SANDAG Regional Energy Strategy that promotes the reduction of energy demand and water consumption.

We appreciate the opportunity to comment on the University Avenue Mobility Plan, DEIR, We also encourage agencies, where appropriate, to consider the following tools in evaluating this project based on the following SANDAG publications, which can be found on our Web site at www.sandag.org/igr:

- (1) Designing for Smart Growth, Creating Great Places in the San Diego Region
- (2) Planning and Designing for Pedestrians, Model Guidelines for the San Diego Region
- (3) Trip Generation for Smart Growth
 - (4) Parking Strategies for Smart Growth
 - (5) Regional Multimodal Transportation Analysis: Alternative Approaches for Preparing Multimodal Transportation Analysis in EIRs
 - (6) Integrating Transportation Demand Management into the Planning and Development Process -A Reference for Cities
 - (7) Riding to 2050, the San Diego Regional Bike Plan

If you have any questions or concerns regarding this letter, please contact me at (619) 699-1943 or Susan.Baldwin@sandag.org.

A.

Sincerely,

Susan palo

SUSAN BALDWIN Senior Regional Planner

SBA/RSA/mmo

- C12 Air Quality and Greenhouse Gas Technical Report was prepared for the project (see EIR Appendix D). Based on this technical report, Section 5.7, *Greenhouse Gas Emissions*, of the Draft EIR provides an evaluation of potential greenhouse gas (GHG) emissions impacts associated with the proposed project. The GHG analysis considered applicable federal, state, and local regulations pertaining to GHG and concluded no significant impacts related to GHG emissions would occur as a result of the project.
- C13 Thank you for your comment and list of available project planning resources.



NORTH PARK PLANNING COMMITTEE northparkplanning.org Like us: f NorthParkPlanning Follow us: @@NPPlanning

Jeffrey Szymanski, City of San Diego Development Services Center 1222 First Avenue, MS 501 San Diego, CA 92101

Subject: Comments on Draft EIR for the University Avenue Mobility Plan Project No. 115295/SCH No. 2010031029

July 31, 2012

Dear Mr. Szymanski,

Attached please find individual comments from members of the North Planning Committee on the Draft Environmental Impact Report for the University Avenue Mobility Plan.

Sincerely,

Vieba Sharro

Chair North Park Planning Committee

Email (<u>DSDEAS@sandiego.gov</u>) Comments on the University Avenue Mobility Plan Draft EIR

- The Draft EIR should elaborate on the ability to use the transit-only lanes for bicycles. A number of bicycle riders use University Avenue as a link between North Park and Hillcrest/Mission Hills. Proper signage can be implemented on the transit-only lanes with a special striping/signage with the words "TRANSIT ONLY / BIKES OK".
- The Draft EIR should consider as one of the alternatives in Section 11.0 implementing Head-in/Back-out Parking (as currently exists on Kansas St. between El Cajon Blvd. and Meade Ave.) in order to reduce the number of net lost parking spaces and possibly end with a surplus.

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D7

- 3. The Draft EIR should consider implementing Back-in/Head-out parking for the side streets that are heavily used by bicycle riders. This can eliminate possible collisions between bicycles and vehicles because the visibility is much higher for vehicles driving away form a parking space.
- 4. The Draft EIR states that the raised median along University Ave. will be landscaped only if the North Park Maintenance Assessment District (MAD) is willing to accept the maintenance. It further states that if the MAD does not accept maintenance of the landscaping the raised median will be completely made out of concrete. The option to have the raised median completely made out of concrete should include an analysis on the impacts on Hydrology & water Quality due to the increase of impervious surfaces.
- In Section 10.0 the net loss of parking was deemed not a significant impact and therefore mitigation was not required. The Draft EIR should explain why the net loss of 45 parking spaces does not require mitigation.
- 6. The Draft EIR states that during Phase 1 of the project parking will be removed along University Ave. between Utah St. and Boundary Ave., but no angle parking will be implemented on the side streets between Utah St. and 30th St. The Draft EIR should elaborate on the impacts from loss of parking in that area until Phase 2 of the project is implemented.
- 7. The Draft EIR should describe how other projects that are currently being designed will fit into the timing of both Phase 1 and 2 of the University Avenue Mobility Plan, (Phase 1 is projected to begin in July 2014 and end in August 2015) in order to avoid removal of recently constructed improvements. More specifically:
 - Project S00863, Georgia Street Bridge Improvements, projected to start November 2014 and end in August 2016.
 - b. Project S11049, North Park Curb Ramp Barrier Removal which will provide 8 pedestrian ramps by removing existing ramps, relocating signs, adjustment of meter boxes and fire hydrant relocations, projected to start October 2012 and end in December 2012.
 - c. Project S00823, North Park Lighting Improvement, which will install 8 streetlights, projected to start September 2012 and end April 2013.
 - Project B00983, Traffic Signal Modifications at 8 High Accident Locations, projected to start March 2013 and end September 2013.
 - Project S00960, University Avenue at Alabama Street Bike & Pedestrian Safe, projected to start January 2013 and end August 2013.
 - f. Project S11021, University Avenue Pipeline Replacement. This project replaces 23,072 linear feet of existing cast iron pipeline with a new 16-inch distribution line on the entire alignment of the pipeline. This project will connect crossing distribution lines at all intersections and reconnect, and is projected to start June 2014 and end August 2016.

- D1 The Draft EIR, in Sections 3.2.2 and 5.2.4, discloses that the transit-only lanes would also be available for use by bicyclists and signage would be provided to indicate those bicyclists are allowed to share the transit-only lane.
- D2 As discussed in Section 11.0, *Alternatives*, Section 12126.6(a) of the State CEQA Guidelines requires the discussion of "a range of reasonable alternatives to a project, or the location of a project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." Because the Draft EIR does not identify the loss of parking as a significant impact of the project under CEQA, an alternative to reduce the number of parking spaces removed was not included as a project alternative in the Draft EIR. Refer to Section 5.2.3 of the Draft EIR.
- D3 As discussed in Section 3.2.4 of the Draft EIR, the project proposes to add angled parking spaces along some of the adjacent side streets on the north side of University Avenue to partially offset the number of on-street parallel parking spaces along University Avenue that would be removed by the project. These side streets include Alabama Street, Louisiana Street, Arizona Street, Oregon Street, Ohio Street, Illinois Street, and Iowa Street. The spaces would be angled and whether they would be in a Head-in/Back-out or Back-in/Head-out configuration is yet to be determined. The suggestion to provide Back-in/Head-out parking spaces along the side streets that are heavily used by bicyclists will be considered during the design and implementation phase of the project.
- D4 For the locations where the medians are proposed, the existing condition consists of asphalt paving. Therefore, if concrete medians are ultimately constructed instead of landscaped medians, the impact associated with the quantity and quality of runoff would be negligible, since both asphalt paving (the existing condition) and concrete paving (which would occur if the local maintenance assessment district [MAD] does not accept the maintenance of landscaping in the median) are impervious. If landscaped

D4 medians are constructed, the quantity of runoff would be slightly less cont. than existing conditions, and the quality of runoff could be slightly better than existing conditions, due to the addition of pervious surfaces and the natural pollutant uptake by the landscaping. This slight benefit of landscaped medians is not substantial enough to be quantified, as the benefit is extremely small in relation to the total drainage area affecting the project. For example, the proposed medians would encompass approximately 0.62 acres. In contrast, the total drainage areas analyzed in the proposed project's Preliminary Drainage Report (Draft EIR Appendix E) encompasses 146.6 acres. The difference in the amount of runoff and associated water quality between a concrete and landscaped median is not enough to significantly affect the overall drainage condition within or downstream of the project. Regardless of which median type is constructed, the project would not substantially degrade water quality.
D5 Parking impacts associated with the project are evaluated in Section 5.2.3 of the Draft EIR, not Section 10.0, <i>Effects Found Not to be Significant</i> . As discussed in Section 5.2.3 of the Draft EIR, the net loss of 45 parking spaces over the lifetime of the project is not considered to be significant due to the provision of additional side street parking spaces and availability of parking at the nearby North Park Public Parking Garage and on currently underutilized neighborhood side streets. The North Park Public Parking Garage provides 388 public parking spaces.
D6 The removal of parking during Phase I of the project would include 84 on-street parallel parking spaces along University Avenue between Texas Street and Boundary Street. It is correct that no angled parking would be implemented on the side streets between Utah and 30th Street; however, the existing 29 angled parking spaces on the south side of University Avenue between 28th Street and 30th Street would remain available. The North Park Public Parking Garage is located one block south of University Avenue on North Park Way between 29th Street and 30th Street and would continue to be available for public parking. Additionally, during Phase I of the project, re-striping of Ohio Street, Illinois Street, and Iowa Street would provide approximately 15 new angled parking spaces. Section 5.2.3 of the Draft EIR identifies the number of impacted parking spaces and discusses why impacts would be less than significant during Phase 1 and upon completion of the project.

D7 The proposed project is a standalone project with independent utility in that it does not rely on the implementation of other projects, including those specifically listed in your comment, to be fully operational. Some of these listed local projects may be located within, or in close proximity to the proposed project site. The City will coordinate internally with applicable City departments regarding planned capital improvement projects to integrate planned improvements, minimize disruptions, and avoid unnecessary and/or duplicative physical impacts to infrastructure within the community.

The project eliminated a number of pop-outs in some locations along University Ave, due to drainage concerns, more specifically the requirement of removing metal plates in order to clean the gutter underneath them. University Avenue has these types of pop-outs in the Hillcrest area, more specifically at the southeast corner of University Ave. & Vermont St., and at University Ave. & Richmond St. The metal plates that exist at the Vermont and Richmond pop-outs are not necessary if an alternate design is implemented consisting of landscaping on both sides of the gutter, so pedestrians will not be encouraged to step into or accidentally fall into the gutter. If an alternate design is implemented, additional pop-outs can be incorporated along University Avenue as part of the Mobility Plan.

The Draft EIR should explain why an eastbound transit lane from Florida St. to Utah St. is not part of the project. If the lack of an eastbound alternative route on this segment was the reason that this facility segment was removed and reverted back to a multipurpose lane in the project, then eastbound traffic could be detoured to Lincoln Avenue to the north or to Upas Street to the south in order to keep the transit lane on University Ave. from Florida St. to Utah St.

10. The Final EIR should make it clear that the project continues to maintain the number of on-street parking spaces in the corridor, based on the number of spaces that existed when planning for the project started in 2002. Since planning started, the number of spaces in the side streets of the corridor has increased though the introduction of angle parking, as disclosed in the original University Avenue Mobility Plan proposal.

11. Although not part of the scope of the Mobility Plan, the Draft EIR should disclose that this project will be fully integrated with the "Georgia St. Bridge and Associated Improvements" project (Project S00863) so that between Park Boulevard and Florida Street s transit-only lanes are implemented and to also allow the transit-only lanes to be used for bicycles, as well as re-instating the sidewalk on the north side of University Avenue (currently non-existing and forbidden to pedestrians) as long as the cross section from curb to curb has a minimum of 52 feet (same as the minimum width that is used in other cross sections of the University Avenue Mobility Plan) and the sidewalk on the south side of the street remains the same. It was recently disclosed that the improvements west of Florida Street have been moved to a separate "Georgia St. Bridge St. and Associated Improvements" project, but operation of these two segments of University Avenue must be fully integrated.

D8 The project, as proposed, includes curb extensions (also known as popouts) at fourteen side streets within the project site. The curb extensions would primarily be constructed along side streets where on-street parking is proposed. The number and location of proposed curb extensions have been deemed appropriate in concert with other proposed improvements associated with the project. Moreover, further curb extensions would require additional funding and removal of more on-street parking spaces.

Regarding the limits of the eastbound transit-only lane, please refer to D9 response to comment C3.

- Based on the requirements of the California Environmental Quality Act, D10 the Draft EIR analyzes changes due to the project between the existing baseline condition (which is conditions in place at the time of issuance of the Notice of Preparation for the project, which was March 5, 2010) and upon implementation of the full project. Therefore, it is appropriate to compare the change in parking conditions between those two time periods, as identified in the Draft EIR. Side street parking supply in the project area has increased since 2002 due to other developments and capital improvement projects in the area; however, the Draft EIR appropriately analyzes the project impacts between the existing baseline condition and full project implementation.
- With respect to coordination on timing and integration with other D11 planned capital improvement projects within the community, please refer to response to comment D7.

D11

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D10

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E2



WalkSanDiego 740 13th Street, Suite 502 San Diego, CA 92101 Tei: 619-544-WALK Fax: 619-531-WALK www.walksandiego.org

July 30, 2012

Mr. Jeffrey Szymanski, Environmental Planner City of San Diego Development Services 1222 First Avenue, MS 501 San Diego, CA 92101

RE: University Avenue Mobility Plan Draft EIR

Mr. Szymanski,

WalkSanDiego would like to offer the following comments on the DRAFT University Avenue Mobility Plan Environmental Impact Report.

Part 2 of 3, Page 3

F1

F2

F3

Significant cumulative impacts of the project on the Intersection of Lincoln Avenue/ Illinois Street will be mitigated by requiring the City to restripe the eastbound approach of this intersection to include an exclusive right-turn lane prior to award of full project implementation.

When requiring this mitigation, please consider the impact to bicyclists traveling eastbound on Lincoln. The current analysis of impact is limited to vehicles and the right turn iane will facilitate vehicular travel and turning. However, Lincoln Avenue is identified as a Class III bicycle route and has been identified as an alternative route to University Avenue for bicyclists. The decision to add a vehicle turn lane should be balanced with providing safety for bicyclists along this corridor.

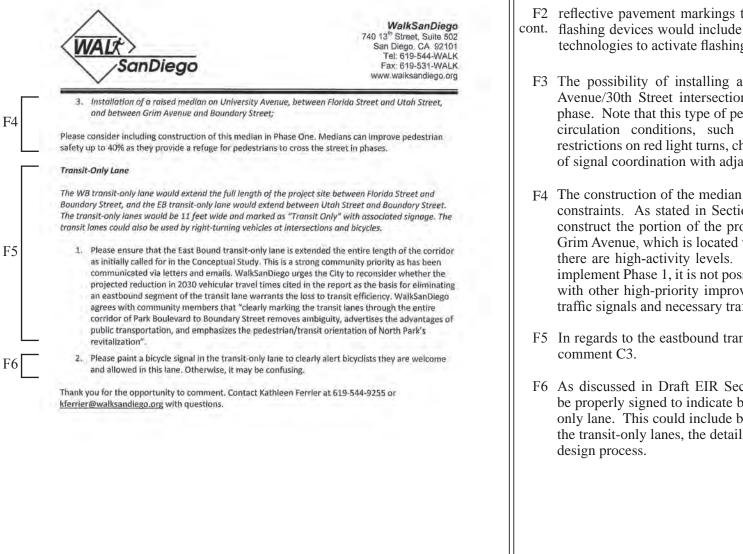
Pedestrian Safety

- Please consider including pedestrian activated signals at the crossings cited below consistent with FHWA Guidelines to ensure crossing safety.
 - Installation of enhanced pedestrian crosswalks at University Avenue's intersections with Idaho Street/ 28th Street and Kansos Street
 - Installation of an enhanced pedestrian crosswalk at the intersection of University Avenue and Iowa Street/Herman Avenue;
- Please also consider the installation of a Pedestrian Scrambler at the intersection of 30th Street and University Avenue. This was included in the original Concept Plan based on community input.

Dedicated to enhancing the livability of communities by making walking a safe and viable choice for all people.

F1 Lincoln Avenue is not designated as a bicycle route in the adopted City of San Diego Bicycle Master Plan; however, the City is in the process of preparing the Bicycle Master Plan Update and the draft version of the update (dated June 2011) identifies the segment of Lincoln Avenue within the project site (Florida Street to Boundary Street) as a proposed Class III bicycle route. Class III bicycle routes provide shared use with motor vehicle traffic within the same travel lane with signage. Bike routes can be enhanced with treatments that improve safety and connectivity, such as "shared lane markings." If the Bicycle Master Plan Update is ultimately adopted by the City and this bicycle facility is implemented along Lincoln Avenue, associated safety features at the Lincoln Street/ Illinois Street intersection would be considered at that time as part of the bicycle route project. Because there is not currently a designated bicycle facility on Lincoln Avenue, no associated safety impacts at this location were identified in the Draft EIR

F2 Section 3.2.3 of the Draft EIR identifies pedestrian improvements associated with the project. As discussed in this section, the project would include the installation of four enhanced pedestrian crossings across University Avenue at Idaho Street/28th Street, Ohio Street, Kansas Street, and Iowa Street/Herman Avenue. The proposed enhanced pedestrian crossings may include in-pavement flashing devices and



- F2 reflective pavement markings to warn motorists of pedestrians. These cont. flashing devices would include push button, automatic sensors, or other
 - nt. flashing devices would include push button, automatic sensors, or other technologies to activate flashing.
 - F3 The possibility of installing a pedestrian scramble at the University Avenue/30th Street intersection will be considered during the design phase. Note that this type of pedestrian crossing may cause unfavorable circulation conditions, such as additional pedestrian wait times, restrictions on red light turns, changes to the signal cycle length, and loss of signal coordination with adjacent intersections.
 - F4 The construction of the median is proposed to be phased due to funding constraints. As stated in Section 3.3 of the Draft EIR, Phase 1 would construct the portion of the proposed median between Utah Street and Grim Avenue, which is located within the central business district where there are high-activity levels. Given the amount of funds procured to implement Phase 1, it is not possible to construct the entire median along with other high-priority improvements, such as the installation of new traffic signals and necessary traffic signal modifications.
 - F5 In regards to the eastbound transit-only lane, please refer to response to comment C3.
 - F6 As discussed in Draft EIR Section 5.2.4, the transit-only lanes would be properly signed to indicate bicyclists are allowed to share the transitonly lane. This could include both signs and pavement markings within the transit-only lanes, the details of which will be determined during the design process.

Dedicated to enhancing the livability of communities by making walking a safe and viable choice for all people.

From: Sent: To: Subject:	Jay Corrales [jay@trealestate.net] Tuesday, July 31, 2012 4:43 PM DSD EAS University Avenue Mobility Plan Draft EIR, Project No. 115295 / SCH No. 2010031029		
University Avenu	ue Mobility Plan Public Comments from Jay Corrales		
North Park Main	July 19th, 2012 joint public meeting for UAMP with the North Park Planning Committee and Street, there are some comments which I had mentioned in the public meeting which I would n writing as official public comments:		
during the course project to provide the project area for voiced in the mere official bike maps routing in the offi bus/bike lanes go Instead of re-rout autos and buses in traffic impacts of biking in the proj meeting that all p that bus/bike lane 2) Retain all plan bulb outs were re	ike lane in both directions: It was mentioned in the meeting that bus/bike lanes were removed e of planning for this project, Bus/bike lanes should run the entire length of the proposed e the maximum efficiency and safety for bikes and buses, and so that lanes are used throughout for their intended purpose (consistency will avoid confusion for autos, bikes, and buses). As eting, University Avenue is the route most traveled by bikes in the district, contrary to what the is say. Unfortunately, it sounds like the plan was based on erroneous information on bike ficial bike route map recognized by the planning agency. I urge the project team to retain bing in both directions. The re-routing to other streets is not practical, especially for bike users, ting, bikers are likely to stay on University Avenue regardless, causing danger to themselves, n the absence of property bike facilities. Dedicated bus/bike lanes will work to further reduce f this project by making it safer to bike University Avenue, further encouraging even more ject area than already exists, reducing auto trips. In addition, it was also brought up in the previous analysis in the project with respect to the EIR has been completed with the assumption es would be in both directions. Removing portions of them now would be problematic. aned bub outs, mitigate stormwater : It was mentioned in the meeting that some of the curb emoved from the plan due to stormwater concerns. Stormwater is a major concern in the project ject should consider strategic placement of bioswales to mitigate stormwater run-off overall, for the bulb-outs.	G1 G2	In regards to the limits of the eastbound transit-only lane, please refer to response to comment C3. The Draft EIR, as well as the analysis in supporting technical studies (contained in the EIR appendices) correctly reflect that the transit-only lane would extend the full length of the project corridor (Boundary Street to Florida Street) in the westbound direction, and would extend between Utah Street and Boundary Street in the eastbound direction.
medians be all ha as an alternative. 4) Consider enha lighting, such as a team to consider of pedestrian is pres 5) Plant palate sl Garden with man	 tape in median: It was mentioned that one of the alternatives for the plan was to have the ard surface. Since stormwater is a major issue in the project area, this should not be considered All medians should have landscape that retains water. anced pedestrian crosswalks: It was mentioned that crosswalks would not feature in-street recent improvements to Downtown San Diego near the convention center. I urge the project enhanced pedestrian projects that flash light at oncoming autos and bikes specifically when a sent. This will further enhance the safety for pedestrian users. chould be drought tolerant and/or native: Cuyamaca College has a Water Conservation by resources on drought tolerant and native plants. ch contact me if you have any questions on the above comments, 	G3	As discussed in Draft EIR Section 5.4, <i>Hydrology/Water Quality</i> , the proposed project would slightly reduce the total area of impervious surfaces in the project area. Additionally, the project would be required to implement a Stormwater Pollution Prevention Plan (SWPPP) and to conform with other applicable regulatory requirements including National Pollutant Discharge Elimination System (NPDES) requirements and City standards, including implementation of Best Management Practices (BMPs). While final BMPs would be determined based on site-specific conditions, Section 5.4.4 of the Draft EIR provides a list of likely standard measures that might be applicable to the project. These measures don't identify bioswales because there is limited space for improvements along the roadway, but include other long-term operational and maintenance BMPs. Final BMPs for the project would be determined during the SWPPP process.

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G4	As discussed in Draft EIR Section 3.2.1, landscaping would be installed within portions of the center, raised median if the local maintenance assessment district (MAD) accepts maintenance responsibility for the project. If the MAD does not accept the project, then it is possible that medians would be hardscaped. Please refer to response to comment D4 regarding water quality impacts of hardscaped versus landscaped medians.
G5	Section 3.2.3 of the Draft EIR identifies pedestrian improvements associated with the project. As discussed in this section, the project would include the installation of four enhanced pedestrian crossings across University Avenue at Idaho Street/28th Street, Ohio Street, Kansas Street, and Iowa Street/Herman Avenue. The proposed enhanced pedestrian crossings may include in-pavement flashing devices and reflective pavement markings to warn motorists of pedestrians. These flashing devices would include either push button or automatic sensors to activate flashing. Additionally, there are four proposed side street crossings included as part of the project at Alabama Street (north leg), Alabama Street (south leg), Idaho Street, and 28th Street. These side street pedestrian crossings would not include in-pavement flashing devices.
G6	As discussed in Section 3.2.1 of the Draft EIR, proposed landscaping for the project, contingent upon acceptance of the project by the local MAD, would consist of drought-tolerant plants.

	From: Christopher Dye [chris@dyeworks.net] Sent: Sunday, July 22, 2012 7:30 PM To: DSD EAS Subject: Project #115295 / University Avenue Mobility Plan EIR Commens Deffrey Szymanski Environmental Planner City of San Diego Development Services Center 1222 First Avenue, MS 501 San Diego, CA 92101 Re: Project #115295 / University Avenue Mobility Plan EIR Dear Mr. Szymanski I recently attended an overview of the UAMP and am sending my comments for inclusion in the public feedback portion of the EIR. 1. It's my opinion that the shared rapid transit and bicycles lane must have strong visual	H1 As discussed in Draft EIR Section 5.2.4 the proposed transit-only lanes
H1 H2 H3 H4	 It's my opinion that the shared rapid transit and bicycles lane must have strong visue communications so that bicyclists, bus drivers, automobile drivers, and pedestrians know the lane is shared. Posted signs as well as sharrow graphics painted on to the pavement should be frequent and visible. Where any sidewalks are being refurbished, I advocate for following the North Park Mais Street's Streetscape Guidelines, which recommended seeded aggregate as the preferred material. Seeded aggregate offers superior traction to pedestrians, hides gum and gunk we and is easy to match to existing seeded aggregate that has already been installed in the neighborhood's business corridor. I believe the eastbound transit lane must be contiguous for the entire span of the UAA and not interrupted as has been proposed. While I understand that the reasoning is that thisn't a straightforward alternative to east/west traffic to the south of University Avenue it seems that changing the far eastbound lane from shared public transit/bicycle, to all traffic allowed, then back to transit/bicycle will be confusing and lead to accidents. University Avenue is a heavily trafficked bicycle thoroughfare, and it is my opinion the the UAMP should not only facilitate the existing bicycle patterns, but strengthen them wh maintaining the other UAMP goals of an unobstructed lane for automobiles and speedier tractimes for mass transit. 	 would be properly signed to indicate that bicyclists are allowed to share the transit-only lanes. This could include both signs and pavement markings within the transit-only lanes, the details of which will be determined during the design process. H2 Thank you for the suggestion regarding sidewalk material. The City will consider your recommendation during the design phase of the project. H3 In regards to the limits of the eastbound transit-only lane, please refer to response to comment C3. The transit-only lanes would be marked with signage to clearly define their starting and ending points. H4 It is acknowledged that University Avenue is widely used by bicyclists.
	Thank you for your consideration. Christopher Dye Vice-chair, North Park Main Street Design Committee Owner, NorthParkScene.com Homeowner 3613 Granda Avenue San Diego, CA 92104	The Draft EIR, in Sections 3.2.2 and 5.2.4, discloses that the transit-only lanes would also be available for use by bicyclists and signage would be provided to indicate that bicyclists are allowed to share the transit-only lanes.

11

From: George Franck [mailto:geomfranck@cox.net] Sent: Wednesday, July 25, 2012 1:57 PM To: DSD EAS Cc: Angela Landsberg; HonS; GranowitzVicki Subject: University Avenue Mobility Plan (UAMP) Draft Environmental Document

To Jeffery Szymanski, Environmental Planner, DSC

The UAMP has many good ideas for improving University Avenue. UAMP's phased implementation, as proposed by the City, makes sense. After the extended planning process, the City's presentation of the UAMP environmental report at a public meeting in North Park last week was helpful. I have three specific comments:

 An eastbound transit lane (to the west of Utah Street) should be part of the project. My understanding is that the lack of an eastbound alternative route on this segment was the reason that this facility segment reverted back to a multipurpose lane in the project. If needed, eastbound traffic could be detoured to Lincoln Avenue to the north (like westbound traffic) or to Upas Street, a through street several blocks to the south.

- 2. The final environmental document should make it clear that the project continues to maintain the number of onstreet parking spaces in the corridor, based on the number of spaces that existed when planning for the project started. Since planning started, the number of spaces in the corridor has increased though the introduction of diagonal parking, as proposed in the UAMP proposal.
- 3. Traffic lanes between Park Boulevard and Florida Street should be reduced to permit transit priority and room for bicycles and pedestrians. Perhaps the number of lanes required could be reduced by restricting left turns. I realize that the improvements west of Florida Street have been moved to a separate project, but operation of these two segments of University Avenue must be fully integrated.

Please contact me if you need clarification.

I1

I2

I3

George Franck (619-370-3887 cell) Member of the North Park Main Street Design Committee &

VP of the North Park Historical Society

- I1 Please refer to response to comment C3 regarding the limits of the eastbound transit-only lane.
- I2 Please refer to response to comment D10 regarding the number of onstreet parking spaces.
- 13 As stated in your comment, the segment of University Avenue between Park Boulevard and Florida Street is not located within the project site and thus, no improvements to this segment are proposed as part of the project. With respect to coordination on timing and integration with other planned capital improvement projects within the community, please refer to response to comment D7.

RESPONSES

Jeffrey Szymanski City of San Diego Development Services Center 1222 First Avenue, MS 501 San Diego, CA 92101 Via Email: DSDEAS@sandiego.gov

Comments on the Draft Environmental Impact Report for the University Avenue Mobility Plan

I am writing as a 17-year resident of North Park, the former Chair of the North Park Main Street (NPMS) Design Committee, the Chair of the Steering Committee for the 2004 University Avenue Mobility Plan (UAMP) study conducted by RBF Consulting, and co-founder and President of WalkSanDiego, which has advocated for this project for many years. I have been involved with the UAMP development process since its inception at the NPMS Design Committee. I appreciate the opportunity to comment on the Draft Environmental Impact Report (DEIR) for this important project.

Project Origin

It may be helpful to understand the origin of the UAMP concept. The idea emerged during an organized walk along University Avenue in the late 1990's as the Design Committee surveyed architectural elements for purposes of creating design guidelines for future development. During this walk, the participants were struck by the dominance of automobiles on University Avenue, in particular the noise, speed, and sense of threat posed by vehicles. We realized the commercial success of the Avenue would always be limited unless the road design were changed to make the street a more welcoming destination rather than simply a conduit for moving vehicles through the district. Some features that stood out were:

- the narrow travel lanes,
- conflicts with parallel-parking vehicles,
- the numerous offset intersections,
- lack of safe pedestrian crossings,
- absent bicycling facilities, and
- dangerous weaving by drivers trying to avoid being delayed by buses or turning vehicles.

From the start, the UAMP was intended to mitigate the singular focus on vehicle movement reflected in University Avenue's current design, and instead achieve a balance of safety, comfort, and performance for all modes. As the public workshops for the 2002 and 2004 studies showed, residents were far more concerned about the walking environment, the quality of transit service, and the safety of transit-users, bicyclists, and pedestrians, than with vehicle Level of Service. Parking arose as an important topic, but was secondary to safety and comfort of the alternatives to driving. The following comments reflect this history.

Dedicated Transit Lanes

As the June 25, 2004, letter from the Steering Committee to the city (included in the RBF study report) indicated, the Steering Committee felt strongly that the dedicated transit lanes should be installed in both directions throughout the length of the studied corridor, as shown in the original 2002 Concept Plan created by KTU+A. Computer modeling and other analytical tools employed by RBF suggested the 2030 Level of Service would be slightly lower if the dedicated transit lanes were fully implemented. Since that

Hamilton-1

J1 In regards to the eastbound transit-only lane, please refer to response to comment C3.

RESPONSES

time, bicycling has become more popular, the city and SANDAG have created aggressive bicycle master plans, gas prices have increased substantially, significant transit-oriented developments have been completed, and the commercial success of the district has grown. These reflect statewide and national trends. In response, the state's CEQA Guidelines (Appendix G, Environmental Checklist) were revised to reduce the emphasis on vehicle Level of Service and instead focus on the transportation system as a whole.

J1 cont.

Given the project goals and the community's clear preference for the complete transit lanes, it is both surprising and disheartening that this option was not even mentioned in the DEIR, nor studied as one of the project alternatives. The Final EIR should acknowledge this option and make note of its potential impacts, in order to make it potentially possible to install the full transit lanes without the necessity of additional CEQA analysis, should the city and community decide to make this change to the project in a future year.

Inconsistency with Bicycling Master Plan

The transportation/circulation/parking impact analysis in the DEIR considers the question:

Issue 4: Would the proposed project result in a substantial impact upon existing or planned transportation systems or *conflict with any adopted policies, plans, or programs supporting alternative transportation*? (DEIR at 5.2-51) (emphasis added)

The City's June 2011 *Bicycle Master Plan Update*, now undergoing environmental review, includes the North Park segment of University Avenue as a high priority for new bicycling facilities. The Bicycle Master Plan Update's list of 40 priority projects (pp. 103-104) includes:

- #22 University Avenue from Utah Street to Fairmont Avenue, and
- #25 University Avenue from Florida to Utah Street.

If the eastbound dedicated transit/bike lanes were implemented in both directions through the entire project, the UAMP would be consistent with the Bicycle Master Plan Update. Given that other bike routes through this area are inconvenient and involve difficult climbs which discourage casual riders, this is a very important project change or an alternative to include in the DEIR. At the very least, the DEIR must document the conflict between the project and the Bicycle Master Plan Update and discuss mitigation alternatives.

Bicyclists require the most direct route possible, with as little topographic change as possible. For this reason, University Avenue should be a major bicycle corridor. This is one of the UAMP project goals. The dedicated bus/bike lanes should also include appropriate legends and other markings or signage to support bicyclist use of the dedicated lanes.

Park to Florida Segment

Both the original 2002 Concept Plan and 2004 study carried the project through the segment from Park Boulevard to Florida Street. This segment has not been included in the present project description, without justification. It should be added back in since this critical link is necessary to ensure the

Hamilton-2

J2 The land use plan consistency analysis contained in Section 5.2.4 of the Draft EIR is limited to applicable plans, policies, and ordinances that have been adopted by the City, as indicated in Issue 4 and the Impact Threshold in the Draft EIR. The City's Bicycle Master Plan Update is currently a draft document undergoing environmental review. Because the Bicycle Master Plan Update has not been adopted by the City of San Diego, the Draft EIR appropriately does not evaluate the project's consistency with this draft document.

- J3 It is acknowledged that University Avenue is widely used by bicyclists even though the segment of the roadway within the project limits is not a designated bicycle route. The Draft EIR, in Sections 3.2.2 and 5.2.4, discloses that the transit-only lanes would also be available for use by bicyclists and signage would be provided to indicate that bicyclists are allowed to share the transit-only lanes.
- J4 Although the 2002 Concept Plan and 2004 University Avenue Mobility Plan document included the segment of University Avenue between Park Boulevard and Florida Street, that segment is not located within

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J4 cont. continuity of safe facilities for bicyclists, and to maximize transit operations. At the very least, consideration should be given to providing adequate pedestrian, bike, and transit facilities in the project description so that the necessary transitions in this segment are appropriately designed and implemented.

Alabama Street

J5

J6

The intersection of University Avenue and Alabama Street is a very important intersection for access of seniors living on Alabama Street to reach the westbound bus stop. This is why, following a fatal collision, the Alabama Street project was designed and funded several years ago. There appears to be no crossing facility included in this project. The City is hereby put on notice that seniors are likely to continue to cross at this intersection whether or not a crosswalk is provided, and will be at substantial risk. To reduce the City's future liability, the project should be modified to include a crosswalk appropriate to the needs/abilities of seniors and disabled residents, as provided in the two prior project studies.

Pedestrian Safety in General

Pedestrian safety when crossing streets has been a major impediment to development of this area. The 2002 Concept Plan included the addition of three full signals and five pedestrian activated signals, including a Pedestrian Scramble at 30th Street, to mitigate this problem. The signals were included because the KTU+A designers felt that, from their experience, pedestrians were at too great a risk, or would perceive themselves to be, if a marked crosswalk but no signals or inadequate signals were provided. Although the planned raised medians will increase pedestrian safety significantly, the designs for the crossings should be revisited to consider appropriate signals, consistent with the FHWA guidelines for providing enhancements to crosswalks. The potential impacts of including more stop controls should be considered in the DEIR.

Thank you for the opportunity to comment. You may reach me for any comments or questions at (858)586-2641 or <u>ahamilton@walksandiego.org</u>.

Sincerely,

andy Hamilton

Andy Hamilton North Park

J4 the limits of the proposed project. This segment is not part of the cont. proposed project due to constraints associated with the Georgia Street Bridge. Improvements to that segment of University Avenue are part of a separate City project, the Georgia Street Bridge Improvements Project. With respect to coordination on timing and integration with other planned capital improvement projects within the community, including the Georgia Street Bridge Improvements Project, please refer to response to comment D7.

- J5 Safety improvements will be constructed at the University Avenue/ Alabama Street intersection as part of a separate City capital improvement project (CIP), University Avenue at Alabama Street Bicycle and Pedestrian Improvements. This project is a fully funded CIP project that will improve the pedestrian crossing facilities at University Avenue/ Alabama Street intersection with in-pavement flashing crosswalk, construct a raised median along University Avenue between Florida Street and Mississippi Street to restrict left-turn and through movements at the University Avenue/Alabama Street intersection, and construct an eastbound left-turn pocket at the University Avenue/Mississippi Street intersection.
- As discussed in Section 3.2.3 of the Draft EIR, the project would include J6 the installation of four enhanced pedestrian crossings across University Avenue at Idaho Street/28th Street, Ohio Street, Kansas Street, and Iowa Street/Herman Avenue. The proposed enhanced pedestrian crossings may include in-pavement flashing devices and reflective pavement markings to warn motorists of pedestrians. These flashing devices would include either push button or automatic sensors to activate flashing. Additionally, there are four proposed side street crossings included as part of the project at Alabama Street (north leg), Alabama Street (south leg), Idaho Street, and 28th Street. These side street pedestrian crossings would not include in-pavement flashing devices. The possibility of installing a pedestrian scramble at the University Avenue/30th Street intersection will be considered during the design phase. Note that this type of pedestrian crossing may cause unfavorable circulation conditions, such as additional pedestrian wait times, restrictions on red light turns, changes to the signal cycle length, and loss of signal coordination with adjacent intersections.

Hamilton-3

From: Marcella E. Hamlin [mailto:Marcella hamlin@cox.net] Sent: Sunday, July 29, 2012 10:09 PM To: DSD EAS Subject: University Avenue Mobility Plan Draft EIR, Project No. 115295 / SCH No. 2010031029

July 29, 2012

Dear Jeffrey Szymanski:

K1

I am writing to you regarding the University Avenue Mobility Plan Draft EIR, Project No 115295. I am an owner resident of North Park for the last 9 years and I have lived in San Diego all my life. There has been a lot of great development in the last 2 years. Some of it is great and some development has created negative impact. Some of this is noise from bars and or people who visit the bars and restaurants parking on my street and creating noise late at night. This is only one issue. I can only imagine that if the density in this area was to increase it would only get worse for traffic and parking and noise. I purchased my older home because I love the historic area. I would really hate for some of these lovely homes, with so much character, to be taken down and replaced with condominiums or apartments. I have invested a lot of money in to my home and I have planned to live out my days here in this area. I can't imagine that in Point Loma, where I grew up in a residential area, that they would allow there older homes to be replaced with condominiums and apartments. It would lower the value of my home and the quality of my life. I am writing to you too protest any increase in future density or to increase places for people to park (hopefully not in front of residents homes).

Sincerely, Marcella Hamlin 3727 Ray St San Diego, CA 92104 K1 The proposed project would not cause a substantial increase in noise within the community. As discussed in Section 10.6 of the Draft EIR, the proposed project entails construction of surface transportation improvements within the existing roadway of University Avenue. No new traffic trips would be generated by the project and therefore the project would not increase traffic noise levels along University Avenue. With the proposed improvements, some traffic trips would be diverted from University Avenue to El Cajon Boulevard, Lincoln Avenue, and North Park Way; however, the number of diverted trips would not be large enough to significantly increase noise levels along these roadways.

The project does not propose the construction of condominiums, apartments, or any other buildings, nor would it cause an increase in future density or building heights in the project area. As stated above, the project entails surface transportation-related improvements.

 Prem: the Kotz (Inductude Activities and Page 30, 23, 23, 23, 23, 23, 23, 23, 23, 23, 23				
 L1 diagonals at particularly busy corners such as 30th and University. My guess is that it might allow for less interaction of tuning vehicles and pedestrians and smooth traffic flow considerably. L2 I also saw no accommodation for bicycles at all in the plan, I'm not sure how that could be left out. Perhaps bikes and buses could share? Chuck Katz L2 The Draft EIR, in Sections 3.2.2 and 5.2.4, discloses that the transit-only lanes would also be available for use by bicyclists and signage would be provided to indicate that bicyclists are allowed to share the transit-only lanes. This could include both signs and street markings within the transit-only lanes, the details of which will be determined during the 		Sent: Sunday, July 29, 2012 4:34 PM. To: DSD EAS		
L2 The Draft EIR, in Sections 3.2.2 and 5.2.4, discloses that the transit-only lanes would also be available for use by bicyclists and signage would be provided to indicate that bicyclists are allowed to share the transit- only lanes. This could include both signs and street markings within the transit-only lanes, the details of which will be determined during the	L1 L2	diagonals at particularly busy corners such as 30th and University. My guess is that it might allow for less interaction of tuning vehicles and pedestrians and smooth traffic flow considerably. I also saw no accommodation for bicycles at all in the plan, I'm not sure how that could be left out. Perhaps bikes and buses could share?	L1	Avenue/30th Street intersection will be considered during the design phase. Note that this type of pedestrian crossing may cause unfavorable circulation conditions, such as additional pedestrian wait times, restrictions on red light turns, changes to the signal cycle length, and loss
lanes would also be available for use by bicyclists and signage would be provided to indicate that bicyclists are allowed to share the transit- only lanes. This could include both signs and street markings within the transit-only lanes, the details of which will be determined during the		Chuck Katz		of signal coordination with adjacent intersections.
			L2	lanes would also be available for use by bicyclists and signage would be provided to indicate that bicyclists are allowed to share the transit- only lanes. This could include both signs and street markings within the transit-only lanes, the details of which will be determined during the

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From: Sent: To: Cc: Subject: Attachments:	Founder [NP-RID@cox.net] Tuesday, July 31, 2012 4:17 PM DSD EAS Lucky Morrison; Vicki Granowitz; Robert Barry; Dionne Carlson University Avenue Mobility Plan Draft EIR, Project No. 115295 / SCH No. 2010031029 My UAMP Scoping Comments.pdf, ATT00001.txt	
Importance:	High	
Jeffrey Szymanski, Pr	oject Manager, UAMP	
2010, that by submitt	(below) my comments from the UAMP Scoping Meeting. We were told in ing those comments they would considered for the entire UAMP "Process" d include the EIR review process.	
	omments on that list, which was to serve as an outline for what needed rder to make the UAMP a positive project for North Park.	
traffic into the East congestion unless the During the University predicted the traffic	ial traffic encroachment". The UAMP project as shown will funnel and West residential streets as drivers seek to avoid University Ave UAMP also includes signage and bollards preventing them from doing so. Ave repaving, there were big traffic delays on University Ave and as counts on North Park Way, Landis St. and even Upas Street became huge. calming elements for the residential areas North and South of	M1
order to add as much transportation in the residential neighborh	rcycle/personal vehicle parking at every "end" of car parking slots", in parking for motorcycles, electric bicycles and other forms of personal business district as possible in order to keep it out of the ood. All red zones should be reduced in order to allow at least al" vehicle to park at the corner created by the red zone and the non	
Ray St. (to go South) Ray St. to travel Sou	Ray St at North Park Way to prevent North Park Way traffic from using instead of 30th St." Time has shown that now, even Trucks are using th, instead of using 30th St. and the amount of traffic will only t. is made "Local Traffic Only" with bollards added, to prevent it from	
before the UAMP proje and Boundary Ave. No traffic trying to tak is removed on Univers will also have a huge Easy which is located and West off Universi	improve the I-805 entrance South" at North Park Way. This must be done ct modifies the current traffic flow on University Ave between 32nd St te Boundary St. also serves as the queuing street for most of the e I-805 South. If the left turn pocket, to the South, at Bancroft Ave. ity Ave the traffic congestion will be horrific during rush hour. It impact on the traffic trying to enter the parking garage for Fresh & on Bancroft Ave. which was designed to allow traffic from both the East ty Ave. This lack of planning will cause traffic grid lock during rush the quality of life of all those living nearby because of the noise,	
chairs". The future named" forms of perso	re massive increases in electric bikes, motorcycles and mobility points toward very small electric vehicles and or other as yet "un- nal types of transportation since gasoline prices will prohibit people ought of as "traditional" vehicles. This requires that the UAMP also	
	1	M2

- As discussed in Section 5.2.2 of the Draft EIR, the proposed project [1 would not generate any new traffic trips, but would redistribute and divert some trips along University Avenue. The proposed median along University Avenue would restrict left-turn movements at unsignalized intersections, which would cause those movements to be redistributed to adjacent signalized intersections. Additionally, due to the conversion of the mixed-flow lanes to transit-only lanes, it is projected that some of the through traffic along University Avenue would divert trips to portions of parallel roadways, including El Cajon Boulevard (between Park Boulevard and Boundary Street), Lincoln Avenue (between Texas Street and Boundary Street), and North Park Way (between 30th Street and Boundary Street). Refer to Figures 5.2-5 and 5.2-6 in the Draft EIR. Section 5.2, Transportation/Circulation/Parking, of the Draft EIR evaluates potential traffic impacts associated with these redistributed and diverted trips and identifies feasible mitigation for project impacts along these parallel roadways. Land uses along these parallel roadway segments vary, but are not predominantly residential. El Cajon Boulevard, between Park Boulevard and Boundary Street, and North Park Way, between 30th Street and Boundary Street, are lined almost entirely with commercial uses. The segment of Lincoln Avenue contains the most residential uses of the three roadways, but the number of daily trips diverted to this segment would only be 150, which would not cause increased congestion. Traffic calming features are therefore, not necessary.
- M2 Thank you for your suggestion to maximize motorcycle, bicycle, and other "personal" vehicle parking in the business district. While it is noted that your comment reflects a desire to keep parking associated with the businesses along University Avenue out of residential neighborhoods,

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M2 cont.	the surrounding residential neighborhoods are already utilized for general parking in the area. Currently, there are 132 on-street parking spaces along University Avenue within the project area, 2,262 on-street parking spaces on roadways to the north of University Avenue, and 2,351 on-street spaces on roadways to the south of University Avenue. The project would result in a reduction of 74 total spaces during Phase I, the addition of 29 total spaces during subsequent phases (for a total net reduction of 45 spaces). As discussed in Section 5.2, <i>Transportation/</i> <i>Circulation/Parking</i> , parking capacity along neighborhood side streets is underutilized, with a 19-percent vacancy rate during the highest demand period (evening hours between 6:00 and 8:00) and a 39-percent vacancy rate during the nighttime.
M3	Installation of bollards on Ray Street at North Park Way is not proposed as part of the project. The project would construct a median on University Avenue at the University Avenue/Ray Street intersection, which would prohibit left-turns onto Ray Street. This improvement would limit the ability for westbound traffic to divert to Ray Street.
M4	No improvements to the current geometrics of the I-805 southbound (SB) ramp at North Park Way are proposed as part of the project, and the City is not aware of any plans by Caltrans to improve this on-ramp. Traffic mitigation for project impacts to the North Park Way/I-805 SB ramps/ Boundary Street intersection includes signalization of this intersection. As identified in Tables 5.2-14, 5.2-15, 5.2-16 and 5.2-17 of the Draft EIR, installing a traffic signal at this intersection would reduce delays to below a level of significance.
	Regarding the left-turn pocket at Bancroft Street, the project does propose restriping of University Avenue that would eliminate the left-turn pocket at Bancroft Street; however, the left-turn pocket at 32nd Street would be retained. Motorists wishing to access the Fresh and Easy parking garage on Bancroft Street from westbound University Avenue could turn at Boundary Street or 32nd Street, which is only one block to the east and west. Motorists could then turn onto North Park Way and then to Bancroft Street. Bancroft Street would still be directly accessible by eastbound motorists on University Avenue via a right-turn on Bancroft Street. While the Draft EIR recognizes that the project would result in significant impacts associated with traffic in the project area, including

the roadway segment of University Avenue between Bancroft Street M4 cont. and Boundary Street, the project is still needed to improve mobility within the project area for pedestrians and transit users, and to reduce provide for these new forms of transportation in charging stations, parking structures and use of the dedicated traffic lanes... The busses must be designed to share the roadway with automobile traffic trips within the project site. As discussed in Draft bicycles and all the other Personal types of transportation that will be traveling on M5 University Ave. Electric bicycles and or mobility scooters can now travel much faster than EIR Sections 5.3, Air Quality, and 5.7, Greenhouse Gas Emissions, the most human powered bicyclists. The numbers of these "new" personal transportation "vehicles" cont. proposed project would not result in significant impacts associated with will be orders of magnitude greater than we now have and they are not even listed in the UAMP. How can any "plan" be approved when the future demands that everyone have equal access exhaust. Additionally, as discussed in Draft EIR Section 10.0, Effects to the roadway? Found Not to be Significant, no significant noise impacts would result 6. "Provide for sidewalk level "Loading Platforms" so all forms of mobility scooters can from implementation of the proposed project. board without buses "bowing". If 20 times as many mobility scooters want to ride the bus then the time for buses to transit the UAMP corridor will be unacceptable to most riders M6 since the bus will have to spend too much time "bowing" at each bus stop UNLESS the bus stops are designed to allow these folks to drive right onto the buses. Now is the time to make sure that our buses and roadway are compatible with all those that use any types of mobility M5 While the City acknowledges that there may be future increases in the scooters, not some time later when modifications will be far too expensive. use of electric bikes, motorcycles, and mobility chairs, the project does 7. "Increase study of traffic flow East to West to include Landis St., to Upas St. in order not propose or require changes to accommodate these types of vehicles. to prevent East-West Encroachment". This has not been done to date, with only the traffic on North Park Way and Lincoln Ave mapped. The East-West flow will make the neighborhoods North Motorcycles would share the mixed-flow traffic lanes with cars, as they M7 and south of University Ave. unbearable unless traffic flows are restricted during peak do in other areas of the City. The project allows for bicycles, including periods if not at all times. Traffic noise, pollution, trash and parking congestion are all forms of residential blight that must be mitigated BEFORE any changes are made to the traffic electric/motorized bicycles meeting the requirements of California's on University Ave. This was brought up in 2010 and it still has not be adequately addressed. Vehicle Code, to share the transit-only lanes. Based on California 8. "Prevent adding diagonal or additional regular parking in our neighborhoods". Our Vehicle Code Section 467, a pedestrian is a person who is afoot or using residential neighborhoods are not designed to become parking lots for the business district! (1) a means of conveyance propelled by human power other than a M8 It would completely change the quality of life of all residents nearby the business district if the ambiance of our existing residential neighbors are not protected. Runoff from the bicycle or (2) an electric assistive mobility device. Because mobility additional traffic will only add to our on street pollution, as North park does not sewers on every corner. chairs would fall into the second category, users of mobility chairs would be considered pedestrians, and would be utilizing pedestrian-related 9. "Provide a (Residential) Parking District with parking stickers at NO CHARGE to all residential areas nearby University Ave. and rush hour parking prevention" This is required facilities in the project area, including sidewalks and crosswalks. Based to prevent all the residential neighborhoods from becoming 24/7 parking lots for the business on the above discussion, dedicated traffic lanes would not be required district. If the Business district wants to grow and have more customers then they need to provide facilities for their patrons to use that are not dependent upon using the residential M9 for electric bikes, motorcycles, and mobility chairs. Motorcycles could streets. If the business district does not want to provide parking for their own patron, why utilize vehicle parking spaces, while electric bikes could utilize bike should residents have to do it for them? Parking meters and a residential parking district will protect residential neighborhoods from Parking Blight. It is unfair that the UAMP will racks for needed parking. Presumably, a person utilizing a mobility chair "enable" the local business to add additional Blight upon the neighborhoods that are within walking distance or University Ave. would also utilize it for transportation at their destination and parking for mobility chairs would not be necessary. Furthermore, proposed In addition, to the scoping comments, I also like to add the following: pedestrian and transit improvements would comply with the Americans 10. I would like to request that an acoustic study be completed in the residential areas with Disabilities Act to ensure equal access. North and South of University Ave. before any UAMP changes are made in order to compare the M10 before and after levels caused by the project. If the areas around airports are monitored then the areas around entertainment zones should also be monitored for any noise pollution caused by the businesses and or events in the business district. M6 As described in Draft EIR Section 3.0, *Project Description*, improvements 11. The airflow (wind) normally from West to East is being obstructed by allowing taller at the transit stops include raised sidewalks, where it is feasible to buildings. Since the residential districts are being affected by this change in height, a M11 implement, for at-grade boarding. The incorporation of raised sidewalks building height restriction should be enacted so that the residential areas are not penalized while favoring additional Density in the Business District. for at-grade boarding would provide improved access for mobility scooters and transit riders accessing the bus on foot. 2

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M7 The traffic study area for the proposed project was determined based on the proposed improvements along University Avenue between Park Boulevard and Interstate 805. Roadway segments and key intersections were also identified along the segments that were immediately parallel to University Avenue (Lincoln Avenue and North Park Way) and along El Cajon Boulevard because as discussed in response to comment M1, traffic trips would be diverted to segments of these roadways upon implementation of the project. It is not anticipated that traffic trips would be diverted to Landis Street and Upas Street and therefore, the traffic analysis did not evaluate segments or intersections along these two roadways.

As discussed in response to your comment M4, air quality and greenhouse gases (pollution) and noise impacts associated with the project were determined to be less than significant. Parking impacts associated with the project are evaluated in Section 5.2.3 of the Draft EIR. As discussed in Section 5.2.3 of the Draft EIR, the loss of 45 parking spaces over the lifetime of the project is not considered significant due to the provision of additional side street parking spaces and availability of parking at the nearby North Park Public Parking Garage and on currently underutilized neighborhood side streets. Regarding trash, as discussed in Section 10.10 of the Draft EIR, the project would not generate substantial amounts of trash. Transit patrons utilizing the bus stops would generate some trash, but trash receptacles would be provided at the new and relocated transit stops, just as there are at the existing bus stops. Maintenance and collection of waste at the bus stops would be provided by the San Diego Metropolitan Transit System (MTS). Because impacts resulting from the proposed project associated with traffic noise, pollution, trash, and parking were determined in the Draft EIR to be less than significant, no mitigation is required.

M8 On-street angled parking is proposed for Ohio, Illinois, and Iowa streets between Lincoln Avenue and University Avenue during Phase I (with a total of 15 new angled spaces). For subsequent phases, a total of 42 new on-street angled parking would be added to Alabama, Louisiana, Arizona, and Oregon streets between Lincoln Avenue and University Avenue. In total, the project would add 57 on-street angled parking across seven city blocks. Ohio, Illinois, and Iowa streets already contain on-street angled parking, so the addition of 15 new spaces across these three blocks would

1	1	
	M8 cont.	not change the character, quality of life, or ambiance for residences along the affected blocks. Alabama Street also contains existing on-street angled parking. While on-street angled parking on Louisiana, Arizona, and Oregon streets would be a new parking configuration along these streets that currently include on-street parallel parking, the conversion of parallel to angled parking would be compatible with the surrounding neighborhood because (1) other angled parking occurs on nearby streets located between Lincoln Avenue and University Avenue, and (2) the width of these streets is consistent with the other surrounding streets that include angled parking (i.e., the pavement width is wider than other streets). Thus, even the addition of on-street angled parking for the three blocks that do not currently contain angled parking would not change the character, quality of life, or ambiance for residences along the affected blocks. Because the proposed additional angled parking would replace parking that would be removed elsewhere in the project area, it would not increase the overall runoff volume within the project area.
	M9	While it is noted that your comment reflects a desire to keep parking associated with the businesses along University Avenue out of residential neighborhoods, the surrounding residential neighborhoods are already utilized for general parking in the area. As discussed in Section 5.2.3 of the Draft EIR, parking capacity along neighborhood side streets is underutilized, with a 19-percent vacancy rate during the highest demand period (evening hours between 6:00 and 8:00) and a 39-percent vacancy rate during the nightime. Based on the vacancy rates observed on neighborhood side streets, there is no need for a residential parking district for residential areas near University Avenue. Additionally, it should be noted that the North Park Public Parking Garage provides 388 parking spaces for visitors/patrons of the University Avenue corridor. Although the project would result in a total net reduction of 45 on-street parking spaces within the project site, loss of 45 parking spaces over the lifetime of the project is not considered significant due to the provision of additional side streets. The proposed project, therefore, would not cause or contribute to residential blight due to increased parking congestion.

2 12. The solar access of all residential properties needs to be maintained as it would be unacceptable for any new business to be constructed if their height blocked the sunshine of any other non business properties.

M13

M14

M15

M16

13. The North-South ally's that are still unpaved need to be paved as part of the UAMP project since they are violation of current storm water pollution standards because they are now used as "streets" by all sizes of vehicles and even trucks; in fact they enable soil to be washed out when it rains and also are responsible for the dusty air quality in the entire residential area.

14. All red sidewalks need to replace with reinforced concrete that is not red in color but an exposed aggregate instead, in order to reduce maintenance cost throughout the UAMP project.

15. All busses need the technology to pass through traffic signals in order to speed their transition of the UAMP district. If MTS will not pay to install the required signalization technology into their most modern buses, then the number of bus stops needs to be reduced in the UAMP, to reduce the time to transit the UAMP, otherwise people will not ride public transportation.

16. All crosswalks should be "multi-directional," as this would reduce the total time required for pedestrians and also help prevent jay walking which could have a huge influence on the traffic throughout the UAMP project.

3

Thank You for the ability to add additional comment until tomorrow at 5:30 p.m. Don Leichtling NP-RID

- M10 Please refer to response to comment K1 regarding noise levels within the project area. It should be noted that the project consists of surface transportation improvements and does not propose any components related to businesses or events within the project site. Noise generated by existing businesses or events within the business district is an existing condition and the project would not contribute to, or increase noise generated by these existing sources. Preparation of an acoustic study or noise monitoring is not required for the proposed project.
- M11 The proposed project consists of surface transportation improvements and does not include any components related to the construction of buildings, nor does it propose any changes to building height restrictions.
- M12 Please refer to response to comment M11 regarding building height restrictions.
- M13 Proposed improvements of the project are focused along University Avenue and corresponding side streets, as described in detail in Section 3.0, Project Description, of the Draft EIR. No improvements to alleys would occur in the project area, as they are not designed for, or intended to accommodate, overall mobility for pedestrians or transit in the project area.
- M14 The proposed project does not include replacing existing sidewalks, except at street corners where curb extensions are proposed. Materials used for the proposed curb extensions would be consistent with the adjoining sidewalks.
- M15 MTS is the public agency responsible for transit operations within the project area and decides on the types and technologies of their buses. The City therefore has no authority to require MTS to install transit signal priority (TSP) technology on buses operating within the project site. It should be noted that TSP technology not only involves specialized equipment on the buses, but also requires installation of receivers on traffic signal arms and replacement of signal controllers in controller cabinets. Implementing TSP also requires modifications to the signal phasing and timing. Therefore, installation of TSP technology is not proposed as part of the project. Nonetheless, one of the project objectives is to improve mobility within the project site for pedestrians and transit users. As discussed in Section 5.2.4 of the Draft EIR, the

COMMENTS	RESPONSES
	M15 project would increase the efficiency of transit use in the project area cont. by constructing transit-only lanes and consolidating transit stops. These proposed improvements would result in reduced travel times for buses through the project corridor. Refer to Tables 5.2-19 and 5.2-20 in the Draft EIR.
	M16 With respect to "multi-directional" crosswalks, please refer to response to comment J6.

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 and review for this project. 1, initially at EIR scoping meeting, noted the steering committee's cover letter on the second report which noted the steering committee support for the process and the conclusions with the EXCEPTION of the removal of a major portion of the eastbound transit lane. I asked the EIR consultants to the second report which noted the steering committee store letter. A the scoping meeting 1 noted what the committees three reasons were: 1) consistency for drivers throughout NP - on both side throughout the entire district (confusion if a transit lane starts and store). 2) that the full complement of traffic simulators supported its full implementation, it ways originally propeed by the consultant and agreed upon the committee as one test construct and agreed upon the committee as not the store) would be early protections. The sensating up belief of the alway transit lane now allocated to consider. It there also allow for a 4th point in support of the alway transit lane that the consider. It there also allows for a 4th point is support to the alway transit lane that the consider. It there also allows for a 4th point in support of the alway transit lane now allocated to consider. It there also allows for a 4th point in support of the alway transit lane now allocated to consider. It there also allows for a 4th point in support of the alway transit lane now allocated to consider. It there also allows for a 4th point in support of the alway transit lane that the most allowed to share that biologic the event and and environe the throughout district transit lane now allocated to consider. It that also an alternative to the propsed plan anywhere in the EIR, I did not see that the consister of the alway transit lane that the support district transit lane that the support district transit lane to the sessue. N2 Meet fusion: N2 Meet make the propsed plan anywhere in the EIR document. Why was is not studied? N3 Meet construlation t	Project No. 11529	295 -UAMP EIR		
At that recent UAMP meeting a strong point was raised about cycling that the transit lanes should be clearly posted/printed on the lane(s) as "BUS & BICYCLES ONLY". I thought this was an important suggestion to consider. It then also allows for a 4th point in support of the all way transit dedicated lane 4) Further CONFUSION and DANGER by allowing car into transit lane now allocated to cyclist as well. ANd finally: 5) While the thoughout district transit lane both ways was listed as an alternative in the EIR, I did not see it stuled as an alternative to the propsed plan anywhere in the EIR document. Why was it not studied? I look forward to a thoughtful and Objective review and consideration of these issues. Reger Lewis	and review for this I, initially at EIR so steering committee of the eastbound I brought forward by committees stated At the scoping mee 1) consistency for stops) 2) that the full com consultant and agr significantly alter ti 3) The committee - reintroducing the s vehicular lane. While this commen These remain my of	Is project. scoping meeting, noted the steering committee's cover letter on the second report which noted the ees support for the process and the conclusions with the EXCEPTION of the removal of a major portion transit lane. I asked the EIR consultants to respond as to why this was changed. This change was not by the consultants to the steering committee until the last meeting hence the concern and steering d cover letter. eeting I noted what the committees three reasons were; r drivers throughout NP - on both side throughout the entire district (confusion if a transit lane starts and implement of traffic simulations supported its full implementation, it was originally propsed by the greed upon by the committee. A real concern regarding the simulations: wouldn't removing a portion those projections. a also felt strongly by removing the transit lane and having both lanes as they are today would be same problem of cars backing up behind stopped buses wanting to pull in and out of this lane into thru ent was printed in the EIR there was no response, I noted this clearly at the meeting two weeks ago.	N1	In regards to the eastbound transit-only lane, please refer to response to comment C3.
comment C3.	posted/printed on i then also allows fo 4) Further CONFUS ANd finally: 5) WHile the thoug it stuied as an alter I look forward to a <i>Roger Lewis</i> lewisrm1@hotmail.	In the lane(s) as "BUS & BICYCLES ONLY". I thought this was an important suggestion to consider. It for a 4th point in support of the all way transit dedicated lane JSION and DANGER by allowing car into transit lane now allocated to cyclist as well. Instruction of the throughout district transit lane both ways was listed as an alternative in the EIR, I did not see emative to the propsed plan anywhere in the EIR document. Why was it not studied? a thoughtful and Objective review and consideration of these issues.		In regards to the eastbound transit-only lane, please refer to response

From: gfjmcginnis@cox.net [mailto:gfjmcginnis@cox.net] Sent: Tuesday, July 17, 2012 1:55 PM To: DSD EAS Subject: University Avenue Mobility Plan Draft EIR, Project No. 115295 / SCH No. 2010031029

O1

While much of this plan appears to be good there is one part I find particularly disturbing. That is the part where you plan on cutting the number of transit stops yet again; now from 18 to 14. This area is already under served and cutting any further may cause some hardships. It was bad enough when they leap fogged the system so that the buses skip stops over each other such as stops where the 10 skips but the 7 stops. They tried calling the 10 an express bus but in reality it makes many many stops all through Mission Hills and Hillcrest. Only those of us in North Park got screwed in the deal. It makes two stops only. Going East it stops at Texas Street and once at 30th. Going West it stops at 30th Street and Louisiana Street. There is actually an eastbound stop across from the Louisiana Westbound stop but the 7 is the only bus that stops there. If you need the 10 East you are forced to walk all the way up the hill to get to the Texas St. Stop. Why? Who knows. There are not any cross buses on Texas but that is where it stops. North Park, unlike Hillcrest and Mission Hills along most of Washington St, is not flat. You'ld better be in good shape to hike up to the bus stop. The 10 West used to stop at Alabama St.. Since the change I have to choose between walking up the hill to Louisiana Street or Up and down the Hill from Florida to Georgia Street and grab the bus in Hillcrest.. It annoys me and I am able bodied. This causes a real hardship for those in poor health or are handicapped. The public transit system is already horrendous in North Park and your plans only serve to make it worse. If anything, Some of the old stops should be re-instituted. I am 100% against this part of your plan.

01 As discussed in Section 4.0, History of Project Changes, of the Draft EIR, the project initially proposed to consolidate existing transit stops to 10; however, based on input from the San Diego Metropolitan Transit System (MTS), which is the public agency responsible for planning and implementing bus operations in the project area, the project was modified from 10 consolidated transit stops to 14. The locations of the proposed transit stops were also revised based on recommendations and coordination with MTS. Refer to Section 3.2.2 of the Draft EIR for specific information on the proposed transit stop consolidation. The benefit of consolidating transit stops is reduced travel times for buses along University Avenue within the project corridor (Florida Street to Boundary Street). As discussed in Section 5.2.4 of the Draft EIR, the project would increase the efficiency of transit use in the project area by constructing transit-only lanes and consolidating transit stops. These proposed improvements would result in reduced travel times for buses through the project corridor. Refer to Tables 5.2-19 and 5.2-20 in the Draft EIR.

P1 Thank you for your comment expressing support for the raised median and the transit-only lanes associated with the proposed project.
P2 Enforcement of the transit-only lanes would be the responsibility of the San Diego Police Department as part of their traffic patrol operations. Unauthorized use of the transit-only lanes would be subject to traffic citations and fines.
P3 No new bicycle parking would be included as part of the proposed project. There is existing bicycle parking along portions of University Avenue within the project site, including bike racks on University Avenue between Herman Avenue and Idaho Street.
P4 While the project does not include a dedicated bicycle lane, bicycles would be allowed to utilize the transit-only lanes. The Draft EIR, in Sections 3.2.2 and 5.2.4, discloses that the transit-only lanes would also be available for use by bicyclists and signage would be provided to indicate that bicyclists are allowed to share the transit-only lanes. The signage would alert motorists at intersections making right turns of the potential presence of bicyclists thereby reducing potential automobile/ bicycle conflicts.

P1

P2

P3

P4

2828 University Avenue, Suite 103 San Diego, California 92104

July 23, 2012

To: City of San Diego Development Services Center Jeff Szymanski, Environmental Planner

Via: US Mail and Email

From: Trenton Riley, San Diego City Homes, Inc.

RE: University Avenue Mobility Plan Draft EIR, Project # 115295/SCH # 2010031029

CC: Honorable Todd Gloria, Councilmember District 3

Mr. Szymanski:

Q1

I am a home owner in North Park, a commercial property owner in the 2800 block of University Avenue, and a small business owner in the same block. I had the opportunity to attend the joint meeting of the North Park Planning Committee and North Park Main Street on July 19th. I truly enjoyed the presentation by city staff and I think, for the most part, the UAMP will be a good thing for North Park. I appreciate the hard work put in, over many years, by the city and North Park's planning groups.

However, I am very concerned about one facet of the plan. Over the years I have heard much about the plan through my involvement with the community. What I feel has never been adequately explained to the business community is that, in total, we will be losing. 74 parking spots in Phase 1. Additionally, there seems to be very little in the way of mitigation for these lost parallel spots in our business district. While many of the businesses (theater, restaurants, bars) can rely on the incredible new parking garage for their clients, many others have the types of businesses that need quick, on street parking near their businesses (service businesses, small retail, etc...). Without mitigation in the form of angle parking in the immediate areas of the lost parallel parking, many businesses will suffer. The small "planned" mitigation for the loss of parking across the district is to add some angled parking on 3 streets at the eastern edges of the district. This is insufficient to offset the loss of parking across the wider district. Additionally, the mitigation offered in Phase 2 is un-funded, un-approved (per staff), and will be completed many years in the future (if at all).

As a business owner I am concerned about the impact on my business and others. As a property owner, I am extremely concerned that the value of our commercial property will

Consistent with your comment and as discussed in Section 5.2.3 of the 01 Draft EIR, Phase 1 of the proposed project would result in the loss of 74 parking spaces. During Phase 1, 84 on-street parallel parking spaces along University Avenue between Texas Street and Boundary Street would be removed, some of which would occur within the business district (between Idaho Street and Iowa Street). The existing 29 angled on-street spaces within the western portion of the business district on the south side of University Avenue between 28th Street and 30th Street would not be removed and would remain available for customers. The North Park Public Parking Garage is also located within the business district one block south of University Avenue on North Park Way between 29th Street and 30th Street and would continue to be available for public parking. Five existing on-street parking spaces would be removed along Idaho Street and Utah Street due to the proposed curb extensions. During Phase 1 of the project, Ohio Street, Illinois Street, and Iowa Street (all within the eastern portion of the business district) would be re-striped

be reduced by this action, It will limit the types of business that wish to locate and operate in our commercial corridor. The last thing we want is a district made up solely of entertainment venues, to the detriment of small retail and service establishments. This plan may amount to, in my opinion, the taking of value of private property owners through city action.

This issue was brought up at the meeting and city staff had little response and suggested that the City Council would have to take action outside of the UAMP to address the lack of mitigation. With all due respect to the city Council, I do not have much faith that they will have the motivation or funding to do so anywhere in the near future. I believe that this plan needs to be modified prior to EIR approval to provide more mitigation across the district. While I am in no way qualified to suggest possible locations to install angle or "front-in" parking, I do believe there are multiple areas along the commercial corridor's side streets to do just that. And I believe that, in including this additional parking in the UAMP, the plan will be successful and actually benefit all small businesses along the University Avenue corridor. I would respectfully request that city staff and planning groups revisit the parking mitigation issue and return a solution to the business community that offers a less drastic/impactful reduction in street parking.

01

Q2

cont.

Trenton Riley San Diego City Homes, Inc.

Q1 to provide approximately 15 angled parking spaces. Additionally, oncont. street parking capacity along neighboring side streets is underutilized (refer to Tables 5.2-4 and 5.2-5 in the Draft EIR). Additional angled side street parking would be provided on four other side streets in subsequent phases of the project; however, all of these streets are located outside of the business district. As discussed in Section 5.2.3 in the Draft EIR, the loss of parking is not considered significant due to the provision of additional side street parking spaces (in Phase 1 and subsequent phases) and availability of parking at the nearby North Park Public Parking Garage and on currently underutilized neighborhood side streets. For this reason, no mitigation is required.

Pursuant to Section 15131 of the State CEOA Guidelines, economic and social impacts of a project are not to be treated as significant impacts on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. Implementation of the project would not require acquisition of private property and thus, no direct physical impacts to businesses would occur that would affect property values. Indirect economic and social effects associated with loss of customer parking directly fronting businesses would not be considered significant under CEQA. Although the number of affected parking spaces would be offset or accommodated as described above, the project would remove on-street parallel parking directly fronting businesses along University Avenue, which are often utilized by customers of these businesses. While access to the businesses would remain, the distance between the parking location and the business could increase. Customers who currently park in these parallel spaces would have to park along side streets or at nearby parking facilities a greater distance away from the businesses. Removal of on-street parking directly in front of businesses could affect customers' willingness to park a little further away and walk a little further to frequent the business; however, the resulting economic and social effects of this would not cause physical changes due to disinvestment and business closures that leads to long-term vacancies and physical deterioration of vacant buildings and neighborhoods.

COMMENTS	RESPONSES		
	Q2 As stated in Section 3.4 of the Draft EIR, provision of angled parking on residential streets requires approval by the City Council. As discussed in response to your comment Q1 above, no parking mitigation is required of the project because no significant parking impacts are expected to occur as a result of the project.		

	 From: Randy Van Vleck [mailto:randyvanvleck@gmail.com] Sent: Tuesday, July 31, 2012 3:18 PM To: DSD EAS Cc: andyhanshaw@sdcbc.org; S. Ollinger; Kathleen H. Ferrier Subject: Uni Ave (North Park) Mobility Plan EIR Comments - Project No. 115295/SCH No. 2010031029 To whom it may concern at Development Services Dept., Congratulations on the University Avenue Mobility Plan for North Park. I attended the recent joint NPPC/Main Street meeting where this item was presented and I was impressed w/ the plan. However, I was disappointed to learn that during the 10 year timeline of this project, bicycling accomodation was not considered a goal of the plan (Source: Presentation to NPPC/Main Street). According to a SDSU Masters in Urban Planning student I spoke with who is studying bicycle transportation, University Ave is the region's most popular bike corridor. I am not surprised considering that Uni Ave functions as a key connection between Uptown area and North Park/ South Park/City Heights-area. In terms of grade and traffic volume, Uni Ave is the easiest way to get from North Park to Hillcrest on bike and the Uni Ave Mobility Plan for North Park should incorporate this fact. Despite not being a goal of the plan, the shared bus-only/bike-only lane that is being proposed should accommodate bicyclists well. In order for bicyclists to be accommodated well, it is absolutely imperative that the lane-marking read "bus bike only" or "transit bike only." Currently, the plan states the lane will read "transit only" or "bus only." Verbally, the lane was referred to as "transit only" at the NPPC meeting I attended. 	R1	It is acknowledged that University Avenue is widely used by bicyclists. The Draft EIR, in Sections 3.2.2 and 5.2.4, discloses that the transit-only lanes would also be available for use by bicyclists and signage would be provided to indicate that bicyclists are allowed to share the transit-only lanes. As discussed in Draft EIR Section 5.2.4, the transit-only lanes would be properly signed to indicate bicyclists are allowed to share the transit- only lane. This could include both signs and pavement markings within the transit-only lanes, the details of which will be determined during the
	If the lane-marking does not specify that bikes, in addition to transit, are allowed to use the right- most lane then this could expose bicyclists to avoidable legal/enforcement problems and further subject bicyclists to greater harassment. Please have the right-most lane read "bus bike only" and not just "transit/bus only."		design process.
3	On that note, please consider painting this lane blue as originally planned to demaracate this lane from a normal travel lane.	R3	The proposed transit-only lanes would be clearly marked and signed to delineate them from the mixed-flow lanes, as discussed above in response to comment R2. The use of color treatments for the transit-only
L	Finally, please make sure that the bus/bike only lane serves all of North Park rather than having a missing section in the middle of the corridor as currently planned.		lanes will be considered during the design process, but use of color could create maintenance issues for the City, such as frequent repainting and
	Thank you,		color matching during street repairs.
	Randy Van Vleck SD County Bike Coalition Board Member 30th Street Resident	R4	In regards to the eastbound transit-only lane, please refer to response to comment C3.
_	Randy Van Vleck, League of American Bicyclists Certified Instructor Office of Traffic Safety, Bike and Pedestrian Safety Certified UCSD Honors Alumni: Sociology and Urban Studies & Planning		

R1

R2

R3

R4

From: Dianne Yee [mailto:dt8k.yee@gmail.com] Sent: Saturday, July 21, 2012 6:18 PM To: DSD EAS Subject: Project No. 115295/SCH No. 2010031029

Hello,

S1

S3

S4

I am writing to share my thoughts on the North Park Mobility Plan.

Thank you for this plan; it is quite good and will definitely make the area better for all road users. However, I have qualms about the shared bus/bike lane.

Clear signs and paint on the road is needed to properly let drivers and cyclists know which lane to take, and to make sure car drivers do not drive in the lane. Police need to enforce that cars do not drive or stop in the bus/bike lane. This has been a problem in San Francisco, and solved when SFMTA installed cameras on buses to capture the license plates of offenders. Green paint and bike symbols should be used in conflict areas to encourage caution. For example, at the end of blocks and lanes so drivers from perpendicular streets know not to turn into the bus/bike lane. 2. The lane will still be dangerous for cyclists when they are forced to go around stopped buses and into the other travel lane, likely making those motorists mad. As University Ave. is a heavily traveled thoroughfare not only for cars, but cyclists, too, I expect cycling. rates to increase on this route, producing greater demand for better bicycling facilities in the future. University Ave. links the neighborhoods of Mission Hills, Hillcrest, North Park, City Heights, and further to Lemon Grove. Thus, it is pertinent to improve the North Park area, especially where there is significant hilly terrain. I would recommend a physically separated cycle track for the uphill (eastwards) for when cyclists travel very slowly, and sharrows (shared lane markings) for the downhill when cyclists are at the same speed as cars. On San Francisco's Market Street, the city's biggest thoroughfare, there are bus only lanes shared with cyclists and taxis. But currently, there is a new plan to improve the street with cycle tracks. I suspect later in the future, this same thing will happen on University Ave. If cycle tracks were installed on University Ave., San Diego would be skipping a step and saving money and time, rather than making another plan and redesigning the street in the future. Even if it is not possible to build cycle tracks on the whole project stretch of University Ave., I ask that you seriously consider them in areas where the road is wide enough for them on the uphill side. Cycle tracks should be at least 8 feet wide, to allow faster cyclists to pass slower cyclists, and with a 2-3 feet buffer from traffic. I am also concerned about pedestrian safety. As it is now, it is very dangerous to cross University Ave. I would like to see raised crosswalks included in this plan, as they slow cars down (but are flatter than normal speed bumps) and can raise awareness that they are in a residential area (between 30th and Hillcrest), that people may be trying to cross the street.

Thank you for your time, and I hope this project will be improved and implemented soon.

Dianne Yee <u>citymaus</u> UCSD Urban Studies & Planning WalkSanDiego Intern

- S1 The Draft EIR, in Sections 3.2.2 and 5.2.4, discloses that signage would be provided to indicate that bicyclists are allowed to share the transitonly lanes. The signage would alert motorists at intersections making right turns of the potential presence of bicyclists thereby reducing potential automobile/bicycle conflicts. This could include both signs and pavement markings within the transit-only lanes, the details of which will be determined during the design process. Enforcement of the transit-only lanes would be the responsibility of the San Diego Police Department as part of their traffic patrol operations. Unauthorized use of the transitonly lanes would be subject to traffic citations and fines.
- S2 While bicyclists would be allowed to utilize the transit-only lanes, they would be required to share the road with transit vehicles. The inclusion of signage that identifies transit-only lanes as areas for the use of buses and bicyclists would alert motorists to the presence of bicyclists in the area. The bus routes that are planned to utilize the proposed transit lanes along University Avenue currently run on 6- to 15-minute headways. This leaves time in which the transit lanes would be solely available to bicyclists, except at intersections where motorists making right-turn movements also would be permitted to use the lane. The signage would alert motorists at intersections making right turns of the potential presence of bicyclists thereby reducing potential automobile/bicycle conflicts.
- S3 It is acknowledged that University Avenue is widely used by bicyclists. As stated in responses to your comments S1 and S2 above, bicyclists would be permitted to share the transit-only lanes, but no dedicated bicycle facilities, such as cycle tracks, would be provided within the roadway because the proposed improvements would be constructed within the existing roadway and the existing right-of-way width along University Avenue is not wide enough to provide separate bicycle facilities.

S4	As discussed in Section 3.1 of the Draft EIR, two of the project objectives include (1) improve mobility within the project site for pedestrians and transit users, and (2) reduce automobile/pedestrian conflicts at numerous street crossings within the project site. While the proposed project does not include raised crosswalks, the project includes several components that would serve to improve pedestrian safety in the project area, as described in Section 3.2.3 of the Draft EIR. These components include: installation of four enhanced pedestrian crossings across University Avenue and four across abutting side streets; re-striping of existing pedestrian crosswalks within the project site (both along University Avenue and side streets) with highly reflective paint; installation of a raised median in the center of University Avenue for the length of project site; and installation of curb extensions to reduce the distance between side and the grade and the distance between and side street of the street and limit time taken to walk across.
	sidewalks on either side of the street and limit time taken to walk across the street.

 T1	From: Dalour Y [ydalour@yahoo.cor Sent: Sunday, June 24, 2012 7:11 Pl To: DSD EAS Subject: Project No. 115295/SCH No. 2 Hello, My name is Dalour Younan. I own property on the oloked at the University Mobility Plan for the specifia a positive step in the right direction. The objective is area's transit and infrastructure. I have three main iss first issue is a traffic light on University Ave. and Aliexisting parking on the south side of University, and south of University.	A 010031029 corner University ave. and Alabama st. I have c area around University and Alabama. The plan is to promote safety, walkability and to improve the ues I like to address concerning this plan. The ibama. My second concern is the removal of	T1	This comment summarizes issues discussed in detail in your letter. Specific comments pertaining to these issues are individually discussed below.
T2	I have worked on the corner of University and Alabaa University and Alabama since 1988. I am very awam major concerns for this intersection has always been seen many people killed and much more people injur down by an out of control vehicle traveling in both di intersection is in a low lying area. Cars traveling in the reach high speeds when they reach this corner. I had and plow into my property damaging an entire fence estimated the vehicle's speed at 50 miles per hour. The many more can be avoided by simply placing a traffic intersection of Alabama. Current plans call for the ply yellow light. I think this system will create more pro crossing one by one at different times creating a huge vehicles in both direction to slow down and stop and street en mass as oppose to one person at a time. The other major issue for me is parking. My building	of all the areas issues and problems. One of the he lack of a traffic light. In over thirty years I have ed trying to cross the street or simple being mowed rections on University Ave. The problem is this oth directions on University tend to accelerate and a vehicle traveling west on University lose control and City sign. The policeman assigned to the case wice the posted legal speed. This accident and e signal in both direction on University and the accement of a crosswalk on University and flashing beens because individual persons would be vehicle traffic. A normal traffic light would force pedestrians will wait for green light to cross the	T2	The project does not propose to install a traffic signal at the intersection of University Avenue/Alabama Street. It should be noted that safety improvements will be constructed at this intersection as part of a separate City capital improvement project (CIP), University Avenue at Alabama Street Bicycle and Pedestrian Improvements. This project is a fully funded CIP project that will improve the pedestrian crossing facilities at University Avenue/Alabama Street intersection, construct a raised median along University Avenue between Florida Street and Mississippi Street to restrict left-turn and through movements at the University Avenue/ Alabama Street intersection, and construct an eastbound left-turn pocket at the University Avenue/Mississippi Street intersection.
T3	that has been in existence prior to World War Two. T front of the building for the majority of their business parking spaces without addressing the needs of these major issue in North Park and this corner is not differ doesn't contribute to safety or walkability will certain area has it's own share of blight and my wish is not to property. I strongly encourage the City to revisit this intact.	These businesses rely on seven street parking in . The new plan calls for the removal of all theses businesses. Parking is and always has been a ent. The removal of these parking spaced which ly result in the demise of all these businesses. Our add my building to the list of abandoned	T3	Consistent with your comment, all on-street parallel parking along University Avenue within the project site would be removed as a result of the project. Specifically, the seven parking spaces adjacent to your building near the University Avenue and Alabama Street intersection would be removed during subsequent phases of the project (and not
T4	The final issue is the ally west of my property. This a south of University. In the last few years, two huge n street near this ally. Pedestrian traffic from the ally to problem is all this traffic is going through my propert will use the ally to access University Ave but the ally the alley. The weed is a fire hazard. I contacted the 0 mitigate the possibility of potential fire. My plea hav the City to remove the weeds and install stairs or som University. I am surprised the City didn't force the ne create the pedestrian access through the alley. I hope context of the new University Mobility Plan. I will m with this new plan. Sincerely,	sidential buildings have been built on Florida University has increased many folds. The y to reach University. All of this pedestrian traffic is not accessible due to tall weeds that had infested Sity many times in the past to clean the alley to e been ignored time and time again. I encourage e kind of access system from the alley to w developments on Florida to upgrade the ally and my issues and concerns are addressed in the		during Phase 1). Additional components of subsequent phases of the project include the provision of on-street angled parking on Alabama Street, between University Avenue and Lincoln Avenue. Additionally, parallel on-street parking is available on Alabama Street between University Avenue and Wightman Street. While there would be loss of parking directly adjacent to your property on University Avenue, existing parking and parking proposed as part of the project on surrounding streets would provide parking for patrons of your business. Refer to response to comment Q1 for additional detail regarding proposed parking modifications and resulting economic and social effects.
	Dalour Younan Property Owner 2035-45 University Ave. <u>ydalour@yahoo.com</u> 619-249-1618		T4	The proposed project entails surface transportation improvements within the existing right-of-way along University Avenue. No improvements to the alley would occur as part of the proposed project.

UNIVERSITY AVENUE MOBILITY PLAN SAN DIEGO, CALIFORNIA

FINAL ENVIRONMENTAL IMPACT REPORT

SCH No. 2010031029 PROJECT NO. 115295

April 2013

Prepared for:

City of San Diego Development Services Department Entitlements Division 1222 First Avenue, M.S. 501 San Diego, CA 92101-4155

UNIVERSITY AVENUE MOBILITY PLAN FINAL ENVIRONMENTAL IMPACT REPORT

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Acronyms and Abbreviations

A D	A
AB	Assembly Bill
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
APCD	Air Pollution Control District
ARB	Air Resources Board
Basin Plan	Water Quality Control Plan
Dasiii Fiaii	Water Quality Control Plan for the San Diego Basin
ВАТ	best available technology
BCT	
	best conventional pollutant control technology
BIOL	Biological Habitats of Special Significance
BMI	benthic macroinvertebrate
BMPs	best management practices
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CBD	Central Business District
CCAP	Climate Change Action Plan
	-
CEQA CH ₄	California Environmental Quality Act methane
City	City of San Diego
CL-1	Linear Commercial 1 Zone
CL-2	Linear Commercial 2 Zone
CLTL	continuous left-turn lane
CN-1	Commercial Node Zone
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
COMM	Commercial and Sport Fishing
Community Plan	Greater North Park Community Plan
Construction Permit	General Construction Activity Storm Water Permit
CWA	Clean Water Act
DEII	
DEH	Department of Environmental Health
DWR	Department of Water Resources
Е	Emergency
EB	eastbound
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
ESL	Environmentally Sensitive Land
EST	Estuarine Habitat

Acronyms and Abbreviations (cont.)

FEMA	Federal Emergency Management Agency
General Plan	City of San Diego's General Plan
GHG	greenhouse gas(es)
Groundwater Permit	General Groundwater Extraction Waste Discharge Permit for
	Discharge to Surface Waters in the San Diego Region Except
	for San Diego Bay
GWP	Global Warming Potential
H_2S	hydrogen sulfide
HA(s)	Hydrologic Area(s)
HCH	Lindane/Hexachlorocyclohexane
HCM	Highway Capacity Manual
HFCs	hydrofluorocarbons
HFE	hydrofluorinated ethers
HOV	High Occupancy Vehicles
HSA(s)	Hydrologic Subarea(s)
HU	Hydrologic Unit
I-805	Interstate 805
IBI	Index of Biotic Integrity
IND	Industrial Service Supply
IPM	integrated pest management
IPPC	Intergovernmental Panel on Climate Change
JURMP	Jurisdictional Urban Runoff Management Program
LCFS	Low Carbon Fuel Standard
LID	low impact development
LOS	Level of Service
LUST(s)	leaking underground storage tank(s)
MAD	maintenance assessment district
MAR	Marine Habitat
MEP	maximum extent practicable
MHPA	Multiple Habitat Planning Area
$\mu g/m^3$	micrograms per cubic meter
MIGR	Migration of Aquatic Organisms
mg/l	milligrams per liter
mg/m ³ MMT	milligrams per cubic meter million metric tons
mph	miles per hour
MR-800B	Mid-City Residential Zone
MR-1750	Mid-City Residential Zone
MRZ	Mineral Resource Zone
MSCP	Multiple Species Conservation Program
-	1 F F F F F F F F F F F F F F F F F F F

Acronyms and Abbreviations (cont.)

MT MTS	metric tons Metropolitan Transportation System
WI IS	Metropontali Transportation System
NAV	Navigation
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NF ₃	nitrogen trifluoride
NO	nitrogen oxide
NO ₂	nitrogen dioxide
NOP	Notice of Preparation
NO _x	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination
	System
NTU	Nephelometric Turbidity Units
O ₃	ozone
OPR	Office of Planning and Research
РАН	polycyclic aromatic hydrocarbon
Pb	lead
PCBs	polychlorinated biphenyls
PDC	Project Design Consultants
PFCs	perfluorocarbons
PM_{10}	particulates with an aerodynamic
10	diameter less than 10 microns
PM _{2.5}	fine particulate matter with an
2.0	aerodynamic diameter less than 10 microns
ppm	parts per million
proposed project	University Avenue Mobility Plan Project
Protocol	California Climate Action Registry
	General Reporting Protocol
PVC	polyvinyl chloride
RAQS	Regional Air Quality Strategy
RARE	Rare, Threatened, or Endangered Species
RCP	reinforced concrete pipe
REC1	Contact Water Recreation
REC2	Non-contact Water Recreation
RM	raised median
ROG	Reactive Organic Gases
RWQCB	Regional Water Quality Control Board
SANDAG	San Diego Association of Governments
SB	southbound
SB	Senate Bill
~	

Acronyms and Abbreviations (cont.)

SCAQMD SDAB SDCGHGI SDCWA SDMC SDUPD SF ₆ SHELL SIP SO ₂ SPWN SRA SUSMP SWAMP SWPPP SWRCB SWSAS	South Coast Air Quality Management District San Diego Air Basin San Diego County Greenhouse Gas Inventory San Diego County Water Authority San Diego Municipal Code San Diego Unified Port District sulfur hexafluoride Shellfish Harvesting State Implementation Plan sulfur dioxide Spawning, Reproduction or Early Development Scientific Resources Associated Standard Urban Storm Water Mitigation Plan State Surface Water Ambient Monitoring Program Storm Water Pollution Prevention Plan State Water Resources Control Board Storm Water Sampling and Analysis Strategy
TDS	total dissolved solids
TMDL	total maximum daily load
TMP	Traffic Management Plan
TSS	total suspended solids
UNFCCC	United Nations Framework Convention on Climate Change
URMPs	Urban Runoff Management Programs
UST(s)	underground storage tank(s)
V/C	volume to capacity
VOCs	volatile organic compound(s)
WARM	Warm Freshwater Habitat
WB	westbound
Weston	Weston Solutions, Inc.
WILD	Wildlife Habitat
WQTR	Water Quality Technical Report
WURMP	Watershed Urban Runoff Management Program

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EXECUTIVE SUMMARY

University Avenue Mobility Project Federal ID RPSTPLE-5004(156) Appendix A - Environment Impact Report

EXECUTIVE SUMMARY

This summary provides a brief synopsis of the University Avenue Mobility Plan project description, the results of the environmental analysis, and project alternatives considered in this Environmental Impact Report (EIR). The summary does not contain the extensive background and analysis contained in the EIR. Therefore, the reader should review the entire EIR to fully understand the project and its environmental consequences.

ES-1 PROJECT LOCATION AND DESCRIPTION

The 1.25-mile linear project site is located along University Avenue between Florida Street and Boundary Street in the North Park community in the City of San Diego. The project site also extends to Lincoln Avenue to the north and Wightman Street and North Park Way to the south.

The proposed project entails improvements or modifications related to roadways, transit, pedestrian access, parking, and utilities along University Avenue between Florida Street and Boundary Street. Proposed roadway improvements would consist of the installation of two traffic signals, removal of an existing traffic signal, signal modifications at several intersections, construction of a raised median, installation of additional left-turn pockets at several intersections, and re-striping. The transit improvements would consist of the provision of transit-only lanes along portions of University Avenue in both the eastbound and westbound directions, and consolidation of transit stops along the University Avenue. Pedestrian improvements would consist of the installation of four enhanced pedestrian crossings across University Avenue and four crossings on abutting side streets, and the installation of curb extensions to reduce the distance between sidewalks on either side of the street. Parking modifications would consist of the removal of on-street parallel parking along University Avenue and the re-striping of on-street parallel parking spaces along both sides of several adjacent side streets north of University Avenue. The project would require relocation of some existing utilities and infrastructure.

The project would be constructed in phases, as funding is procured. Specific improvements during Phase 1 would include the following contingent upon available funding:

- University Avenue, between Texas Street and Boundary Street, would be re-striped to
 provide a painted median, left-turn pockets at signalized intersections, and improved lane
 widths;
- Installation of a raised median on University Avenue, between Utah Street and Grim Avenue;
- Installation of nine curb extensions at four intersections on University Avenue: Oregon Street (2), Idaho Street (2), 28th Street (1), and Utah Street (4);
- Installation of new traffic signals at University Avenue's intersections at Arnold Avenue and Oregon Street;
- Removal of an existing traffic signal at the intersection of University Avenue and Ohio Street;
- Installation of an enhanced pedestrian crosswalks at University Avenue's intersections with Idaho Street/28th Street, Ohio Street, and Kansas Street;

- Existing crosswalks would be re-striped with highly reflective paint at five signalized intersections on University Avenue: Utah Street, 30th Street, Grim Street, Illinois Avenue, and 32nd Street;
- Removal of most parallel on-street parking on University Avenue, between Texas Street and Boundary Street;
- Some side streets between University Avenue to Lincoln Avenue may be re-striped to provide angled parking on both sides of the street;
- Re-stripe University Avenue, between Utah Street and Boundary Avenue to provide one transit-only lane and one mixed-flow lane in the EB and WB directions;
- Consolidation of transit stops along University Avenue; and
- Installation of 110 pedestrian countdown signal heads at 15 intersections on University Avenue, Lincoln Avenue, and North Park Way.

Subsequent phases would construct the following improvements and modifications:

- Installation of a raised median on University Avenue, between Florida Street and Utah Street, and between Grim Avenue and Boundary Street;
- Re-stripe University Avenue, between Florida Street and Utah Street, to provide one transit-only lane and one mixed-flow lane in the WB direction, and two mixed-flow lanes in the EB direction;
- Provision of left-turn pockets and signal phase modifications at intersections, as required;
- Some side streets between University Avenue to Lincoln Avenue could be re-striped to provide angled parking on both sides of the street;
- Installation of curb extensions at several intersections: Alabama Street (2), Louisiana Street (2), Arizona Street (2), Granada Avenue (2), Kansas Street (2), 29th Street (2), Ohio Street (2), Illinois Street (2), and Iowa Street (2);
- Installation of an enhanced pedestrian crosswalk at the intersection of University Avenue and Iowa Street/Herman Avenue;
- Installation of enhanced side street crossings at Alabama Street, Idaho Street, and 28th Street;
- Existing crosswalks would be re-striped with highly reflective paint at University Avenue's intersection at Florida Street, Mississippi Street, Texas Street, and Oregon Street; and
- Removal of on-street parking on University Avenue, between Florida Street and Texas Street.

ES-2 ENVIRONMENTAL ANALYSIS

The EIR contains an environmental analysis of the potential impacts associated with implementation of the proposed project. The issues that are addressed in detail in the EIR include Land Use, Transportation/Circulation/Parking, Air Quality, Hydrology/Water Quality, Health and Public Safety, Visual Effects and Neighborhood Character, and Greenhouse Gas Emissions. Of these issues, the analysis concluded that significant, direct, and/or cumulative impacts would occur with respect to Transportation/Circulation/Parking and Health and Public Safety. All significant impacts would be reduced to below a level of significance by proposed mitigation measures with the exception of Transportation/Circulation/Parking. The analysis contained in this EIR concluded that the project would not have significant impacts related to Land Use, Air Quality, Hydrology/Water Quality, Visual Effects and Neighborhood Character, and Greenhouse Gas Emissions.

Based on initial environmental review of the project, the City of San Diego (City) has determined that the proposed project would not have the potential to cause significant adverse effects in the following areas: Agricultural Resources, Biological Resources, Historical Resources, Geology, Mineral Resources, Noise, Population and Housing, Public Services, and Recreation.

Table ES-1 summarizes the proposed project's potentially significant environmental impacts and proposed mitigation measures by issue, as analyzed in Sections 5.0 and 9.0 of this EIR. The last column of this table indicates whether the impact would be reduced to below a level of significance after implementation of proposed mitigation measures.

ES-3 PROJECT ALTERNATIVES

Alternatives to the proposed project are evaluated in Section 11.0 of this EIR in terms of their ability to meet most of the objectives of the proposed project, and eliminate or further reduce significant environmental effects of the project. In addition, the California Environmental Quality Act (CEQA) requires the inclusion of a No Project Alternative. The alternatives considered in this EIR include the No Project Alternative and the No Transit-only Lanes Alternative. These alternatives are briefly summarized below.

No Project Alternative

Under the No Project Alternative, the proposed multi-modal improvements along University Avenue would not occur and University Avenue, between Florida Street and Boundary Street, would remain in its current configuration.

The No Project Alternative would avoid all impacts resulting from the proposed project. For some environmental issues, however, the No Project Alternative would result in greater impacts compared to the proposed project. Although this alternative would not necessarily conflict with the City of San Diego General Plan or the Greater North Park Community Plan, it would not fully meet the goals and objectives of these plans regarding improved mobility. Similarly, while the No Project Alternative would not result in changes to traffic flows and trip diversions, more roadway segments and intersections would operate at level of service (LOS) E or F in both the near-term (year 2013) and year 2030 conditions compared to the proposed project. As a result, the No Project Alternative has the potential to result in greater long-term air quality impacts compared to the proposed project.

No Transit-only Lanes Alternative

Under the No Transit-only Lanes Alternative, all improvements of the proposed project would be constructed, except University Avenue would contain four mixed-flow general lanes (two in each direction), instead of one-mixed flow general purpose lane and one transit lane in each direction.

The No Transit-only Lanes Alternative would avoid three of the four significant unmitigable traffic impacts to roadway segments resulting from the proposed project and all significant impacts to the five intersections. Overall, this alternative would reduce the number of roadway segments and intersections that would operate at LOS E or F compared to the proposed project. As a result, this alternative also has the potential to result in reduced air emissions compared to the proposed project. It would not, however, fully meet the goals and objectives of the City of San Diego General Plan and the Greater North Park Community regarding improved mobility. Impacts to Hydrology/Water Quality, Health and Public Safety, Visual Effects and Neighborhood Character, and Greenhouse Gas Emissions would be the same as the proposed project.

Under the No Transit-only Lanes Alternative, travel times for buses through the project corridor would decrease due to the consolidation of bus stops, but not as much as the proposed project since buses would share travel lanes with passenger vehicles. Travel times for passenger vehicles through the project corridor would be similar to, or slightly decrease compared to the proposed project because there would continue to be two travel lanes in each direction. Improved travel times would be attributed to the proposed improvements, including the addition of the center median, left-turn pockets, and traffic signal modifications.

The No Transit-only Lanes Alternative is identified as the environmentally superior alternative because it would reduce the number of significant traffic impacts compared to the proposed project.

ES-4 AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED

The City prepared a Notice of Preparation (NOP), dated March 5, 2010, and distributed it to the public including all responsible and trustee agencies, members of the general public, and governmental agencies, including the State Clearinghouse. Comments on the NOP were received from members of the public, the California Department of Transportation (Caltrans), and the Native American Heritage Commission (NAHC). A scoping meeting was held on March 24, 2010 to inform the public about the project and collect written comments. Copies of the NOP and comment letters are contained in Appendix A of this document.

The concerns raised during the NOP and scoping meeting process were primarily related to traffic and safety. Other general concerns expressed by the public include parking, effect on transit facilities, and phasing.

Table ES-1 PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	MITIGATION MEASURES	ANALYSIS OF SIGNIFICANCE AFTER MITIGATION
	TRANSPORTATION/CIRCULATION/PARKING	
Implementation of the proposed project would result in a direct impact on the roadway segment of University Avenue between Bancroft Street and Boundary Street.	There is no feasible mitigation to reduce impacts to below a level of significance for the roadway segment of University Avenue between Bancroft Street and Boundary Street.	Significant
Implementation of the proposed project would result in a direct and cumulative impact on the roadway segment of El Cajon Boulevard between Illinois Street and the I-805 SB ramps.	There is no feasible mitigation to reduce impacts to below a level of significance for the roadway segment of El Cajon Boulevard between Illinois Street and the I-805 SB ramps.	Significant (direct and cumulative)
Implementation of the proposed project would result in a direct and cumulative impact on the intersection of North Park Way/I-805 SB ramps/ Boundary Street.	<i>Mitigation Measure 5.2-1</i> : Prior to completion of Phase 1 project improvements, the City of San Diego shall install a traffic signal at the intersection of North Park Way/I-805 SB ramps/Boundary Street.	Less than significant (direct and cumulative)
Implementation of the proposed project would result in a direct and cumulative impact on the intersection of El Cajon	<i>Mitigation Measure 5.2-2</i> : Prior to completion of Phase 1 project improvements, the City shall optimize intersection timing splits and offsets, and utilize an 80-second cycle length at the intersection of El Cajon Boulevard/30 th Street.	Less than significant (direct and cumulative)
Boulevard/30 th Street.	<i>Mitigation Measure 5.2-6</i> : Prior to bid opening/bid award of full project implementation, the City shall optimize intersection timing splits and offsets, and utilize a 150-second cycle length at the intersection of El Cajon Boulevard/30 th Street.	

Table ES-1 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	MITIGATION MEASURES	ANALYSIS OF SIGNIFICANCE AFTER MITIGATION
	TRANSPORTATION/CIRCULATION/PARKING (cont.)	
 Implementation of the proposed project would result in cumulative impacts on the following roadway segments: Lincoln Avenue between Oregon Street and Utah Street; and North Park Way between Utah Street. 	There are no feasible mitigation measures to reduce impacts to below a level of significance for these roadway segments.	Significant
Implementation of the proposed project would result in a cumulative impact on the intersection of Lincoln Avenue/Ohio Street.	<i>Mitigation Measure 5.2-3</i> : Prior to bid opening/bid award of full project implementation, the City shall re-stripe the eastbound approach of the Lincoln Avenue/Ohio Street intersection to include an exclusive right-turn lane by removing two or three on-street parking spaces on the south side of Lincoln Avenue.	Less than significant
Implementation of the proposed project would result in a cumulative impact on the intersection of Lincoln Avenue/Illinois Street.	<i>Mitigation Measure 5.2-4</i> : Prior to bid opening/bid award of full project implementation, the City shall re-stripe the eastbound approach of the Lincoln Avenue/Illinois Street intersection to include an exclusive right-turn lane by removing two or three on-street parking spaces on the south side of Lincoln Avenue.	Less than significant
Implementation of the proposed project would result in a cumulative impact on the intersection of El Cajon Boulevard/I-805 SB ramps.	<i>Mitigation Measure 5.2-5:</i> Prior to bid opening/bid award of full project implementation, the City shall optimize signal timing splits and offsets, and utilize a 150-second cycle length at the intersection of El Cajon Boulevard/I-805 SB ramps.	Less than significant

Table ES-1 (cont.) PROJECT IMPACTS AND PROPOSED MITIGATION		
IMPACT	MITIGATION MEASURES	ANALYSIS OF SIGNIFICANCE AFTER MITIGATION
	HEALTH AND PUBLIC SAFETY	
Impacted soils, hazardous materials, and/or subsurface features (e.g., underground storage tanks) may be present within street rights-of-way and could be encountered or disturbed during project construction.	 Mitigation Measure 5.5-1: Prior to bid opening award, the applicant shall provide verification, in letter form, to the Mitigation Monitoring and Coordination Section (MMC) that the County of San Diego, Department of Environmental Health has reviewed and approved the proposed Health and Safety Work Plan for the treatment and disposal of hazardous materials or contaminated soils that may be encountered within the project site. The work plan would contain specific procedures for encountering both expected and unexpected contaminants. The plan would prescribe safe work practices, contaminant monitoring, personal protective equipment, emergency response procedures, and safety training requirements for the requirements of 29 CFR 1910 and 1926 and all other applicable federal, state, and local requirements. 	Less than significant

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Section 1.0

INTRODUCTION

1.0 INTRODUCTION

1.1 PROJECT SCOPE

This Environmental Impact Report (EIR) addresses the proposed University Avenue Mobility Plan Project (proposed project) located within the North Park community of the City of San Diego (City). The project proposes several transportation improvements along University Avenue, including improvements or modifications to roadway and vehicular traffic, transit, pedestrian access, and parking. The project also involves relocation of existing utilities and infrastructure. A detailed description of the proposed project is contained in Section 3.0, *Project Description*.

1.2 PURPOSE AND LEGAL AUTHORITY

In accordance with the California Environmental Quality Act (CEQA) of 1970 (California Public Resources Code Section 21000 et seq.), if a Lead Agency determines that there is substantial evidence in light of the whole record that a project may have a significant effect on the environment, the agency must prepare an EIR (State CEQA Guidelines Section 15064(a)(1)). The purpose of an EIR is to inform public agency decision makers and the general public of the potentially significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project (State CEQA Guidelines Section 15121(a)). This EIR is an informational document for use by the City, decision makers, and members of the general public to evaluate the environmental effects of CEQA and the State CEQA Guidelines (California Administrative Code 15000 et seq.) and the City of San Diego's EIR Guidelines (December 2005). This document has been prepared as a Project EIR pursuant to Section 15161 of the State CEQA Guidelines, and it represents the independent judgment of the City as Lead Agency (State CEQA Guidelines Section 15050).

The public agency with the greatest responsibility for supervising or approving the project or the first public agency to make a discretionary decision to proceed with a proposed project should ordinarily act as the "Lead Agency" pursuant to State CEQA Guidelines Section 15051(b)(1). The City of San Diego is the Lead Agency for the proposed project evaluated in this EIR.

This EIR is available for review by the public and public agencies for 45 days to provide comments "on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated" (State CEQA Guidelines Section 15204). The EIR and all supporting technical studies and documents are available for review at the City of San Diego, Development Services Department, 1222 First Avenue, Fifth Floor, San Diego, 92101-4153, as well as at the City of San Diego North Park Branch Library at 3795 31st Street, San Diego, 92104.

The City, as Lead Agency, will consider the written comments received on the Draft EIR and at the public hearing in making its decision whether to certify the EIR as complete and in compliance with CEQA, and whether to approve or deny the proposed project, or take action on a project alternative. In the final review of the proposed project, environmental considerations,

as well as economic and social factors, will be weighed to determine the most appropriate course of action. Subsequent to certification of the EIR, agencies with permitting authority over all or portions of the project may use the EIR to evaluate environmental effects of the project, as they pertain to the approval or denial of applicable permits.

Section 15381 of the State CEQA Guidelines defines Responsible Agencies as all public agencies other than the Lead Agency, which have discretionary approval power over the project. Section 15386 of the State CEQA Guidelines defines a Trustee Agency as a state agency having jurisdiction by law over natural resources affected by a project, which are held in trust for the people of the State of California.

1.3 EIR SCOPE

This EIR contains an analysis of the proposed project described in Section 3.0, Project Description. An EIR should "focus primarily on the changes in the environment that would result from the development project," and "examine all phases of the project, including planning, construction, and operation" (State CEQA Guidelines Section 15161).

As Lead Agency, the City identified potentially significant environmental impacts associated with the following issues:

- Land Use
- Transportation/Circulation/Parking
- Air Quality
- Hydrology/Water Quality
- Health and Public Safety
- Visual Effects and Neighborhood Character
- Greenhouse Gas Emissions

The City prepared a Notice of Preparation (NOP), dated March 5, 2010, and distributed it to the public including all responsible and trustee agencies, members of the general public, and governmental agencies, including the State Clearinghouse. Comments on the NOP were received from members of the public, the California Department of Transportation (Caltrans), the Native American Heritage Commission (NAHC), and the San Diego Association of Governments (SANDAG). A scoping meeting was held on March 24, 2010 to inform the public about the project and collect written comments. Copies of the NOP and comment letters are contained in Appendix A of this document.

Project impacts with respect to the issues of Agricultural Resources, Biological Resources, Historical Resources, Geology and Soils, Mineral Resources, Noise, Population and Housing, Public Services, and Recreation have been determined to be less than significant, for the reasons described in Section 10.0 of this EIR.

1.4 CONTENT AND ORGANIZATION OF THE EIR

As stated above, the content and format of this EIR are in accordance with the most recent guidelines and amendments to CEQA and the State CEQA Guidelines. Technical studies have been summarized within individual environmental issue sections, and the full technical studies have been included in the Appendices.

This EIR has been organized in the following manner:

- Section ES, Executive Summary, provides a summary of the EIR analysis, discussing the project description, the alternatives which would reduce or avoid significant impacts, and the conclusions of the environmental analysis. The conclusions focus on those impacts which have been determined to be significant but mitigated, as well as impacts considered significant and unmitigated, if applicable. Impacts and mitigation measures are provided in tabular format. In addition, Section ES includes a discussion of areas of controversy known to the City, including those issues identified by other agencies and the public.
- Section 1.0, Introduction, provides a brief description of the project, the purpose of the EIR, the scope of the EIR, and an explanation of the document format.
- Section 2.0, Environmental Setting, provides an overview of the regional and local setting, as well as the physical characteristics of the project site. The setting discussion also addresses the relevant planning documents and existing land use designations, as well as any special zones that apply to the project site.
- Section 3.0, Project Description, provides a detailed description of the proposed project, including the goals and objectives of the project and proposed project features. In addition, the intended and required uses of the EIR, and a discussion of discretionary actions required for project implementation are included.
- Section 4.0, History of Project Changes, chronicles the physical changes made to the project in response to environmental concerns raised during the City's review of the project.
- Section 5.0, Environmental Analysis, constitutes the main body of the EIR and includes the detailed impact analysis for each environmental issue. The topics analyzed in this section include: Land Use, Transportation/Circulation/Parking, Air Quality, Hydrology/Water Quality, Health and Public Safety, Visual Effects and Neighborhood Character, and Greenhouse Gas Emissions. Under each topic, Section 5.0 includes a discussion of existing conditions, the thresholds identified for the determination of significant impacts, and an evaluation of the impacts associated with implementation of the project. Where the impact analysis demonstrates the potential for the project to have a significant adverse impact on the environment, mitigation measures are provided which would minimize the significant effects. The EIR indicates whether the proposed mitigation measures would reduce impacts to below a level of significance.
- Section 6.0, Significant Environmental Effects Which Cannot be Avoided if the Proposed Project is Implemented, addresses significant unavoidable impacts of the project, including those that can be mitigated but not reduced to below a level of significance.
- Section 7.0, Significant Irreversible Environmental Changes, addresses the significant irreversible environmental changes that would result from the project, including the use of nonrenewable resources.

- Section 8.0, Growth Inducement, includes a discussion of the potential for the proposed project to foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.
- Section 9.0, Cumulative Impacts, addresses the cumulative impacts due to implementation of the proposed project in combination with other recently approved or pending projects in the area. The area of potential effect for cumulative impacts varies depending upon the type of environmental issue.
- Section 10.0, Effects Found Not to be Significant, briefly discusses environmental issues determined not to have the potential for significant adverse impacts as a result of the proposed project. The areas with effects found not to be significant include: agricultural resources, biological resources, historical resources, geology and soils, mineral resources, noise, population and housing, public services, and recreation.
- Section 11.0, Alternatives, provides a description and evaluation of alternatives to the proposed project. This section addresses the mandatory "no project" alternative, as well as development alternatives that would reduce or avoid the proposed project's significant impacts.

A Mitigation, Monitoring and Reporting Plan; EIR References; Individuals and Organizations Consulted; and EIR Preparers are provided in Sections 12.0, 13.0, 14.0, and 15.0, respectively.

Section 2.0

ENVIRONMENTAL SETTING

2.0 ENVIRONMENTAL SETTING

2.1 PROJECT LOCATION

The 1.25-mile linear project site is located along University Avenue between Florida Street and Boundary Street in the North Park community in the City of San Diego (Figure 2-1, *Regional Location Map*). The project site also extends to Lincoln Avenue to the north and Wightman Street and North Park Way to the south (Figure 2-2, *Project Vicinity Map*).

2.2 EXISTING SITE CONDITIONS

The project site along University Avenue includes the Central Business District (CBD) between Idaho Street and Iowa Street that contains various commercial uses, and is more pedestrianoriented than most of the peripheral street segments. Multi-family residential uses are interspersed among commercial and mixed-uses along the corridor, but are more prevalent at the western extent.

University Avenue is classified as a Four-lane Major Roadway between Park Boulevard and Utah Street, and a Three-lane Collector (two lanes in the eastbound [EB] direction and one lane in the westbound [WB] direction) between Utah Street and Boundary Street. University Avenue is currently constructed as a four-lane undivided roadway between Park Boulevard and Ray Street, an undivided three-lane roadway (two EB lanes and one WB lane) between Ray Street and 32ndStreet, and an undivided four-lane roadway between 32nd Street and Lincoln Avenue. The pavement width along University Avenue between Park Boulevard and Boundary Street varies between 48 and 76 feet. University Avenue has a posted speed limit of 30 miles per hour (mph). Metered, time-limited, and long-term on-street parking is provided on both sides of the road between Arizona Street and 32nd Street. No designated bicycle routes are located along the portion of University Avenue within the project site.

The adjoining side streets within the project site contain two travel lanes with on-street parking. Sidewalks ranging between 5 and 15 feet in width occur on both sides of the street, with some street landscaping. The narrower sidewalks occur primarily in the western portion of the corridor, and the wider sidewalks occur within the CBD and the eastern portion. Pedestrian crossings are provided at signalized intersections. Unsignalized pedestrian crosswalks occur at Pershing Avenue and Arnold Avenue; overhead flashing lights are provided at these crosswalks. A community monument sign is located in a center median in the CBD on the block between 29th Street and 30th Street.

On-street parking is provided along portions of both sides of the University Avenue, as well as on side streets. Although most of the on-street parking within the project site is striped for parallel parking, angled parking is provided on the south side of University Avenue, between 28th Street and 30th Street, within the CBD. Adjoining side streets within the project site also provide on-street parallel or angled parking.

Public bus transit services are provided in the North Park community, including those within the project site. Specifically, Metropolitan Transit System (MTS) Routes 7 and 10 provide transit

services along University Avenue. Route 7 begins in La Mesa and travels along University Avenue to Park Boulevard, and then travels to downtown San Diego. Route 10 provides service between the Old Town Transit Center and University Avenue/College Avenue, and makes limited stops along University Avenue within the project site. Additionally, Routes 2 and 6 provide service along 30th Street, and a bus transfer point is located at the intersection of University Avenue and 30th Street. A total of 18 bus stops are located along University Avenue within the project site, including nine in the WB direction and nine in the EB direction.

No designated Class II Bike Lanes or Class III Bike Routes occur along University Avenue within the project site. Bicycles must share the travel lane with passenger vehicles, trucks, and buses. Bike routes occur on two side streets within the project site, including Florida Street and Utah Street. These routes are Class III facilities, which provide for signed, shared roadway routes. Bike racks are provided on University Avenue between Herman Avenue and Idaho Street.

2.3 SURROUNDING LAND USES

University Avenue is primarily lined by commercial uses, as it is one of the major transportation and business corridors in the North Park community (in addition to El Cajon Boulevard, 30th Street, and Park Boulevard). Land uses to the north and south predominantly consist of single family and multi-family residential. Community/civic uses are interspersed among the residential and commercial areas, and include churches, community centers, a community park, and schools.

2.4 PLANNING CONTEXT

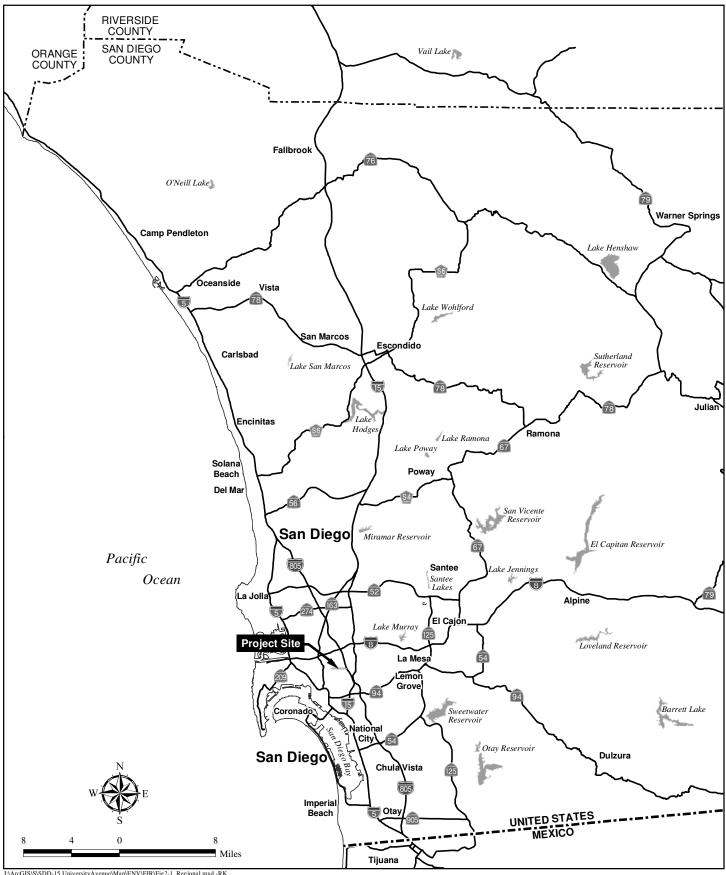
The project site is subject to the planning guidelines and policies contained in the City's General Plan (General Plan), Greater North Park Community Plan (Community Plan), Municipal Code, the Multiple Species Conservation Program (MSCP), the Mid-City Communities Planned District Ordinance, California State Implementation Plan (SIP), and Water Quality Control Plan for the San Diego Basin (Basin Plan).

Applicable planning guidelines and policies are summarized below and discussed in greater detail in Section 5.1, *Land Use*.

2.4.1 City of San Diego General Plan

The City approved an updated General Plan in March 2008. The General Plan is a comprehensive, long-term document that sets out a long-range vision and policy framework for how the City could grow and develop, provide public services, and maintain the qualities that define San Diego. The General Plan is comprised of a Strategic Framework section and ten elements covering planning issues such as housing, transportation, and conservation.

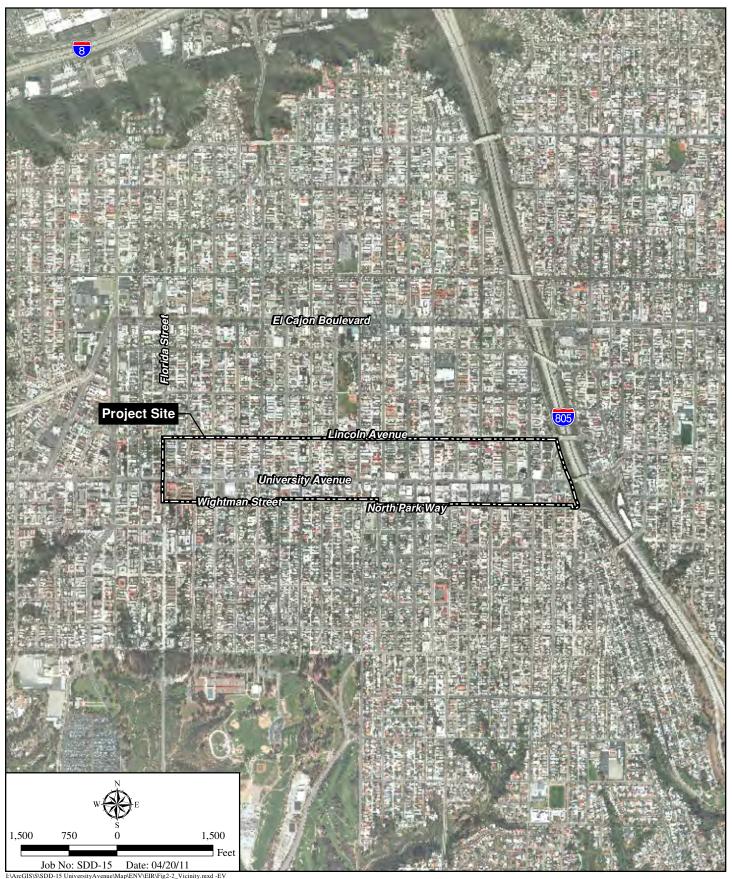
The General Plan lays the foundation for the more specific community plans which rely heavily on the goals, guidelines, standards, and recommendations within the General Plan. Environmental goals and recommendations from the General Plan are referenced in this EIR



Regional Location Map

UNIVERSITY AVENUE MOBILITY PLAN PROJECT

Figure 2-1



Project Vicinity Map

UNIVERSITY AVENUE MOBILITY PLAN PROJECT

Figure 2-2

where applicable. The General Plan designates University Avenue as "Roads/Freeways/ Transportation." The surrounding area is designated as "Multiple Use and Residential" with sparse "Institutional & Public and Semi-Public Facilities" designations.

2.4.2 Greater North Park Community Plan

The Community Plan (adopted November 5, 1986, as amended through June 26, 1990) is a longrange planning document that provides guidance for the orderly growth and development of the North Park community. The Community Plan includes nine elements focusing on the following topics: Housing; Commercial; Transportation and Circulation; Community Facilities; Park and Recreation; Open Space; Conservation; Cultural and Heritage Resources; and Urban Design. At this time, the Greater North Park Community Plan is currently being updated.

2.4.3 <u>Municipal Code/Mid-City Planned District Ordinance</u>

The project site is within the Mid-City Communities Planned District, which includes specific zoning regulations identified in San Diego Municipal Code [SDMC] Chapter 15, Article 12, Division 3. The project traverses the following zones within this district: CL-1 (Linear Commercial), CN-1 (Commercial Node), CL-2 (Linear Commercial), MR-1750 (Mid-City Residential), and MR-800B (Mid-City Residential). Commercial linear zones provide for automobile-oriented commercial districts in which residential or mixed-use development also are encouraged. The Community Node designation allows for pedestrian-oriented commercial and mixed-use development in higher activity areas. Mid-City Residential zones generally allow for residential development, boarding and lodging houses, schools, public parks and playgrounds, religious facilities, and limited commercial use.

The project site is also located in the Transit Area Overlay Zone, which establishes reduced parking demand rates and requirements due to the high level of transit in the area (SDMC Chapter 13, Article 2, Division 10).

2.4.4 California State Implementation Plan

The SIP was adopted by the California Air Resources Board (ARB) and Environmental Protection Agency (EPA) to bring non-attainment air basins into compliance with the National Ambient Air Quality Standards (NAAQS). Due to continued violations of NAAQS standards in the San Diego Air Basin (SDAB), the San Diego Air Pollution Control District (APCD), in conjunction with the San Diego Association of Governments (SANDAG), prepared a Regional Air Quality Strategy (RAQS) for its portion of the SIP. The proposed project relates to the SIP through land use and growth assumptions that are incorporated into air quality planning documents.

2.4.5 Water Quality Control Plan for the San Diego Basin

The Regional Water Quality Control Board (RWQCB) adopted a Basin Plan that recognizes and reflects regional differences in existing water quality, the beneficial uses of the region's ground and surface waters, and local water quality conditions and problems (RWQCB 1994). The plan

is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. The project site is within the Pueblo San Diego Hydrologic Unit (HU) that includes approximately 60 square miles and extends generally from the City of La Mesa on the east to San Diego Bay along the coast. Within the HU, the project site located in the San Diego Mesa Hydrologic Area (HA) and the Chollas Hydrologic Subarea (HSA). The Basin Plan identifies the existing beneficial uses for Chollas Creek as the following: non-contact recreation (REC-2), warm freshwater habitat (WARM) and wildlife habitat (WILD), with potential beneficial uses limited to contact recreation (REC-1). Also located within the watershed, the San Diego Bay includes the following beneficial uses per the Basin Plan: industrial service supply (IND); navigation (NAV); REC-1; REC-2; commercial and sport fishing (COMM); biological habitats of special significance (BIOL); estuarine habitat (EST); WILD; rare, threatened and endangered species (RARE); marine habitat (MAR); migration of aquatic organisms (MIGR); spawning, reproduction and/or early development (SPWN), and shellfish harvesting (SHELL). No beneficial uses of groundwater are identified in the basin.

2.4.6 Multiple Species Conservation Program

The MSCP is a comprehensive biological habitat conservation planning program developed by the City in coordination with state and federal resource agencies. A goal of the MSCP is to preserve a network of habitat and open space, protecting biodiversity. Local jurisdictions, including the City, implement their portions of the MSCP through subarea plans. The City has adopted Biology Guidelines that, together with the City Environmentally Sensitive Lands (ESL) regulations and MSCP Subarea Plan, are used to evaluate project-related biological impacts and required mitigation. While the project is located within the MSCP Subarea Plan, the site is not identified as being located within or adjacent to any Multi-Habitat Planning Area (MHPA) and the site does not contain any significant biological species or habitat. Since no impact to biological resources would occur with the implementation of the project, the project would fully comply with the MSCP and no further project consistency discussion is provided within this EIR.

2.5 EMERGENCY SERVICES

2.5.1 Fire Protection and Emergency Medical Services

The City of San Diego Fire Department provides fire protection and emergency medical services within the City and participates in mutual aid services with nearby jurisdictions. Fire Station 14 provides service to the Project study area. Fire Station 14 is located at 4011 32^{nd} Street (the northeastern corner of Lincoln Avenue and 32^{nd} Street), one block north of University Avenue just outside of the Project study area. This station is equipped with an engine, a truck, and a brush vehicle.

The National Fire Protection Association 1710 Standard for the initial arrival of fire suppression resources is five minutes, which would be met by the project through mutual aid agreements. According to the City of San Diego Fire-Rescue Department, they have a goal of 1 firefighter per 1,000 residents; however, the City currently has a ratio of 0.23 firefighter per 1,000 residents.

2.5.2 Police Protection

Police protection is provided by the City of San Diego. The Western Division, located at 5215 Gaines Street, provides service to North Park, including the project site and surrounding area. The Western Division serves a population of 175,985 people and encompasses 25.9 square miles (City 2010). The Western Division currently has 214 personnel including sworn officers and non-sworn employees. The project site is located within Police Beat 627. According to the Police Department, there is a City-wide goal ratio of officers to population of 1.67 officers per 1,000 residents, which is currently equivalent to 294 officers for this Division. The current City-wide ratio of officers is 1.40 per 1,000 residents; accordingly, there is a deficiency with regard to officers in the City.

The Police Department currently utilizes a five-level priority dispatch system, which includes Priority E (Emergency), One, Two, Three, and Four (lowest priority). Emergency calls include situations where officers or other persons have been injured. Priority One calls include crimes in progress, such as burglary. Priority Two calls include vandalism and property crimes. Priority Three crimes include calls after a crime such as a burglary has been committed, and noise calls (loud music and dogs barking). Priority Four calls include nuisance calls, such as children playing in the street, or lost and found reports. The Department's goal response times are 7 minutes for Priority E, 12 minutes for Priority One, 30 minutes for Priority Two, and 90 minutes for Priority Three and Four calls. Within Police Beat 627, the 2009 average response times were 5.8 minutes for Priority E, 10.8 minutes for Priority One calls, 25.6 minutes for Priority Two calls, 61.9 minutes for Priority Three calls, and 55.5 minutes for Priority Four calls. The City-wide average response times for Priority Two, 63.7 minutes for Priority Three, and 63.0 minutes for Priority Four calls.

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Section 3.0

PROJECT DESCRIPTION

3.0 PROJECT DESCRIPTION

This section of the EIR describes the goals and objectives of the proposed project, its specific characteristics, and the discretionary actions required in conjunction with project approval by the City and other agencies.

3.1 PROJECT GOALS AND OBJECTIVES

Implementation of the project would include improvements or modifications related to (1) roadways, (2) transit, (3) pedestrian access, (4) parking, and (5) utilities along University Avenue between Florida Street and Boundary Street. The overall objectives of the project include:

- Improve mobility within the project site for pedestrians and transit users;
- Reduce the current automobile/pedestrian conflicts at numerous street crossings within the project site; and
- Reduce automobile traffic trips within the project site.

3.2 PROJECT CHARACTERISTICS AND COMPONENTS

Proposed project features are described below and shown on Figures 3-1a through 3-1c, *Project Features*.

3.2.1 <u>Roadway Improvements</u>

Traffic Signals and Signal Modifications

The project would include the installation of two new traffic signals at University Avenue's intersections with Arnold Avenue and Oregon Street. In addition, the existing traffic signal at the University Avenue/Ohio Street intersection would be removed. Modifications to signal phases could also occur at several intersections along University Avenue to improve traffic circulation and reduce conflicts between pedestrians and automobiles.

Raised Median

The project would construct a raised median in the center of University Avenue for the length of project site. The median would be a minimum of 10 feet wide to allow for 2 feet of paved surface on each side of a central 6-foot-wide landscape area contingent upon acceptance of the project by the local maintenance assessment district (MAD). If the local MAD does not accept the project, then the raised median would consist of hardscape surface. The new median would narrow at intersections, where left-turn pockets would be provided.

Turn Pockets

Currently, only a few intersections along University Avenue within the project site include a left-turn lane, which forces vehicles making a left turn to share a lane with through-bound

vehicles. At most of these intersections, the left-turn movement is unprotected, which means that vehicles must yield to oncoming traffic and wait until a gap occurs to travel through the intersection on the green light (i.e., permissive). The project would maintain some existing left-turn pockets (EB and WB approaches) and provide additional left-turn pockets at intersections along University Avenue. Specific locations that would have left-turn pockets following project construction would include:

- Florida Street;
- Mississippi Street;
- Texas Street;
- Arnold Avenue;
- Oregon Street;

- Utah Street;
- 30th Street;
- Illinois Street;
- 32nd Street; and
- Boundary Street.

Provision of additional left-turn pockets would require modification to the traffic signal timing, installation or modifications to loop detectors in the roadway, modification or replacement of signal mast arms and signal heads, and the construction of the dedicated left-turn lanes.

Re-striping

Within the project site, University Avenue would be re-striped to accommodate the proposed raised median and transit improvements. University Avenue, between Florida Street and Utah Street, would contain two, 10- to 11-foot-wide EB mixed-flow lanes; one, 10- to 11-foot-wide WB mixed-flow lane; one, 11-foot-wide WB transit-only lane; a center raised median; left-turn pockets at some intersections (as identified above); curbs and gutters; and sidewalks. Figure 3-2, *Typical Street Section – Florida Street to Utah Street*, illustrates a typical cross-section along this portion of University Avenue. Between Utah Street and Boundary Street, University Avenue would contain one, 10- to 11-foot-wide mixed-flow lane and one, 11-foot-wide transit-only lane in each direction; a center, raised median; left-turn pockets at some intersections (as identified above); curbs and gutters; and sidewalks. Figure 3-3, *Typical Street Section – Utah Street to Boundary Street*, illustrates a typical cross-section along this segment of University Avenue.

Although the standard width for travel lanes is 12 feet, 10- to 11-foot-wide travel lanes are proposed in order to remain within the existing curb-to-curb width of University Avenue. The existing lanes along University Avenue within the project site vary from 9 to 10 feet in width, and therefore the project would be an improvement over the existing condition.

Landscaping

Landscaping would be installed within portions of the center, raised median along the length of University Avenue within the project site contingent upon acceptance of the project by the local MAD. Planting materials within the median would consist of drought-tolerant plants, such as sage leaf rockrose and Mexican cardinal flower.

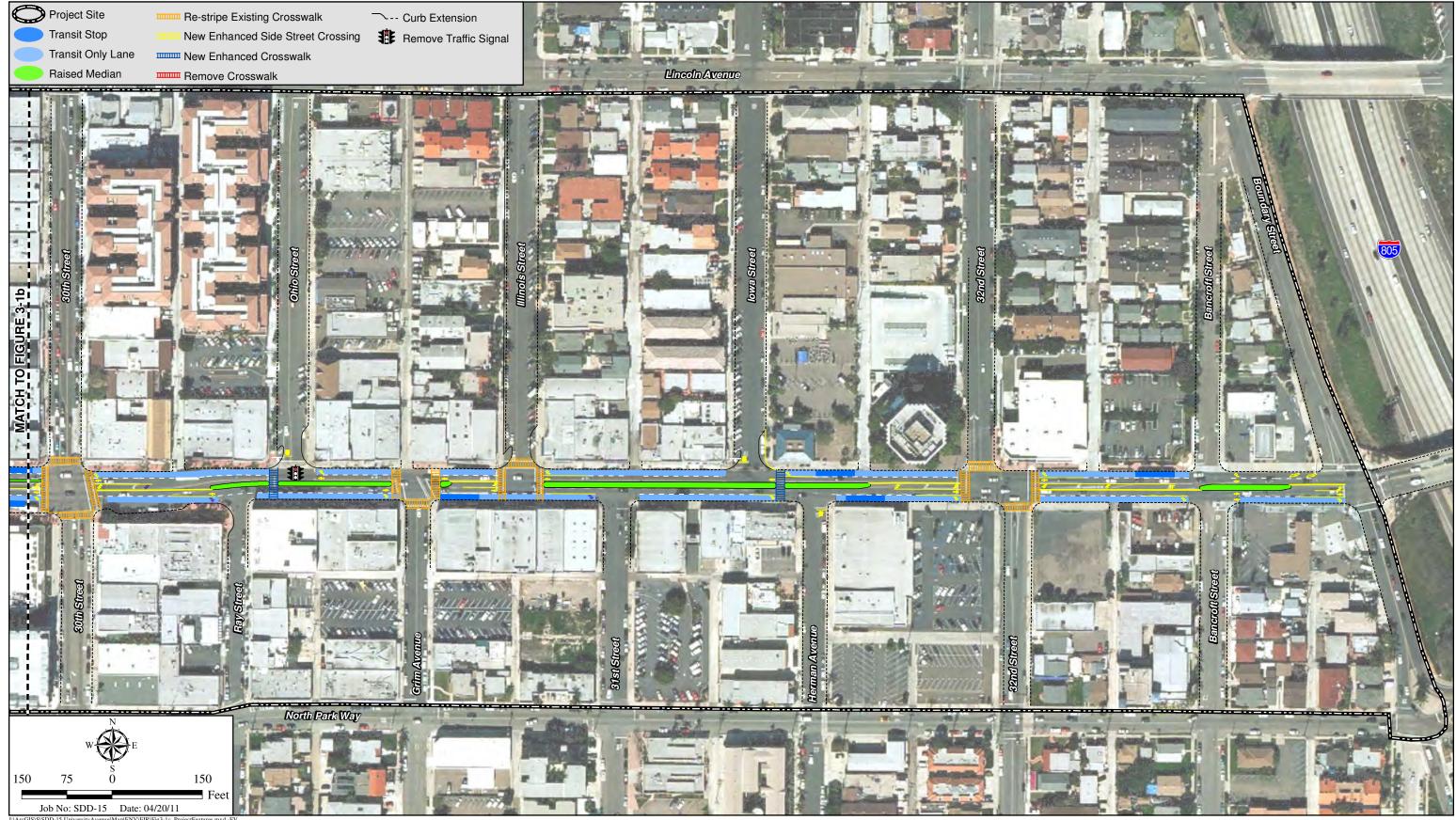


Project Features UNIVERSITY AVENUE MOBILITY PLAN PROJECT Figure 3-1a



Figure 3-1b

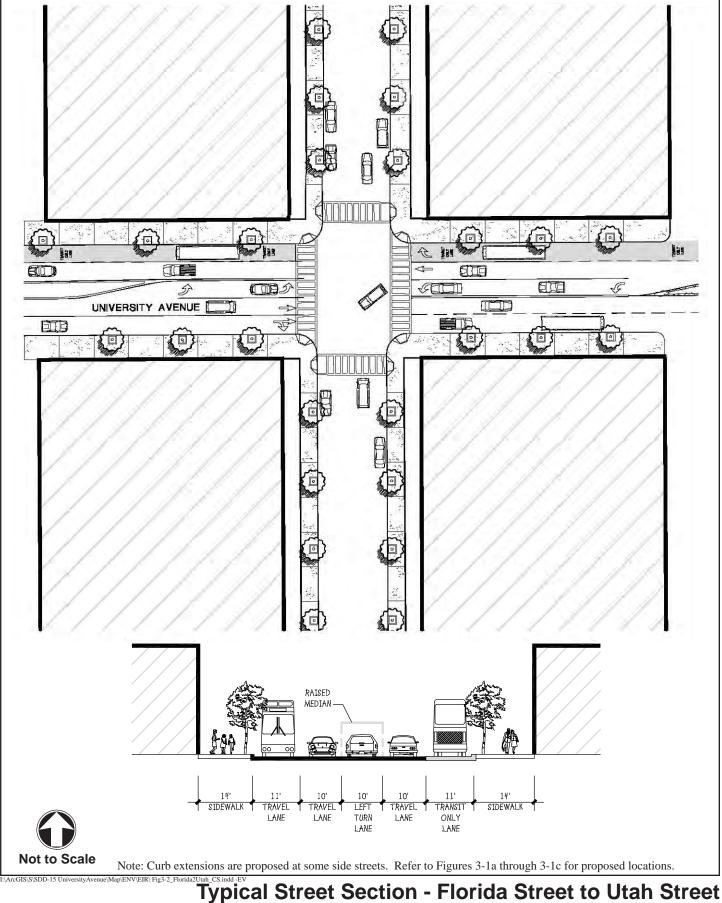
UNIVERSITY AVENUE MOBILITY PLAN PROJECT



Project Features

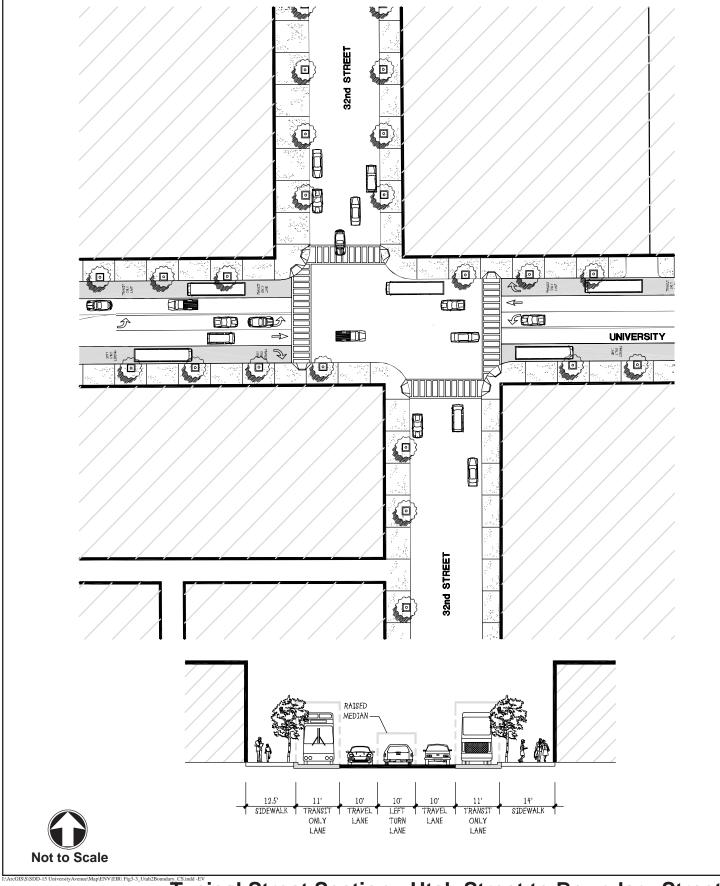
UNIVERSITY AVENUE MOBILITY PLAN PROJECT

Figure 3-1c



UNIVERSITY AVENUE MOBILITY PLAN PROJECT

Figure 3-2



Typical Street Section - Utah Street to Boundary Street

UNIVERSITY AVENUE MOBILITY PLAN PROJECT

Figure 3-3

3.2.2 <u>Transit Improvements</u>

Transit-only Lanes

The project would include provision of a transit-only lane along University Avenue in both the EB and WB direction. The WB transit-only lane would extend the full length of the project site between Florida Street and Boundary Street, and the EB transit-only lane would extend between Utah Street and Boundary Street. The transit-only lanes would be 11 feet wide and marked as "Transit Only" with associated signage. The transit lanes could also be used by right-turning vehicles at intersections and bicycles.

Transit Stop Consolidation

Currently, there are 18 transit stops within the project site, including 9 in the WB direction and 9 in the EB direction. The project proposes to consolidate the transit stops to a total of 14, with 7 in each direction along University Avenue. The proposed consolidation would include a combination of existing, relocated, and new stops. Proposed transit stop locations and type (i.e., existing, relocated, or new) include:

Westbound

- Bancroft Street (existing);
- Iowa Street (existing);
- 30th Street (existing);
- Idaho Street (new);
- Arizona Street (relocated);
- Louisiana Street (existing); and
- Alabama Street (existing).

Eastbound

- Alabama Street (existing);
- Louisiana Street (existing);
- Texas Street (existing);
- Pershing Street (existing);
- 30th Street (existing);
- Grim Avenue (existing); and
- Herman Avenue (existing).

The new and relocated transit stops would include shelters, seating, signage, a concrete bus pad, raised sidewalks (where feasible) for at-grade boarding, and trash receptacles. The new and relocated transit stops would be located on the far side of the intersection (after the intersection) to facilitate bus and traffic operations. Far-side transit stops are operationally beneficial because they minimize conflicts with right-turning vehicles, minimize sight distance conflicts for pedestrians and vehicles, encourage pedestrians to cross behind the bus rather than in front of it, and allow buses to travel through the intersection prior to boarding/alighting passengers, eliminating the chances of waiting through multiple signal cycles. The new and relocated transit stops also would be designed in compliance with the Americans with Disabilities Act (ADA).

3.2.3 <u>Pedestrian Improvements</u>

Pedestrian Crosswalks

The project would include installation of four enhanced pedestrian crossings across University Avenue and four across abutting side streets. The four proposed to cross University Avenue include:

- Idaho Street/28th Street;
- Ohio Street;
- Kansas Street; and
- Iowa Street/Herman Avenue.

The enhanced crossings on University Avenue may include in-pavement flashing devices and reflective pavement markings to warn motorists of pedestrians, activation equipment (push button or automatic sensors), and a control unit.

The four proposed side street crossings include:

- Alabama Street (north leg);
- Alabama Street (south leg);
- Idaho Street; and
- 28th Street.

In addition, existing pedestrian crosswalks within the project site (both along University Avenue and side streets) would be re-striped with highly reflective paint or modified. An existing pedestrian crosswalk at Pershing Street would be removed to accommodate the proposed improvements.

Curb Extensions

Curb extensions, also known as pop-outs, would be installed to reduce the distance between sidewalks on either side of the street and limit time taken to walk across the street. The reduction in roadway width, typically down to 24 feet, would also require vehicles to slow down through the intersection, thus decreasing the potential for pedestrian/vehicular conflicts. Curb extensions are proposed at several side streets within the project site (contingent upon turning radius evaluations), including:

- Alabama Street (north leg);
- Louisiana Street (north leg);
- Arizona Street (north leg);
- Oregon Street;
- Idaho Street;
- 28^{th} Street;
- Utah Street;

- Granada Street;
- Kansas Street;
- 29^{th} Street;
- Ray Street;
- Ohio Street;
- Illinois Street; and
- Iowa Street.

The curb extensions would primarily be constructed along side streets where on-street parking is proposed.

3.2.4 Parking

The project would remove existing on-street parallel parking spaces along University Avenue between Florida Street and Boundary Street due to the construction of the raised center median. A total of 91 on-street parallel spaces would be removed along University Avenue. Additionally, the proposed curb extensions at Idaho Street and Utah Street would remove up to five on-street parking spaces along these side streets.

To offset some loss of parking and upon City Council approval, on-street parking spaces along both sides of several adjacent side streets on the north would be re-striped from parallel to angled spaces. These side streets include:

- Alabama Street;
- Louisiana Street;
- Arizona Street;
- Oregon Street;

- Ohio Street;
- Illinois Street; and
- Iowa Street.

Phase 1 of the project would include removal of all 84 on-street parallel parking spaces along University Avenue between Texas Street and Boundary Street. The 29 angled parking spaces on the south side of University Avenue between 28th Street and 30th Street would remain available. During Phase 1, the project would include re-striping of Ohio Street, Illinois Street, and Iowa Street, between University Avenue and Lincoln Avenue, to provide up to approximately 15 angled parking spaces instead of the existing parallel parking spaces. Additionally, the proposed curb extensions at Idaho Street and Utah Street would remove up to five existing on-street parking spaces along these side streets. This would result in a potential net loss of up to approximately 74 total spaces under Phase 1 conditions. The North Park Public Parking Garage, located on the corner of North Park Way and 30th Street, is approximately 0.25 mile from 70 of the 84 displaced on-street parallel parking spaces along University Avenue. This public parking garage contains 388 spaces and could absorb most of the on-street parallel spaces that would be removed during Phase 1. Additionally, parking capacity on the neighborhood side streets surrounding University Avenue is not currently fully utilized. Parking on the side streets within two blocks north of University Avenue has a 19-percent vacancy rate during the highest demand period (nighttime hours between 6:00 and 8:00), and parking on the side streets within two blocks south of University Avenue has a 39-percent vacancy rate during the nighttime (refer to Tables 5.2-4 and 5.2-5 in Section 5.2, *Transportation/Circulation/Parking*). The provision of additional side street parking spaces and the availability of parking at the North Park Public Parking Garage and along adjacent side streets would offset the loss of on-street parallel parking along University Avenue during Phase 1.

Subsequent phases of the project would include removal of all on-street parallel parking spaces along University Avenue between Florida Street and Texas Street. This would result in the removal of 7 additional on-street parallel parking spaces beyond Phase 1, equating to a total of 91 on-street parallel parking spaces to be removed by the project. The 29 angled parking spaces on the south side of University Avenue between 28th Street and 30th Street would remain available. Subsequent phases of the project would include re-striping of Alabama Street, Louisiana Street, Arizona Street, and Oregon Street, between University Avenue and Lincoln Avenue, to provide angled parking spaces instead of the existing parallel spaces,

resulting in an increase of up to approximately 42 angled parking spaces. In addition, proposed traffic mitigation (Mitigation Measures 5.2-3 and 5.2-4) would remove a total of 6 on-street parking spaces on the south side of Lincoln Avenue near its intersection with Ohio Street and Illinois Street. As indicated above, the North Park Public Parking Garage is located within 0.25 mile of most of the on-street parallel parking spaces along University Avenue to be removed by the project, which could absorb the displaced parking. Furthermore, on-street parking along sides street is underutilized (refer to Tables 5.2-4 and 5.2-5 in Section 5.2, *Transportation/Circulation/ Parking*). The provision of additional side street parking spaces and the availability of parking at the North Park Public Parking Garage and along adjacent side streets would offset the loss of on-street parallel parking along University Avenue upon implementation of the project.

Table 3-1 summarizes proposed parking modifications resulting from the project.

Table 3-1 PROPOSED PARKING MODIFICATIONS			
Parking Modification	Phase 1	Subsequent Phases	Total
On-street parallel spaces removed (University Avenue)	84	7	91
Other spaces removed	5 ¹	6^{2}	11
Total Removed	89	13	102
New angled spaces on side streets	15	42	57
Net Change	-74	+29	-45

¹ Proposed curb extensions at Idaho Street and Utah Street would remove up to 5 existing on-street parking spaces along these side streets.

² Proposed traffic mitigation (Mitigation Measures 5.2-3 and 5.2-4) would remove a total of 6 on-street parking spaces on the south side of Lincoln Avenue near its intersection with Ohio Street and Illinois Street.

3.2.5 <u>Utilities/Infrastructure</u>

The project would require relocation of some existing utilities and infrastructure. Construction of the proposed curb extensions and raised median would necessitate relocation of existing storm drain inlets, sewer manholes, and water valve cans. The re-striping and reconstruction of University Avenue also would require relocation of electrical and telecommunications utility lines, as well as some existing utility boxes and street lights.

3.3 CONSTRUCTION PHASING

The project would be constructed in phases, as funding is procured. Phase 1 would entail the following improvements contingent upon available funding (as described in more detail above under Project Features):

University Avenue, between Texas Street and Boundary Street, would be re-striped to
provide a painted median, left-turn pockets at signalized intersections, and improved lane
widths;

- Installation of a raised median on University Avenue, between Utah Street and Grim Avenue;
- Installation of nine curb extensions at four intersections on University Avenue: Oregon Street (2), Idaho Street (2), 28th Street (1), and Utah Street (4);
- Installation of new traffic signals at University Avenue's intersections at Arnold Avenue and Oregon Street;
- Removal of an existing traffic signal at the intersection of University Avenue and Ohio Street;
- Installation of an enhanced pedestrian crosswalks at University Avenue's intersections with Idaho Street/28th Street, Ohio Street, and Kansas Street;
- Existing crosswalks would be re-striped with highly reflective paint at five signalized intersections on University Avenue: Utah Street, 30th Street, Grim Street, Illinois Avenue, and 32nd Street;
- Removal of most parallel on-street parking on University Avenue, between Texas Street and Boundary Street;
- Some side streets between University Avenue to Lincoln Avenue may be re-striped to provide angled parking on both sides of the street;
- Re-stripe University Avenue, between Utah Street and Boundary Avenue to provide one transit-only lane and one mixed-flow lane in the EB and WB directions;
- Consolidation of transit stops along University Avenue; and
- Installation of 110 pedestrian countdown signal heads at 15 intersections on University Avenue, Lincoln Avenue, and North Park Way.

It is anticipated that construction of Phase 1 would begin in July 2014 and take approximately 13 months to complete.

Subsequent phases would entail the remaining improvements identified under Project Features, including:

- Installation of a raised median on University Avenue, between Florida Street and Utah Street, and between Grim Avenue and Boundary Street;
- Re-stripe University Avenue, between Florida Street and Utah Street, to provide one transit-only lane and one mixed-flow lane in the WB direction, and two mixed-flow lanes in the EB direction;
- Provision of left-turn pockets and signal phase modifications at intersections, as required;
- Some side streets between University Avenue to Lincoln Avenue could be re-striped to provide angled parking on both sides of the street;
- Installation of curb extensions at several intersections: Alabama Street (2), Louisiana Street (2), Arizona Street (2), Granada Avenue (2), Kansas Street (2), 29th Street (2), Ohio Street (2), Illinois Street (2), and Iowa Street (2);
- Installation of an enhanced pedestrian crosswalk at the intersection of University Avenue and Iowa Street/Herman Avenue;
- Installation of enhanced side street crossings at Alabama Street, Idaho Street, and 28th Street;

- Existing crosswalks would be re-striped with highly reflective paint at University Avenue's intersection at Florida Street, Mississippi Street, Texas Street, and Oregon Street; and
- Removal of on-street parking on University Avenue, between Florida Street and Texas Street.

3.4 DISCRETIONARY ACTIONS

This EIR is intended to provide documentation pursuant to CEQA to cover all local, regional, and state permits and/or approvals which may be needed to construct or implement the proposed project. The anticipated discretionary approvals required to implement the project are identified in Table 3-2, *Discretionary Actions*. The University Avenue Mobility Plan described in this EIR would require EIR Certification and project approval from the City of San Diego-City Council, approval by the San Diego City Council for angled street parking, and various permit compliances. Other permitting may be reviewed by responsible or trustee agencies such as the California Department of Transportation (Caltrans) and the RWQCB.

Table 3-2 DISCRETIONARY ACTIONS		
Discretionary Approval/Permit	Approving Agency	
EIR Certification	City of San Diego	
Project Approval	City of San Diego	
Approval for angled street parking	City of San Diego	
National Pollutant Discharge Elimination	City of San Diego	
System (NPDES) Municipal Storm Water	Regional Water Quality Control Board	
Permit Compliance		
NPDES General Construction Activity Permit	Regional Water Quality Control Board	
for Stormwater Discharges Compliance	State Water Resources Control Board	
NPDES Groundwater Discharge Permit	Regional Water Quality Control Board	
Compliance (if needed)	State Water Resources Control Board	
Encroachment Permit	Caltrans	

Section 4.0

HISTORY OF PROJECT CHANGES

4.0 HISTORY OF PROJECT CHANGES

After the Notice of Preparation (NOP) was published and distributed, the San Diego Metropolitan Transit System (MTS) provided comments on the proposed consolidation of transit stops within the project site along University Avenue. The NOP identified 20 existing transit stops within the project site that were proposed to be consolidated to 10, including 5 in each direction. Based on the input from MTS, there are 18 existing stops within the project site, and the project currently proposes to consolidate transit stops from 18 to 14, with 7 in each direction. In addition, the locations of some of the proposed transit stops changed based on recommendations and coordination with MTS.

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Section 5.0

ENVIRONMENTAL ANALYSIS

5.0 ENVIRONMENTAL ANALYSIS

5.1 LAND USE

5.1.1 Existing Conditions

Existing On-site Land Uses

The project site is located within a mix of commercial retail, restaurant, office, and residential land uses. Of the 145-acre project site (refer to Figure 5.1-1, *On-site Land Uses*), approximately 60 acres (41 percent) consist of residential use (including single-family homes and multi-family apartment and condominium units), 50 acres (35 percent) consist of roadways, alleys, and sidewalks, and 30 acres (21 percent) consist of commercial retail and/or restaurant uses. The remaining portions (approximately three percent) of the project site consist of community/civic (including churches, community centers, and schools), parking lots, and vacant lots. Figure 5.1-1 shows the existing land uses within the project site.

Existing Surrounding Land Uses

The project site is located within a major transportation and business corridor in the North Park community of the City. North Park is one of the older urbanized communities in San Diego, with original subdivisions recorded just after the turn of the 20th century (City 2009a). North Park is home to hundreds of classic California Style Craftsman houses and maintains its strong residential character in its tree-lined parkways, wide streets, and canyon cul-de-sacs. The retro style of its major business corridors along University Avenue, 30th Street and El Cajon Boulevard hark back to the 1950s (City 2009a).

Existing land uses surrounding the project site include residential and commercial uses to the north, south, and west. Interstate 805 (I-805) is located to the immediate east of the project site (adjacent to Boundary Street), and Balboa Park is located approximately one-half mile to the south.

Applicable Plans and Policies

Plans applicable to the project include the General Plan, Community Plan, the SDMC – Zoning, and City of San Diego MSCP Subarea Plan. The applicable goals and objectives associated with these plans/ordinances are described below.

City of San Diego General Plan

The City approved an updated General Plan on March 10, 2008, which applies only to projects deemed complete after that date. The General Plan is a comprehensive, long-term document that sets out a long-range vision and policy framework for how the City could grow and develop, provide public services, and maintain the qualities that define San Diego. Accordingly, the General Plan "provides policy guidance to balance the needs of a growing city while enhancing quality of life for current and future San Diegans" (City 2008a). The General Plan is comprised

of a Strategic Framework section and 10 elements including: Land Use and Community Planning; Mobility; Urban Design; Economic Prosperity; Public Facilities, Services and Safety; Recreation; Conservation; Noise; Historic Preservation; and Housing. It should be noted that state law requires that a Housing Element be updated at five-year intervals; therefore, the Housing Element discussed below was updated prior to March 2008 and is applicable for fiscal years 2005-2010. The following discussion summarizes each element that is relevant to the project. In addition, applicable goals within each element pertaining to the project are listed in greater detail in Table 5.1-1, *Project Consistency with Applicable Goals, Objectives, and Policies*.

Land Use and Community Planning Element

The purpose of the Land Use and Community Planning Element is "to guide future growth and development into a sustainable citywide development pattern, while maintaining or enhancing quality of life in our communities" (City 2008a). The element addresses land use issues that apply to the City as a whole and identifies the community planning program as the mechanism to designate land uses, identify site-specific recommendations, and refine citywide policies, as needed. The Land Use and Community Planning Element establishes a structure that respects the diversity of each community and includes policies that govern the preparation of community plans. The Land Use and Community Planning Element addresses zoning and policy consistency, plan amendment process, airport-land use planning, annexation policies, balanced communities, equitable development, and environmental justice.

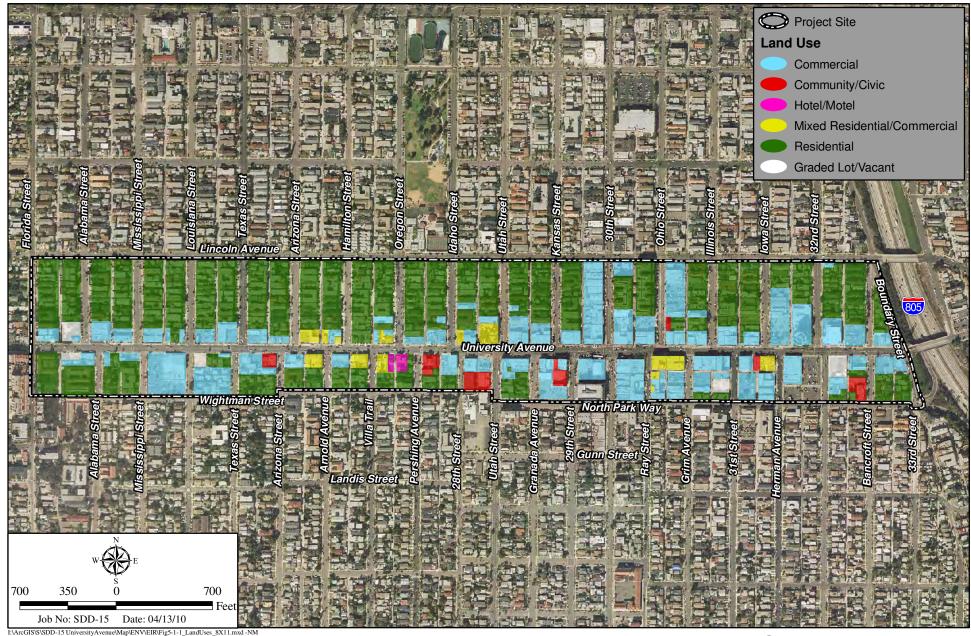
General Plan land use designations within the project site primarily include Multiple Use, Residential, and Roads/Freeways/Transportation, as shown on Figure 5.1-2, *City of San Diego General Plan Land Use Designations*. In addition, a relatively small amount of Institutional and Public and Semi-Public Facilities occurs in the project site.

Mobility Element

The purpose of the Mobility Element is "to improve mobility through development of a balanced, multi-modal transportation network" (City 2008a). The element identifies the proposed transportation network and strategies needed to support the anticipated General Plan land uses. The Mobility Element's policies promote a balanced, multi-modal transportation network that gets people where they want to go while minimizing environmental and neighborhood impacts. The element contains policies that address walking, streets, transit, regional collaboration, bicycling, parking, movement of goods, and other components of a transportation system. Together, these policies advance a strategy for relieving congestion and increasing transportation choices.

Urban Design Element

The purpose of the Urban Design Element is "to guide physical development toward a desired image that is consistent with the social, economic, and aesthetic values of the City" (City 2008a). The element policies capitalize on San Diego's natural beauty and unique neighborhoods by calling for development that respects the natural setting, enhances the distinctiveness of its



On-site Land Uses

UNIVERSITY AVENUE MOBILITY PLAN PROJECT

Figure 5.1-1



City of San Diego General Plan Land Use Designations

UNIVERSITY AVENU MOBILITY PLAN PROJECT

Figure 5.1-2

neighborhoods, strengthens the natural and built linkages, and creates mixed-use, walkable villages throughout the City. Urban Design Element policies help support and implement land use and transportation decisions, encourage economic revitalization, and improve the quality of life in San Diego. Ultimately, the Urban Design Element influences the implementation of all of the General Plan's elements and community plans. It sets goals and policies for the pattern and scale of development, as well as the character of the built environment.

Economic Prosperity Element

The purpose of the Economic Prosperity Element is "to increase wealth and the standard of living of all San Diegans with policies that support a diverse, innovative, competitive, entrepreneurial, and sustainable local economy" (City 2008a). The element discusses goals and policies regarding industrial and commercial land uses, employment areas, education and workforce development, employment and business development, and community and infrastructure investment, as well as others. One goal under community and infrastructure investment includes investing in infrastructure that supports economic prosperity.

Public Facilities, Services, and Safety Element

The purpose of the Public Facilities, Services, and Safety Element is "to provide the public facilities and services needed to serve the existing population and new growth" (City 2008a). The element contains policies that address public financing strategies; public and developer financing responsibilities; prioritization; and the provision of specific facilities and services that must accompany growth. The policies within the Public, Services, and Safety Facilities Element also apply to transportation, as well as park and recreation facilities and services. The element also provides policies to guide the provision of a wide range of public facilities and services, including fire-rescue, police, wastewater, storm water infrastructure, water infrastructure, waste management, libraries, schools, information infrastructure, public utilities, regional facilities, healthcare services and facilities, disaster preparedness, and seismic safety.

Conservation Element

The purpose of the Conservation Element is:

... to become an international model of sustainable development and conservation. The element is intended to provide for the long-term conservation and sustainable management of the rich and natural resources that help define the City's identity, contribute to its economy, and improve its quality of life. (City 2008a)

The Conservation Element contains policies to guide the conservation of resources that are fundamental components of San Diego's environment, that help define the City's identity, and that are relied upon for continued economic prosperity. San Diego's resources include, but are not limited to: water, land, air, biodiversity, minerals, natural materials, recyclables, topography, viewsheds, and energy. The element contains policies for sustainable development; preservation of open space and wildlife; management of resources; and other initiatives to protect the public, health, safety, and welfare. Among the guidance included in the element are a number of goals

and policies encouraging the use of alternative modes of transportation and land use patterns that reduce vehicle trips for the conservation of energy and open space, as well as for air quality concerns.

Noise Element

The purpose of the Noise Element is "to protect people living and working in the city of San Diego from excessive noise" (City 2008a). The element provides goals and policies to guide compatible land uses and the incorporation of noise attenuation measures for new uses to protect people living and working in the City from an excessive noise environment. Relevant goals of the element include planning land uses in consideration of existing and future noise levels to minimize people's exposure to excessive noise, and minimizing noise from traffic on local roadways through design features and traffic management and calming techniques.

Historic Preservation Element

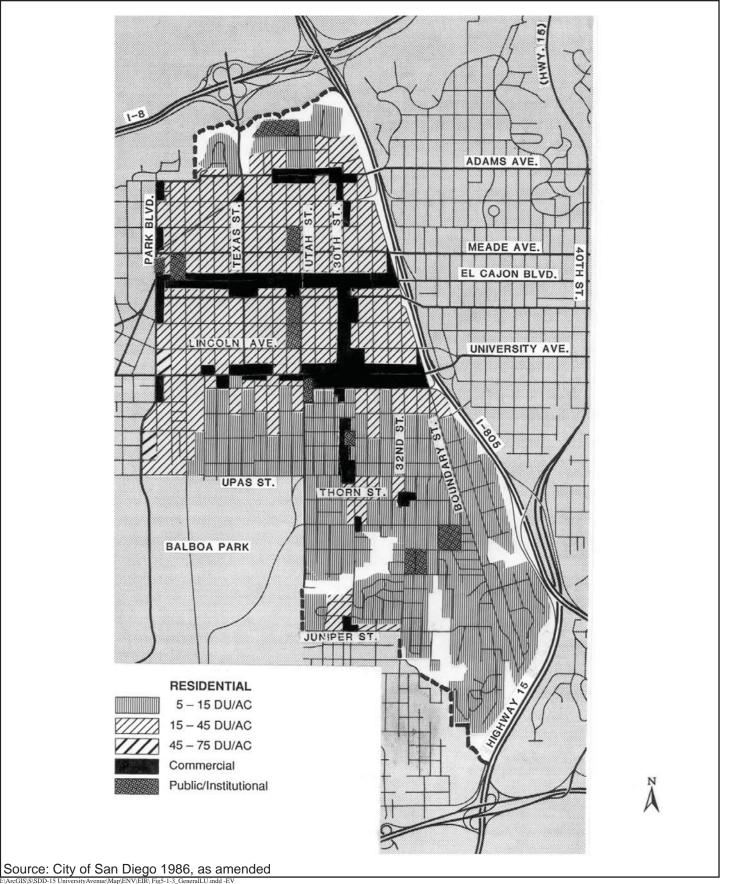
The purpose of the Historic Preservation Element is: (1) to guide the preservation, protection, restoration, and rehabilitation of historical and cultural resources and maintain a sense of the City; and (2) to improve the quality of the built environment, encourage appreciation of the City's history and culture, maintain the character and identity of communities, and contribute to the City's economic vitality through historic preservation (City 2008a).

The goals of this element are to identify and preserve the City's important historical resources and integrate historic preservation planning into the larger planning process, in addition to providing historic preservation education, benefits, and incentives to the local communities. Development pressure in existing communities, particularly older communities such as North Park, may threaten historical buildings and structures, negatively affecting the neighborhood character. A number of goals and policies therefore aim to integrate historic preservation planning into the larger land use planning process.

Greater North Park Community Plan

The project site is located within the Greater North Park Community Plan area of the City. The Community Plan, adopted in November 1986 and last amended in June 1990, is a long-range planning document that provides guidance for the orderly growth and development of the North Park community. The Community Plan includes nine elements focusing on the following topics: Housing; Commercial; Transportation and Circulation; Community Facilities; Park and Recreation; Open Space; Conservation; Cultural and Heritage Resources; and Urban Design. The goals and objectives of each of the elements that are relevant to the existing site and proposed project are identified below and in Table 5.1-1. The City recently initiated the process to update the Community Plan, but is several years away from completing the update.

As presented in the Background section of the Community Plan, the project site is located within the following existing land uses: commercial, public/institutional, and residential (5 to 15 dwelling units per acre and 15 to 45 dwelling units per acre) (refer to Figure 5.1-3, *Greater North Park Community Plan Generalized Existing Land Uses*).



Greater North Park Community Plan Generalized Existing Land Uses

UNIVERSITY AVENUE MOBILITY PLAN PROJECT

Figure 5.1-3

Commercial Element

The goal of the Commercial Element is to "provide appropriately located, attractive commercial and office facilities offering a wide variety of goods and services" (City 1986). This element provides objectives and recommendations for each of the commercial areas within North Park. In addition to provisions regarding the revitalization of the CBD at University Avenue and 30th Street and guidance for the future development and redevelopment of commercial areas within North Park, the Commercial Element also provides objectives regarding the enhancement of pedestrian activity in the central business core and the provision of adequate parking for commercial areas (e.g., off-street parking, creative redesign of existing on-street parking, etc.).

Transportation and Circulation Element

The goal of the Transportation and Circulation Element is to "provide a safe and efficient transportation system that maximizes access for residents and visitors to the community, links the community to major activity centers, and minimizes adverse environmental effects" (City 1986). Guidance and objectives are provided for improvements to the street system, public transit service, bikeways, pedestrian circulation, and parking within the Greater North Park community.

This element provides a description of the physical improvements suggested for several roadways within the community, including University Avenue. The Community Plan recommends that "University Avenue between Utah Street and Boundary Street should be improved as part of a two-way couplet system with Lincoln Avenue... This system would pair University Avenue and Lincoln Avenue into a two-way couplet system with University Avenue carrying two lanes EB and one lane WB..." (City 1986). The Community Plan, however, continues by stating, "Should the two-way couplet system described above fail to function at some future time due to unanticipated growth or other changes in the region, then the option of going to four lanes on University Avenue should be considered." Due to growth of the area since adoption of the Community Plan, the two-way couplet is no longer being proposed, and University Avenue, through most of the project area, contains four lanes. Additionally, the two-way couplet system will not be included in the Community Plan update that the City is undertaking.

Conservation Element

The goal of the Conservation Element is to "provide a clean and healthy environment in which to live" (City 1986). This element includes objectives intended to conserve and protect air quality, water, land, and energy through planning and development, design, and landscape guidelines.

Cultural and Heritage Resources Element

The goal of the Cultural and Heritage Resources Element is to "preserve the cultural and heritage resources of Greater North Park" (City 1986). This includes the establishment of a list of buildings and neighborhoods designated as historic resources through a comprehensive historical and architectural survey. Potential historic sites within the project vicinity that are identified in

this element include the North Park Theatre at University Avenue and 30th Street, the Georgia Street Bridge, the Egyptian Revival Buildings at University Avenue and Park Boulevard, and the Masonic Temple at Utah Street and North Park Way.

Urban Design Element

The goal of the Urban Design Element is to "enhance the unique character and community image of Greater North Park" (City 1986). This element contains a set of urban design guidelines for various physical characteristics of the community, including parking, streetscape and parkways, landscaping, pedestrian places, and lighting, which are relevant to the proposed project. University Avenue and the adjacent roadways within the project study area are located within Urban Design Areas 4 and 5, for which there are specific recommendations for design improvements and development.

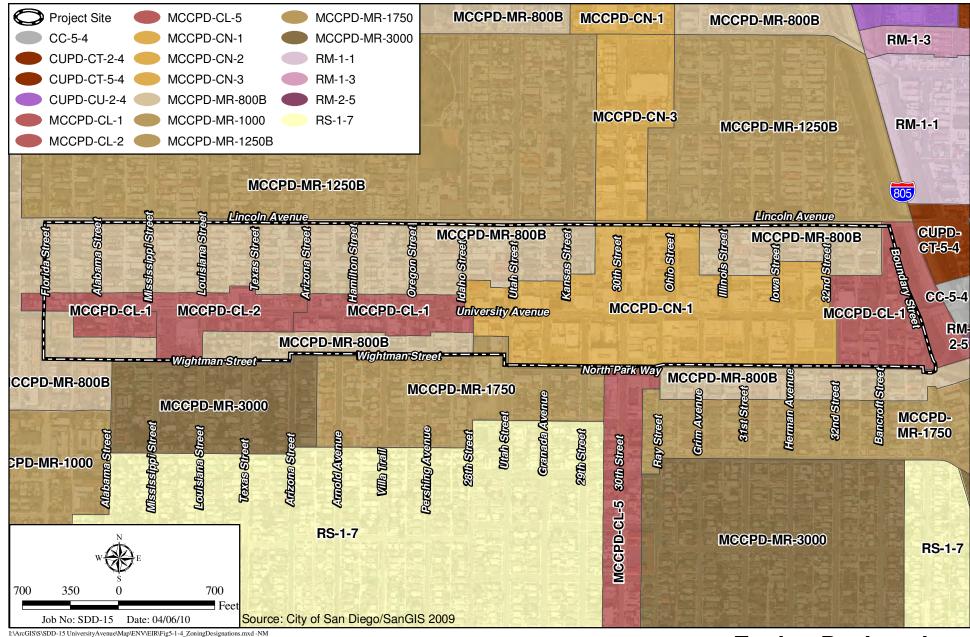
San Diego Municipal Code – Zoning

The project site is located within the Mid-City Communities Planned District. A "Planned District" is a geographic area that serves as an established neighborhood or community or has historical significance (Section 1512.0102 of the SDMC). The purpose of the Mid-City Communities Planned District is to guide the implementation of the goals and objectives of the Community Plan. General and supplemental development regulations for uses within the Mid-City Communities Planned District are contained in Sections 1512.01 through 1512.04 of the SDMC.

The land adjacent to University Avenue within the project site is zoned as commercial and Mid-City residential (Figure 5.1-4, *Zoning Designations*). The areas immediately adjacent to University Avenue between Florida Street and 28th Street and between 32nd Street and Boundary Street are zoned as MCCPD-CL-1 and MCCPD-CL-2. These commercial linear zones provide for automobile-oriented commercial districts in which residential or mixed-use development also are encouraged. Automobile use is accommodated by permitting parking in the street yard with certain access limitation to provide for traffic operations and to accommodate pedestrians as well. This designation normally applies to areas between commercial nodes.

The project site also is located within the Transit Area Overlay Zone. According to the SDMC (Section 132.1001), "the purpose of the Transit Area Overlay Zone is to provide supplemental parking regulations for areas receiving a high level of transit service. The intent of this overlay zone is to identify areas with reduced parking demand and to lower off-street parking requirements accordingly."

An area zoned as MCCPD-CN-1, or commercial node, is located along University Avenue between 28th Street and 32nd Street. The MCCPD-CN-1 designation allows for pedestrian-oriented commercial and mixed-use development in higher activity areas, such as major intersections. Residential use above street level commercial use is encouraged, and parking and vehicle access are located so as to minimize disruption of pedestrian continuity.



Zoning Designations

UNIVERSITY AVENUE MOBILITY PLAN PROJECT

Figure 5.1-4

The areas to the north and south of the commercial areas along University Avenue are zoned as MCCPD-MR-800B, or Mid-City Residential. In addition, there is a portion of an area zoned MCCPD-MR-1750 adjacent to 28th Street and Utah Street between the eastern terminus of Wightman Street and the western terminus of North Park Way. These zoning designations generally allow for residential development, boarding and lodging houses, schools, public parks and playgrounds, religious facilities, and limited commercial use.

City of San Diego Multiple Species Conservation Program Subarea Plan

The MSCP is a comprehensive biological habitat conservation planning program developed by the City in coordination with state and federal resource agencies. A goal of the MSCP is to preserve a network of habitat and open space, protecting biodiversity. Local jurisdictions, including the City, implement their portions of the MSCP through subarea plans. The City's MSCP Subarea Plan (City of San Diego 1997) guides the establishment of the City's preserve system, the MHPA. The project is located within the MSCP Subarea Plan, but not within or adjacent to the MHPA.

5.1.2 <u>Impact</u>

Issue 1: Would the proposed project conflict with the environmental goals, objectives, or guidelines of a General Plan or Community Plan?

Issue 2: Would the proposed project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project?

Impact Thresholds

In accordance with the City's Significance Determination Thresholds (2011a), land use policy impacts may be significant if the project would:

- Be inconsistent/conflict with the environmental goals, objectives, or guidelines of a community or general plan;
- Be inconsistent/conflict with an adopted land use designation or intensity and indirect or secondary environmental impacts occur; or
- Be inconsistent/conflict with adopted environmental plans for the area.

Impact Analysis

City of San Diego General Plan and Greater North Park Community Plan

A summary of applicable General Plan and Greater North Park Community Plan elements is provided in Section 5.1.1. Due to the number of applicable goals, objectives, and policies within the General Plan and Community Plan, a table has been prepared to review project consistency. Table 5.1-1 identifies each applicable goal, objective, and policy, and briefly describes the project's consistency with each. Overall, as shown in Table 5.1-1, the project would be

consistent with and not conflict with applicable environmental goals, objectives, or guidelines of the General Plan or Community Plan.

In addition, the project would not conflict with the land use designations within the General Plan or Community Plan (refer to Figures 5.1-2 and 5.1-3) because the project entails improvements associated with transportation within the existing right-of-way. The project would not change land uses or preclude future development/redevelopment of the area as designated.

San Diego Municipal Code – Zoning

As stated above, the project site is located within the Mid-City Communities Planned District, and the land adjacent University Avenue within the project site is zoned as commercial and Mid-City residential (Figure 5.1-3). The project site also is located within the Transit Area Overlay Zone. The proposed project improvements would not affect the land uses along University Avenue or within its vicinity, and would not preclude future development/ redevelopment of the area as zoned. Therefore, the project would be consistent with current zoning. The project also would be consistent with the Transit Area Overlay Zone designation, as the project would remove some on-street parking along a portion of University Avenue to accommodate transit-only lanes and other proposed improvements.

City of San Diego Multiple Species Conservation Program Subarea Plan

While the project site is located within the MSCP Subarea Plan, it is not located within or adjacent to the MHPA and does not contain sensitive biological species or habitat. Because the project site is not designated as MHPA preserve area, the proposed project would not conflict with the MSCP Subarea Plan.

Significance of Impact

The proposed project would be consistent with applicable adopted plans, policies, land use designations, and zoning; therefore, no significant land use policy impacts would occur.

Mitigation, Monitoring, and Reporting

No mitigation measures would be required.

Table 5.1-1 PROJECT CONSISTENCY WITH APPLICABLE GOALS, OBJECTIVES, AND POLICIES		
APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CIT	Y OF SAN DIEGO GENERAL PLAN	
Land Use and Community Planning Element		
H. <u>Balanced Communities and Equitable</u> <u>Development</u>		
<i>Policy LU-H.6</i> : Provide linkages among employment sites, housing, and villages via an integrated transit system and a well-defined pedestrian and bicycle network.	The project would improve mobility along a portion of University Avenue for pedestrians and transit users. The project would include a transit-only lane along portions of both sides of University Avenue, which would allow buses to move more efficiently along the project corridor. In addition, the project would include the consolidation of transit stops, reducing the number of stops along either side from nine to seven. This would result in less frequent stops made by buses, which also would improve efficiency. The project would provide pedestrian improvements along the project corridor, including installation of a total of eight enhanced pedestrian crossings, as well as curb extensions.	Yes
 I. <u>Environmental Justice</u> <i>Goal</i>: Ensure a just and equitable society by increasing public outreach and participation in the planning process. <i>Goal</i>: Promote and ensure environmental protection that will emphasize the importance of safe and healthy communities. 	The City has involved the community in the project development process. A series of public meetings and workshops were held between 2003 and 2005 to get the community's input on the project. A public scoping meeting was held on March 24, 2010. Comments on the NOP and from the scoping meeting are included in Appendix A.	Yes

Table 5.1-1 (cont.) PROJECT CONSISTENCY WITH APPLICABLE GOALS, OBJECTIVES, AND POLICIES		
APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
	DF SAN DIEGO GENERAL PLAN (cont.)	
Land Use and Community Planning Element (con		
<i>Policy LU-I.1</i> : Ensure environmental justice in the	The project would result in potentially significant health and	
planning process through meaningful public involvement.	safety impacts, as discussed in detail in Section 5.5, Health and Public Safety. Specifically, some of the potentially hazardous materials, such as impacted soils, subsurface features, asbestos- containing materials, lead-based paint, and/or miscellaneous building materials, that may be present within street rights-of- way would be disturbed. These potential impacts, however, would be mitigated to less than significant levels. In addition, one of the objectives of the project is to reduce conflicts between transportation modes (i.e., pedestrians, bicycles, and motorized traffic) within the project area. The project would not create any environmental justice issues, as the project would not disproportionately affect any minority or low-income population. The project would be beneficial to the community by improving transit and reducing vehicles	
	along University Avenue, as well as reducing pedestrian/	
	automobile conflicts at street crossings in the project area.	
<i>Policy LU-I.9</i> : Design transportation projects so that the resulting benefits and potential burdens are equitable. Some of the benefits of transportation programs include improved accessibility, faster trips, more mobility choices, and reduced	The project would result in several benefits to the community, including reduced conflicts between transportation modes; improved mobility for pedestrians and transit users; and improved travel times along University Avenue.	Yes
congestion. Common negative consequences include health impacts of air pollution, noise,	Implementation of the project would result in the reduction of air pollution, including greenhouse gas emissions, as vehicular	
crash-related injuries and fatalities, dislocation of residents, and division of communities.	traffic along University Avenue would experience improved flow and less idling at intersections (with implementation of	
	mitigation measures, where applicable, as identified in Section 5.2, Transportation/Circulation/Parking).	

Table 5.1-1 (cont.) PROJECT CONSISTENCY WITH APPLICABLE GOALS, OBJECTIVES, AND POLICIES		
APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY O	DF SAN DIEGO GENERAL PLAN (cont.)	
Land Use and Community Planning Element (con		
<i>Goal</i> : Improve mobility options and accessibility in every community.	The project would result in improved mobility in the project area for pedestrians and transit users by consolidating transit stops, creating transit-only lanes, adding curb extensions, and	Yes
<i>Policy LU-I.10</i> : Improve mobility options and accessibility for the non-driving elderly, disabled, low-income and other members of the population.	improving crosswalks. All pedestrian improvements would be ADA-compliant.	
Mobility Element		
 A. <u>Walkable Communities</u> <i>Goal</i>: A safe and comfortable pedestrian environment. <i>Goal</i>: A complete, functional, and interconnected pedestrian network that is accessible to pedestrians of all abilities. 	The project would provide pedestrian improvements along the project corridor, including installation of a total of eight enhanced pedestrian crossings, as well as curb extensions, which would result in improved mobility in the project area for pedestrians. All pedestrian improvements would be ADA- compliant.	Yes
 <i>Goal</i>: Greater walkability achieved through pedestrian-friendly street, site and building design. <i>Policy ME-A.4</i>: Make sidewalks and street crossings accessible to pedestrians of all abilities. <i>Policy ME-A.5</i>: Provide adequate sidewalk widths and clear path of travel as determined by street classification, adjoining land uses, and expected pedestrian usage. 		

Table 5.1-1 (cont.) PROJECT CONSISTENCY WITH APPLICABLE GOALS, OBJECTIVES, AND POLICIES		
APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY (DF SAN DIEGO GENERAL PLAN (cont.)	• • •
Mobility Element (cont.)		-
 <i>Policy ME-A.7</i>: Improve walkability through the pedestrian-oriented design of public and private projects in areas where higher levels of pedestrian activity are present or desired. B. <u>Transit First</u> 		
<i>Goal</i> : An attractive and convenient transit system that is the first choice of travel for many of the trips made in the City. <i>Policy ME-B.3</i> : Design and locate transit stops/stations to provide convenient access to high activity/density areas, respect neighborhood and activity center character, implement community plan recommendations, enhance the users' personal experience of each neighborhood/center, and contain comfortable walk and wait environments for customers.	The project would increase the efficiency of transit use in the project area by constructing transit-only lanes along either side of University Avenue, as well as consolidating transit stops. Because buses would be able to move more freely (i.e., not be caught in traffic) and have fewer stops to make, transit use may become a more attractive option to people who need to travel within the project area and vicinity. In addition, the project would include new transit stops with shelters, seating, and raised sidewalks (where feasible). The transit stops would all be ADA-compliant.	Yes
<i>Policy ME.B.10</i> : Implement transit priority measures to help bypass congested areas. Priority measures include, but are not limited to, transit signal priority, queue jumpers, exclusive transit lanes, transit ways, use of freeway shoulders, and direct access ramps to freeway High Occupancy Vehicle (HOV) facilities.		

Table 5.1-1 (cont.) PROJECT CONSISTENCY WITH APPLICABLE GOALS, OBJECTIVES, AND POLICIES		
APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY (OF SAN DIEGO GENERAL PLAN (cont.)	· · · · · · · · · · · · · · · · · · ·
Mobility Element (cont.)		
C. <u>Street and Freeway System</u>		
<i>Goal</i>: A street and freeway system that balances the needs of multiple users of the public right-of-way.<i>Goal</i>: Safe and efficient street design that minimizes environmental and neighborhood impacts.	The project has been designed to accommodate multiple modes of transportation along a portion of University Avenue. The project would reduce pedestrian/automobile conflicts. Roadway improvements would include installation of traffic signals, raised medians, turn pockets, pedestrian crosswalks, and curb extensions; modification of traffic signals; and creation of transit-only lanes.	Yes
<i>Policy ME-C.3</i> : Design an interconnected street network within and between communities, which includes pedestrian and bicycle access, while minimizing landform and community character impacts.	Implementation of the project would result in the reduction of air pollution, including greenhouse gas emissions, as vehicular traffic along University Avenue would experience improved flow and less idling at intersections.	
F	The project would not result in significant impacts to community character and would not impact existing landforms. The project site is located in a developed, urban area, with variations in topography along University Avenue. Project implementation would not alter topography, and no substantial grading would occur during project construction. Access to the area would continue as it currently exists. While proposed improvements would be visually noticeable, they would be visually compatible with the existing streetscape because they are common roadway and streetscape elements typical of urban corridors. Landscaping would be installed within portions of	

Table 5.1-1 (cont.) PROJECT CONSISTENCY WITH APPLICABLE GOALS, OBJECTIVES, AND POLICIES		
APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
	DF SAN DIEGO GENERAL PLAN (cont.)	
Mobility Element (cont.)	the center, raised median along the length of University Avenue within the project area (if approved by the local MAD). Landscaping materials would enhance University Avenue and	
G. Parking Management	provide aesthetic appeal.	
 <i>Goal</i>: Increased land use efficiencies in the provision of parking. <i>Policy ME-G.1</i>: Provide and manage parking so that it is reasonably available when and where it is needed. <i>Policy ME-G.4</i>: Support innovative programs and strategies that help to reduce the space required for, and the demand for parking, such as those identified in Section E. 	The project would remove 91 on-street parallel parking spaces along University Avenue. The existing angled parking spaces on the south side of University Avenue between 28 th Street and 30 th Street would remain available. On-street parking spaces along both sides of several adjacent side streets on the north would be re-striped from parallel to angled spaces. Provision of the angled parking spaces along these side streets would provide a maximum of 52 new on-street parking spaces. The provision of additional side street parking spaces and the availability of parking at the North Park Public Parking Garage and along adjacent side streets would offset the loss of on-street parallel parking along University Avenue.	Yes
Urban Design Element		
A. <u>General Urban Design</u> <i>Goal</i> : A pattern and scale of development that provides visual diversity, choice of lifestyle, opportunities for social interaction, and that respects desirable community character and context.	The proposed improvements would be visually compatible with the existing streetscape because they are common roadway and streetscape elements typical of urban corridors. Landscaping would be installed within portions of the center, raised median along the length of University Avenue within the project area (if approved by the local MAD). Landscaping materials would enhance University Avenue and provide aesthetic appeal.	Yes

Table 5.1-1 (cont.) PROJECT CONSISTENCY WITH APPLICABLE GOALS, OBJECTIVES, AND POLICIES		
APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY (DF SAN DIEGO GENERAL PLAN (cont.)	• • •
Urban Design Element (cont.)		
<i>Goal</i> : Utilization of landscape as an important aesthetic and unifying element throughout the City.	Pedestrian improvements, including enhanced pedestrian crossings on University Avenue and four abutting side streets and curb extensions, would improve walkability. The provision of transit-only lanes and the consolidation of transit stops would improve transit use along University Avenue.	
 Policy UD-A.10: Design or retrofit streets to improve walkability, bicycling, and transit integration; to strengthen connectivity; and to enhance community identity. Streets are an important aspect of Urban Design as referenced in the Mobility Element. Policy UD-A.16: Minimize the visual and functional impact of utility systems and equipment on streets, sidewalks, and the public realm. c. Traffic operational features such as streetlights, traffic signals, control boxes, street signs and similar facilities should be located and consolidated on poles, to minimize clutter, improve safety, and maximize public pedestrian access, especially at intersections and sidewalk ramps. Other street utilities such as storm drains and vaults should be carefully located to afford proper placement of the vertical elements. 	The proposed street improvements would require the installation of new utility systems associated with the two proposed traffic signals. Construction of the proposed curb extensions and raised median would necessitate relocation of existing storm drain inlets, sewer manholes, and water valve cans. The re-striping and reconstruction of University Avenue also would require relocation of electrical and telecommunications utility lines, as well as some existing utility boxes and street lights. The required installation and relocation of utility systems would be accomplished in a manner that would minimize the visual and functional impacts on streets, sidewalks, and the public realm.	

Table 5.1-1 (cont.) PROJECT CONSISTENCY WITH APPLICABLE GOALS, OBJECTIVES, AND POLICIES		
APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
CITY O	DF SAN DIEGO GENERAL PLAN (cont.)	
Urban Design Element (cont.)		
B. <u>Distinctive Neighborhoods and Residential</u> <u>Design</u>		
<i>Goal</i> : Pedestrian connections linking residential areas, commercial areas, parks, and open spaces.	Pedestrian improvements associated with the project include four enhanced pedestrian crossings across University Avenue and four across abutting side streets. Existing pedestrian crosswalks within the project site would also be re-striped with	Yes
<i>Policy UD-B.5</i> : Design or retrofit streets to improve walkability, strengthen connectivity, and enhance community identity.	highly reflective paint or modified. In addition, the project would include curb extensions, which would reduce the distance between sidewalks on either side of the street and limit time taken to walk across the street. These improvements would improve walkability and strengthen connectivity within the community.	
C. Mixed-Use Villages and Commercial Areas		
<i>Goal</i> : Vibrant, mixed-use main streets that serve as neighborhood destinations, community resources, and conduits to the regional transit system.	The project would include enhanced pedestrian crossings along University Avenue and on four abutting side streets, as well as curb extensions. These pedestrian improvements would enhance the public streetscape for greater walkability. Landscaping associated with the project (if approved by the	Yes
<i>Policy UD-C.7</i> : Enhance the public streetscape for greater walkability and neighborhood aesthetics.	local MAD) would also improve neighborhood aesthetics.	

Table 5.1-1 (cont.) PROJECT CONSISTENCY WITH APPLICABLE GOALS, OBJECTIVES, AND POLICIES		
APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
	OF SAN DIEGO GENERAL PLAN (cont.)	
Economic Prosperity Element		
G. <u>Community and Infrastructure Investment</u>		
<i>Goal</i> : Public and private infrastructure that supports economic prosperity.	The project would promote sustainability of mixed use and commercial uses within the North Park CBD by (1) providing a more pedestrian-friendly atmosphere with enhanced pedestrian	Yes
<i>Policy EP-G.3</i> : Invest in public infrastructure that supports and leverages private investment in communities.	crossings and curb extensions and (2) improving the efficiency of transit use in the area by consolidating bus stops and providing transit-only lanes along University Avenue.	
Public Facilities, Services, and Safety Element		
G. Storm Water Infrastructure		
<i>Goal</i> : Protection of beneficial water resources through pollution prevention and interception efforts.	Measures to minimize the potential for sedimentation, erosion, and polluted runoff would be implemented both during and after construction. Refer to Section 5.4, <i>Hydrology/Water Quality</i> , for a discussion of specific measures for protecting water	Yes
<i>Policy PF-G.2</i> : Install infrastructure that includes components to capture, minimize, and/or prevent	quality.	
pollutants in urban runoff from reaching receiving		
waters and potable water supplies.		
Conservation Element		
A. <u>Climate Change & Sustainable Development</u>		
<i>Goal</i> : To reduce the City's overall carbon dioxide footprint by promoting energy efficiency, alternative modes of transportation, sustainable planning and design, and waste management.	Implementation of the project would result in the reduction of air pollution, including greenhouse gas emissions, as vehicular traffic along University Avenue would experience improved flow and less idling at intersections.	Yes

PROJECT CONSISTENCY W	Table 5.1-1 (cont.) PROJECT CONSISTENCY WITH APPLICABLE GOALS, OBJECTIVES, AND POLICIES								
APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)							
	DF SAN DIEGO GENERAL PLAN (cont.)								
Conservation Element (cont.)									
<i>Policy CE-A.11</i> : Implement sustainable landscape design and maintenance.	Project landscaping (if approved by the local MAD) would consist of drought-tolerant plants.								
E. <u>Urban Runoff Management</u>									
 <i>Policy CE-E.3</i>: Require contractors to comply with accepted storm water pollution prevention planning practices for all projects. <i>Policy CE-E.6</i>: Continue to encourage "Pollution Control" measures to promote the proper collection and disposal of pollutants at the source, rather than 	Measures to minimize the potential for sedimentation, erosion, and polluted runoff would be implemented both during and after construction. Refer to Section 5.4, Hydrology/Water Quality, for a discussion of specific measures for protecting water quality.	Yes							
allowing them to enter the storm drain system.									
F. <u>Air Quality</u>									
<i>Goal</i>: Regional air quality which meet state and federal standards.<i>Goal</i>: Reduction in greenhouse gas emissions effecting climate change.<i>Policy CE-F.4</i>: Preserve and plant trees, and	As discussed in Sections 5.3, Air Quality, and 5.7, Greenhouse Gas Emissions, the project would not generate emissions that would exceed state or federal standards, nor would it have a significant impact related to greenhouse gas emissions. Because the project is designed to promote transit uses and reduce pedestrian/automobile conflicts to encourage walkability, the project would be consistent with the goals of the City's General	Yes							
vegetation that are consistent with habitat and water conservation policies and that absorb carbon	Plan policies to reduce climate change impacts.								
dioxide and pollutants.	The project would include landscaping within portions of the center median (if approved by the local MAD). Existing trees within the parkway would be preserved where possible.								

PROJECT CONSISTENCY W	Table 5.1-1 (cont.) ITH APPLICABLE GOALS, OBJECTIVES, AND POLICIES	
APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENT (YES/NO)	
	DF SAN DIEGO GENERAL PLAN (cont.)	
Conservation Element (cont.)		
<i>Policy CE-F.6</i> : Encourage and provide incentives for the use of alternatives to single-occupancy vehicle use, including using public transit, carpooling, vanpooling, teleworking, bicycling, and walking. Continue to implement programs to provide City employees with incentives for the use of alternatives to single-occupancy vehicles.	The project would increase the efficiency of transit use in the project site by constructing transit-only lanes along either side of University Avenue, as well as consolidating transit stops. Because buses would be able to move more freely (i.e., not be caught in traffic) and have fewer stops to make, transit use may become a more attractive option to people who need to travel within the project area and vicinity. In addition, the project would include new transit stops with shelters, seating, and raised sidewalks (where feasible). The transit stops would all be ADA-compliant.	Yes
Noise Element		
 G. <u>Construction, Refuse Vehicles, Parking Lot</u> <u>Sweepers, and Public Activity Noise</u> <i>Goal</i>: Minimal exposure of residential and other noise-sensitive land uses to excessive construction and public noise. 	In compliance with the City of San Diego Noise Ordinance, construction activities would be limited to between the hours of 7 a.m. and 7 p.m. and would not increase noise levels over 75 dBA L_{EQ} at sensitive noise receptors. Noise impacts of the project to sensitive noise receptors would be less than significant per the City of San Diego's Noise Ordinance and per the City's CEQA Significance Determination Thresholds.	Yes
Historic Preservation Element		
A. Identification and Preservation of Historical Resources		
<i>Goal</i> : Preservation of the City's important historical resources.	Designated historical resources within the project vicinity along University Avenue include the North Park Theatre located at University Avenue and 30 th Street, the Georgia Street Bridge, and the Shoe Repair Neon Sign at 2911 University Avenue. Additionally, the Granada Building (2867 University Avenue) and Nordberg Building (3043-3049 University Avenue) are potentially designated historical resources. The project would not impact any of these structures.	Yes

PROJECT CONSISTENCY W	Table 5.1-1 (cont.) ITH APPLICABLE GOALS, OBJECTIVES, AND POLICIES	
APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)
GREATE	R NORTH PARK COMMUNITY PLAN	
Commercial Element		
<i>Objective</i> : Enhance pedestrian activity in the central business core by improving the pedestrian environment.	The project would provide pedestrian improvements along the project corridor, including installation of a total of eight enhanced pedestrian crossings, as well as curb extensions, which would result in improved mobility in the project area for pedestrians. All pedestrian improvements would be ADA- compliant.	Yes
Transportation and Circulation Element		
<i>Goal</i> : Provide a safe and efficient transportation system that maximizes access for residents and visitors to the community, links the community to major activity centers, and minimizes adverse environmental effects.	The project would result in several benefits to the community, including reduced pedestrian/automobile conflicts at street crossings, improved mobility for pedestrians and transit users; and reduction of automobile traffic trips along University Avenue. Implementation of the project would result in the reduction of air pollution, including greenhouse gas emissions, as vehicular traffic along University Avenue would experience increased flow and less idling at intersections.	Yes
<i>Objective</i> : Improve the street system as necessary to accommodate growth in locally generated traffic while minimizing adverse effects on existing residential, business or open space uses.	The project would improve transit and pedestrian movement along a portion of University Avenue. Improvements would not require the take of any structures or open space, or displace any businesses or residents.	Yes

PROJECT CONSISTENCY W	Table 5.1-1 (cont.) ITH APPLICABLE GOALS, OBJECTIVES, AND POLICIES									
APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)								
GREATER NORTH PARK COMMUNITY PLAN (cont.)										
Transportation and Circulation Element (cont.)										
<i>Objective</i> : Reduce vehicular traffic in Greater North Park by encouraging the use of alternative modes of transportation, including public transit, bicycles and pedestrian travel.	The project would encourage the use of transit and pedestrian travel, thereby reducing the number of vehicles on the roads. The project would increase the efficiency of transit use in the project area by constructing transit-only lanes along either side of University Avenue, as well as consolidating transit stops. Because buses would be able to move more freely (i.e., not be caught in traffic) and have fewer stops to make, transit use may become a more attractive option to people who need to travel within the project area and vicinity. In addition, the project would include new transit stops with shelters, seating, and raised sidewalks (where feasible). The transit stops would all be ADA-compliant.	Yes								
<i>Objective</i> : Establish a transit point at University Avenue and 30 th Street in order to provide support to the central business district.	Transit stops have already been implemented at the intersection of University Avenue/30 th Street. The project would not affect these transit stops.	Yes								
<i>Objective</i> : Visually enhance transportation corridors to improve community image and identification.	The project would include a raised center median along University Avenue within the project area, and the project would include landscaping within portions of the center median (if approved by the local MAD). The proposed improvements would not result in any changes to the North Park community identification sign, which is considered locally important. The street signs that would be constructed at the two new signalized intersections would be shaped like the other street signs in the area (to match the shape of the community sign).	Yes								
Conservation Element		1								
<i>Objective</i> : Encourage water conservation through development and landscaping guidelines.	Proposed landscaping along University Avenue within the project area (if approved by the local MAD) would be drought-tolerant.	Yes								

PROJECT CONSISTENCY W	Table 5.1-1 (cont.) ITH APPLICABLE GOALS, OBJECTIVES, AND POLICIES									
APPLICABLE ELEMENTS, GOALS, AND POLICIES CONSISTENCY EVALUATION										
GREATER N	ORTH PARK COMMUNITY PLAN (cont.)									
Cultural and Heritage Resources Element										
<i>Goal</i> : Preserve the cultural and heritage resources of Greater North Park.	Designated historical resources within the project vicinity along University Avenue include the North Park Theatre located at University Avenue and 30 th Street, the Georgia Street Bridge, and the Shoe Repair Neon Sign at 2911 University Avenue. Additionally, the Granada Building (2867 University Avenue) and Nordberg Building (3043-3049 University Avenue) are potentially designated historical resources. The project would not impact any of these structures.	Yes								
Urban Design Element										
Objective: Ensure that development in the community conforms with the Greater North Park Community Plan Urban Design Element.	The Community Plan recommends that "University Avenue between Utah Street and Boundary Street should be improved as part of a two-way couplet system with Lincoln Avenue This system would pair University Avenue and Lincoln Avenue into a two-way couplet system with University Avenue carrying two lanes EB and one lane WB" The Community Plan, however, continues by stating, "Should the two-way couplet system described above fail to function at some future time due to unanticipated growth or other changes in the region, then the option of going to four lanes on University Avenue should be considered." Due to growth of the area since adoption of the Community Plan, the two-way couplet is no longer being proposed, and University Avenue, through most of the project area, is four lanes. The project would meet the intention of the Urban Design Element, which is to accommodate growth of the area.	Yes								

Table 5.1-1 (cont.) PROJECT CONSISTENCY WITH APPLICABLE GOALS, OBJECTIVES, AND POLICIES									
APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)							
GREATER N	ORTH PARK COMMUNITY PLAN (cont.)								
Urban Design Element (cont.)									
<i>Objective</i> : Enhance the appearance of major streets through the design of new development, public improvements, and landscaping.	Landscaping would be installed within portions of the center, raised median along the length of University Avenue within the project area (if approved by the local MAD). Landscaping materials would enhance University Avenue and provide	Yes							
<i>Objective</i> : Preserve existing street trees and increase the quality of landscaping in public right-of-way and front yard areas.	aesthetic appeal. Existing trees within the parkway would be preserved where possible.								
<u>Commercial Area Design Studies – North Park</u> <u>Commercial Center Design Study</u> Pedestrian Circulation – Design Objectives									
Pedesulan Cheulanon – Design Objectives									
<i>Design Objective 1</i> : Improve quality and appearance of sidewalks, crosswalks, shelters, bus stops, benches, and other pedestrian amenities.	The project would include new or relocated transit stops with shelters, seating, and raised sidewalks. The transit stops would all be ADA-compliant. Pedestrian improvements associated with the project include four enhanced pedestrian crossings across University Avenue and four across abutting side streets. Existing pedestrian crosswalks within the project area would also be re-striped with highly reflective paint or modified. In addition, the project would include curb extensions, which would reduce the distance between sidewalks on either side of the street and limit time taken to walk across the street. These improvements would improve walkability and strengthen connectivity within the community.	Yes							

PROJECT CONSISTENCY W	Table 5.1-1 (cont.) PROJECT CONSISTENCY WITH APPLICABLE GOALS, OBJECTIVES, AND POLICIES										
APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)									
GREATER NORTH PARK COMMUNITY PLAN (cont.)											
Urban Design Element (cont.) Design Objective 4: Consider a small-scale public transportation system for North Park.	A public transportation system is already in place within the North Park community. The project would improve the transit system along University Avenue within the project area.	Yes									
Vehicular Circulation – Design Objectives <i>Design Objective 5</i> : Enhance and improve streets, sidewalks, benches and other amenities which will encourage more pedestrian, bicycle and public transportation use.	The project would improve mobility along a portion of University Avenue for pedestrians and transit users. The project would include a transit-only lane along portions of both sides of University Avenue, which would allow buses to move more efficiently along the project corridor. In addition, the project would include the consolidation of transit stops, reducing the number of stops along either side from nine to seven. This would result in less frequent stops made by buses, which also would improve efficiency. The project would provide pedestrian improvements along the project corridor, including installation of a total of eight enhanced pedestrian crossings, as well as curb extensions.	Yes									
Street Furniture – Design Objectives <i>Design Objective 2</i> : Street furniture should be comfortable and convenient for the elderly and handicapped.	The project would include new transit stops with shelters, seating, and possibly raised sidewalks. All transit stops would be ADA-compliant.	Yes									
Landscaping – Design Objectives <i>Design Objective 3</i> : Select plant materials with low water and maintenance requirements.	Proposed landscaping along University Avenue within the project area (if approved by the local MAD) would be drought-tolerant.	Yes									

PROJECT CONSISTENCY W	Table 5.1-1 (cont.) PROJECT CONSISTENCY WITH APPLICABLE GOALS, OBJECTIVES, AND POLICIES									
APPLICABLE ELEMENTS, GOALS, AND POLICIES	CONSISTENCY EVALUATION	CONSISTENT (YES/NO)								
GREATER NORTH PARK COMMUNITY PLAN (cont.)										
Urban Design Element (cont.)										
Image – Design Objectives										
<i>Design Objective 3</i> : Introduce landscaping to enhance the appearance of the area.	Landscaping would be installed within portions of the center, raised median along the length of University Avenue within the project area (if approved by the local MAD). Landscaping materials would enhance University Avenue and provide aesthetic appeal.	Yes								
Building Use – Design Objectives										
<i>Design Objective 3</i> : Suggest design features that will make shopping more convenient in the area. This may involve improving access, parking or public transportation.	The project would improve mobility along a portion University Avenue for pedestrians and transit users. The project would include a transit-only lane along portions of both sides of University Avenue, which would allow buses to move more efficiently along the project corridor. In addition, the project would include the consolidation of transit stops, reducing the number of stops along either side from nine to seven. This would result in less frequent stops made by buses, which also would improve efficiency. The project would provide pedestrian improvements along the project corridor, including installation of a total of eight enhanced pedestrian crossings, as well as curb extensions.	Yes								

5.1.3 <u>Impact</u>

Issue 2: Would the proposed project physically divide an established community?

Impact Threshold

In accordance with City Significance Determination Thresholds (2011a), a significant land use impact would occur if the project would:

• Physically divide an established community.

Impact Analysis

The project would include a transit-only lane along both sides of University Avenue, which would allow buses to move more efficiently along the project corridor. In addition, the project would include the consolidation of transit stops, reducing the number of stops along either side from nine to seven. This would result in the less frequent stops made by buses, which also would improve efficiency for transit. The project would provide pedestrian improvements along the project corridor, including installation of a total of eight enhanced pedestrian crossings, as well as curb extensions. None of these project elements would physically divide the community. Moreover, University Avenue would not be widened, and no structures are proposed that would block or impede access. To the contrary, the project would further unify the community by improving access and connectivity between the north and south sides of the University Avenue with the enhanced crosswalks, additional signals, and curb extensions. The proposed improvements also would improve traffic flows along University Avenue. No associated significant land use impacts would occur.

The project also would include a raised median along portions of University Avenue. This median would not represent a physical barrier between either side of University Avenue; vehicles, bicyclists, and pedestrians would continue to be able to cross streets along the project corridor. No associated significant land use impacts would occur.

Significance of Impact

The project would not physically divide an established community; therefore, no significant land use impacts would occur.

Mitigation, Monitoring, and Reporting

No mitigation measures would be required.

5.2 TRANSPORTATION/CIRCULATION/PARKING

This section provides an evaluation of potential traffic and parking impacts associated with the project. The following discussion is based on the *University Avenue Mobility Plan Traffic Impact Analysis* (February 2011) and the *UAMP Existing Plus Project Conditions* report (December 2011) prepared by Wilson & Company. These reports are included as Appendices B and C of this EIR.

5.2.1 Existing Conditions

Methodology

Level of service (LOS) is the term used to denote the different operating conditions that occur on a given roadway segment or intersection under various traffic volume loads and delay times. LOS is a qualitative measure used to describe a quantitative analysis taking into account factors such as roadway geometrics, signal phasing, speed, travel delay, freedom to maneuver, and safety. LOS provides an index to the operational qualities of a roadway segment or intersection. LOS designations range from A to F, which represent the best and worst operating conditions, respectively. The City considers LOS D to be the minimum performance standard in the study area for intersections and roadways. LOS E and F are considered unacceptable.

Roadway Segments

The analysis of roadway segment LOS is based on the functional classification of the roadway, the maximum capacity, roadway geometrics, and average daily traffic (ADT). The significance of a project's traffic impact is measured in terms of the change in volume-to-capacity ratio (V/C) caused by the addition of project traffic. V/C is a measure of traffic demand on a roadway segment (expressed as volume) compared to its traffic-carrying capacity. Refer to the Traffic Impact Analysis (Appendix B) for further information regarding roadway segment LOS designation criteria.

Intersections

The analysis of intersections within the Traffic Impact Analysis is based on the *2000 Highway Capacity Manual* (HCM; Transportation Research Board 2000). This method defines LOS in terms of average stopped delay per vehicle during the morning and afternoon peak periods. The morning (AM) peak period occurs between 7:00 and 9:00 AM, and the afternoon (PM) peak period occurs between 4:00 and 6:00 PM. Delay is a measure of driver and/or passenger discomfort, frustration, fuel consumption, and lost travel time. Peak-period intersection capacity is a key indicator of overall transportation network performance because intersections accommodate a number of conflicting traffic flows (e.g., left turns versus opposing through movements) as motorists proceed to their various destinations. If the conflicting flows are not managed efficiently, intersections may create "bottlenecks" which limit mobility throughout the network.

LOS criteria differ for signalized and unsignalized intersections (i.e., two-way and all-way stop controlled). For signalized intersections, LOS criteria are stated in terms of the average control

delay per vehicle for a 15-minute analysis period. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For unsignalized intersections, LOS is determined by the computed or measured control delay and is defined for each minor movement; LOS is not defined for the intersection as a whole. Table 5.2-1, *Intersection LOS Definitions*, provides the LOS criteria for intersections.

		INTERS	Table 5.2-1 ECTION LOS DEFINITIONS
LOS	Signalized Delay (sec)	Unsignalized Delay (sec)	Traffic Characteristics
А	<10.0	<u><10</u>	LOS A describes operations with very low delay. This occurs when progression is extremely favorable, and most vehicles do not stop at all. Short cycle lengths may also contribute to low delays.
В	10.1 - 20.0	>10 and <u><</u> 15	LOS B describes operations with generally good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.
С	20.1 - 35.0	>15 and <u><</u> 25	LOS C describes operations with higher delays, which may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
D	35.1 - 55.0	>25 and <u><</u> 35	LOS D describes operations with high delay, resulting from some combination of unfavorable progression, long cycle lengths, or high volumes. The influence of congestion becomes more noticeable, and individual cycle failures are noticeable.
Е	55.1 - 80.0	>35 and <u><</u> 50	LOS E is considered the limit of acceptable delay. Individual cycle failures are frequent occurrences.
F	>80.0	>50	LOS F describes a condition of excessively high delay, considered unacceptable to most drivers. The condition often occurs when arrival flow rates exceed the LOS D capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes to such delays.

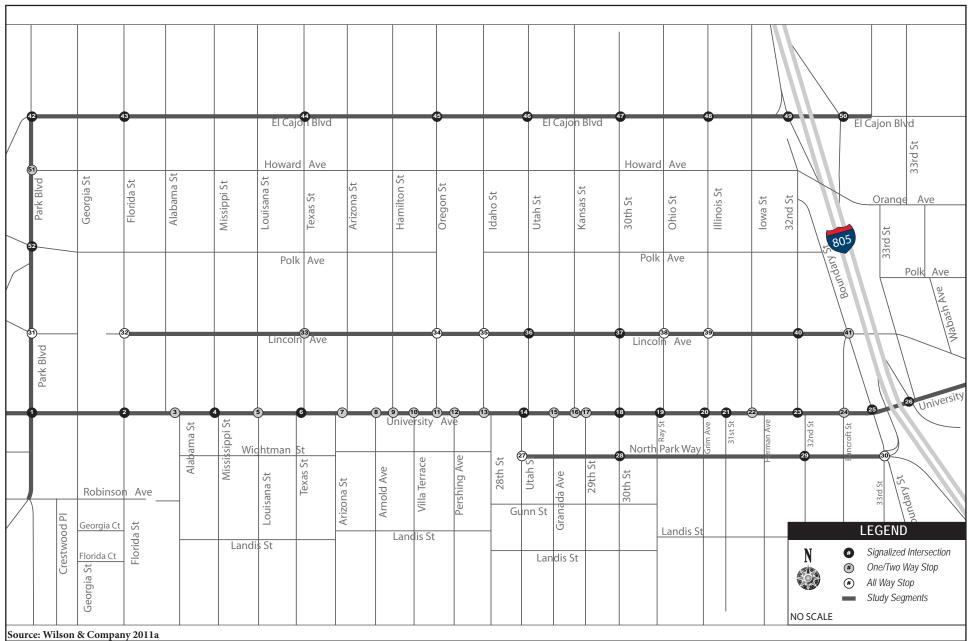
Source: Wilson & Company 2011a

Existing Roadway Network

The study area with regard to traffic includes 41 roadway segments and 52 intersections (including 3 freeway ramp intersections) along University Avenue, Park Boulevard, El Cajon Boulevard, Lincoln Avenue, and North Park Way (Figure 5.2-1, *Traffic Study Area*). Existing roadway and intersection geometrics are shown in Figure 5.2-2, *Existing Roadway Geometrics*, and Figure 5.2-3a through Figure 5.2-3e, *Existing Intersection Geometrics*.

University Avenue

University Avenue is classified as a Four-lane Major Roadway between Park Boulevard and Utah Street, and a Three-lane Collector (two lanes in the EB direction and one lane in the WB direction) between Utah Street and Boundary Street. University Avenue is currently constructed as a four-lane undivided roadway between Park Boulevard and Ray Street, an



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Traffic Study Area

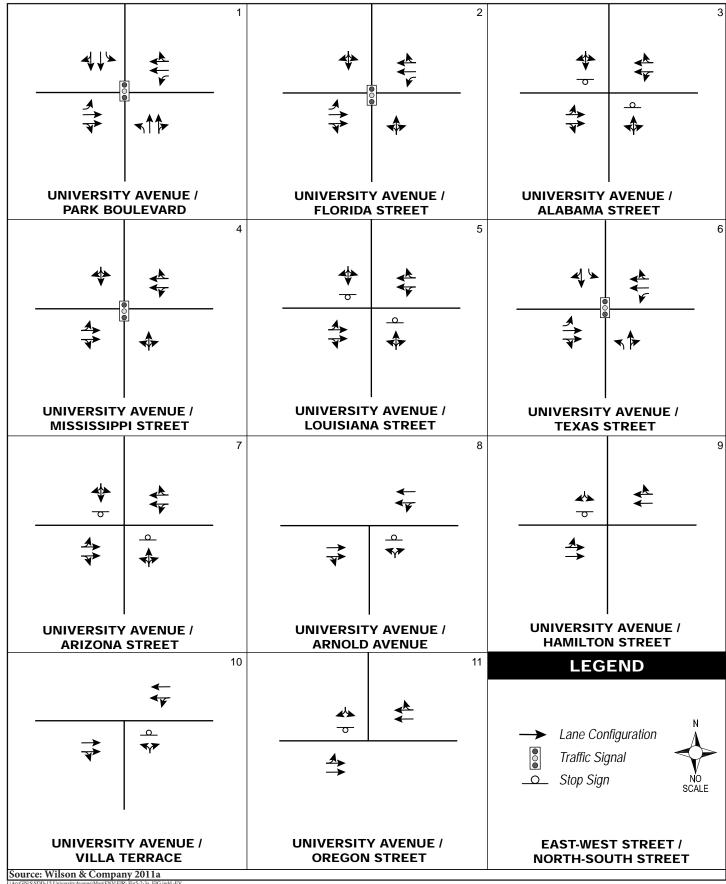
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	8	6-L w	/ RM			El Cajo	6-L w	/ RM		¢		6 El Cajo	6-L w/ ph Blvd	RM	6-L	w/ RN		6-L w/	RM -L w/ RM ajon Blvd
4-L w/ RM	Park Blvd	Georgia St	Florida St	Alabama St	Missippi St	Louisana St Homana St	Texas St avy	Arizona St	Hamilton St	Oregon St	Idaho St	Utah St	Kansas St	Howard 30th St	Ohio St Ane	Illinois St	lowa St 32nd St	805	Orange Ave
4-L w/RM	Park Blvd		<u>2-L</u>			Polk Lincoln				34		2-L		Polk	a Ave	9	/ CLTI	4-L	Polk Ave 2-L w/ CET 4-L
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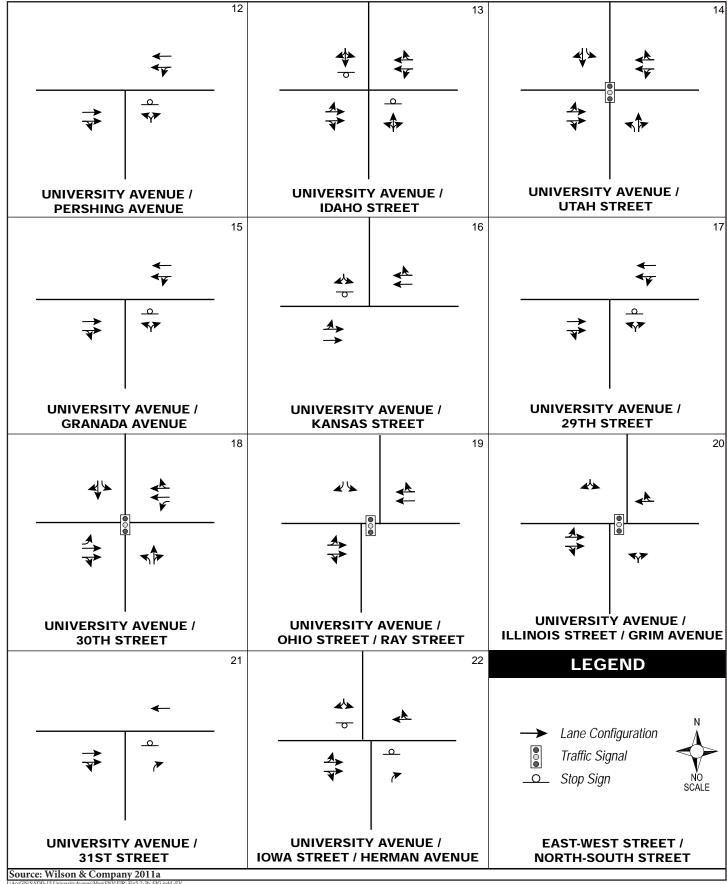
Source: Wilson & Company 2011a E\ArcGIS\S\SDD-15 UniversityAvenue\Map\ENV\EIR\Fig5-2-2_ExistingRoadwayGeo.indd -E'

Existing Roadway Geometrics

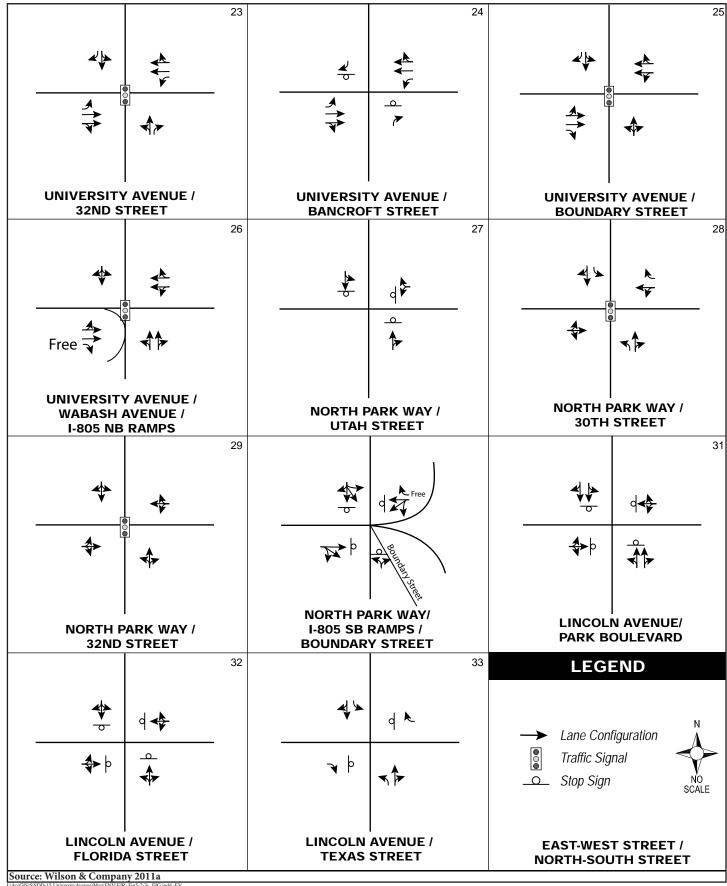
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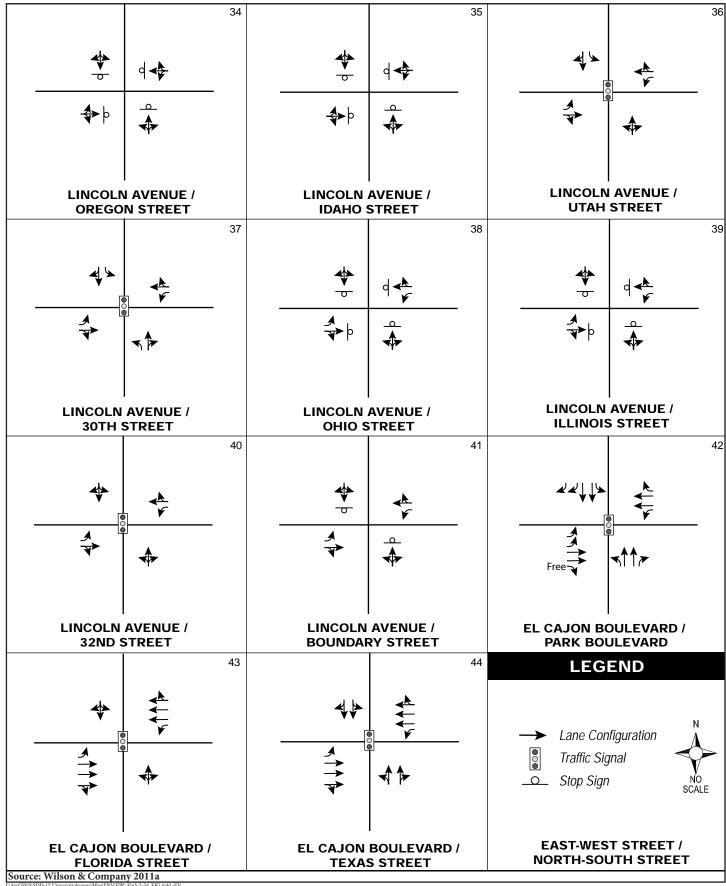
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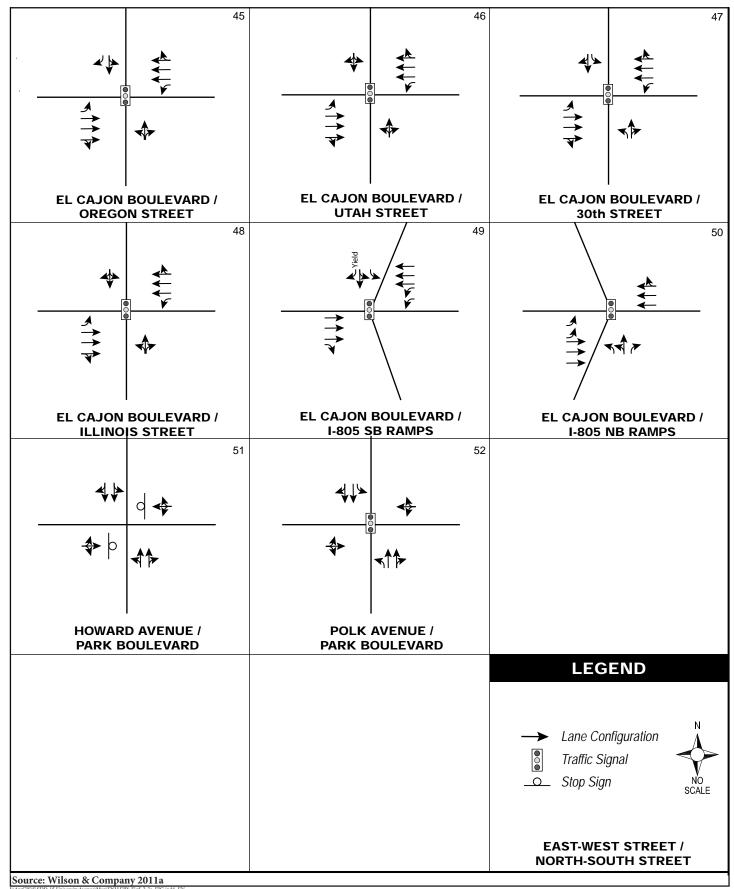
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undivided three-lane roadway (two EB lanes and one WB lane) between Ray Street and 32nd Street, and an undivided four-lane roadway between 32nd Street and Lincoln Avenue. The pavement width along University Avenue between Park Boulevard and Boundary Street varies between 48 and 76 feet. University Avenue has a posted speed limit of 30 miles per hour (mph). Metered, time-limited, and long-term on-street parking is provided on both sides of the road between Arizona Street and 32nd Street. No designated bicycle routes are located along this roadway in the traffic study area.

Park Boulevard

Park Boulevard is classified and constructed as a Four-lane Major Roadway and provides a north-south connection between downtown San Diego and the northern end of North Park. Within the traffic study area, Park Boulevard currently has pavement width of 108 feet and a raised center median with landscaping between El Cajon Boulevard and University Avenue. This roadway has a posted speed limit of 35 mph. Time-limited and long-term on-street parking is permitted on both sides of this roadway. No bicycle facilities are located along this roadway in the traffic study area.

El Cajon Boulevard

El Cajon Boulevard is classified and constructed as a Six-lane Major Arterial that connects Park Boulevard to the west with Fairmount Avenue to the east where it continues on as a four-lane roadway. A raised center median with landscaping occurs along this roadway between Park Boulevard and Boundary Street and a roadway pavement width of 108 feet. This roadway has a posted speed limit of 35 mph and on-street parking is provided along both sides to the west of the I-805 southbound (SB) ramps. No bicycle facilities are located along El Cajon Boulevard in the traffic study area.

Lincoln Avenue

Lincoln Avenue is classified as a Local Collector between Florida Street and Utah Street, and a Three-lane Collector (two lanes in the WB direction and one lane in the EB direction) between Utah Street and Boundary Street. Lincoln Avenue is constructed as a Two-lane Collector between Florida Street and Utah Street with a pavement width of 40 feet. Between Utah Street and Boundary Street, Lincoln Avenue is currently constructed as a Two-lane Collector with a continuous left-turn lane and a pavement width of 50 feet. This roadway has a posted speed limit of 25 mph and time-limited and long-term on-street parking is provided along both sides of the roadway. No bicycle facilities are located along Lincoln Avenue in the project study area.

North Park Way

North Park Way is classified and constructed as a Two-lane Local Collector and extends between Utah Street to the west and Boundary Street to the east. The pavement width of North Park Way varies between 48 and 52 feet. This roadway has a posted speed limit of 25 mph. Time-limited and long-term on-street parking is provided along both sides in the traffic study area. No bicycle facilities are located along North Park Way in the traffic study area.

Existing Roadway Conditions

Table 5.2-2, *Existing Conditions – Roadway Segments*, shows the number of lanes, capacity, ADT, LOS, and V/C for each analyzed roadway segment under existing conditions. Figure 5.2-4, *Existing ADT Volumes*, depicts the ADT of each analyzed roadway segment. Currently, all analyzed segments of El Cajon Boulevard, Park Boulevard, and Lincoln Avenue operate at LOS D or better. All analyzed segments of University Avenue (between Centre Street and Lincoln Avenue), however, operate at LOS F under existing conditions. In addition, the following segments of North Park Way operate at LOS E or F under existing conditions:

Table 5.2-2

- North Park Way between 30th Street and Ray Street (LOS E);
- North Park Way between Ray Street and 31st Street (LOS F); and
- North Park Way between 31st Street and 32nd Street (LOS F).

EXISTING CO	NDITIONS -	ROADWAY	Y SEGMENT	ſS	
Roadway Segments	Number of Lanes	Capacity (LOS E)	ADT	LOS	V/C
El Cajon Boulevard					
Park Boulevard to Florida Street	6 w/ RM	50,000	19,407	А	0.39
Florida Street to Texas Street	6 w/ RM	50,000	23,366	В	0.47
Texas Street to Oregon Street	6 w/ RM	50,000	27,479	В	0.55
Oregon Street to Utah Street	6 w/ RM	50,000	32,468	С	0.65
Utah Street to 30 th Street	6 w/ RM	50,000	32,191	C	0.64
30 th Street to Illinois Street	6 w/ RM	50,000	39,116	С	0.78
Illinois Street to I-805 SB ramps	6 w/ RM	50,000	44,769	D	0.90
I-805 SB ramps to I-805 NB ramps	6 w/ RM	50,000	37,099	C	0.74
I-805 NB ramps to 33 rd Street	6 w/ RM	50,000	32,385	С	0.65
Park Boulevard					
El Cajon Boulevard to Polk Avenue	4 w/ RM	40,000	10,732	А	0.27
Polk Avenue to University Avenue	4 w/ RM	40,000	13,050	А	0.33
University Avenue to Robinson Avenue	4 w/ RM	40,000	14,202	А	0.36
Lincoln Avenue					
Florida Street to Alabama Street	2	8,000	979	А	0.12
Alabama Street to Texas Street	2	8,000	1,056	А	0.13
Texas Street to Oregon Street	2	8,000	2,503	В	0.31
Oregon Street to Utah Street	2	8,000	4,250	С	0.53
Utah Street to 30 th Street	2 w/ CLTL	15,000	4,944	А	0.33
30 th Street to Illinois Street	2 w/ CLTL	15,000	5,563	В	0.37
Illinois Street to 32 nd Street	2 w/ CLTL	15,000	5,263	В	0.35
32 nd Street to Boundary Street	2 w/ CLTL	15,000	4,914	Α	0.33
Boundary Street to 33 rd Street	2 w/ CLTL	15,000	4,439	Α	0.30

		19,407			23,3			27,47	9		32,468		32,191		39,116	44,76	9	37,	32,385
Γ						El Cajo	n Blvd					ELC	Cajon Blvd					\mathbf{N}	El Cajon Blvd
L						Howard	Ave							Howard	Ave				33rd St
Dark Rlvd	Park bivo	Georgia St	Florida St	Alabama St	Missippi St	Louisana St	Texas St	Arizona St	Hamilton St	Oregon St	ldaho St	Utah St	Kansas St	30th St	Ohio St	Illinois St	lowa St 32nd St	805	Orange Ave
						Polk	Ave							Polk	Ave			ts fuepunog	
L			979		1,05	6 Lincoln	A. (0	2,503			4,250		4,944		5,563	5,263		4,914	
- 10 10	PAG 20,31	37 2	21,61	1	20	0,070		,058	20,3		19,1	73	21,100		In Ave	19,644		7,208 25,674 21,917	27,27 17.5 Univers
l				ma St	ppi St			l	Jniversity	Ave			2 0 7 0		Ray St	31st St	an Ave	32nd St	
		Robinso	1 Ave	Alabama St	Mississippi St	Louisana St		Arnold Ave	Villa Terrace	Pershing Ave		Utah St	2,878 26th St	North 7,002	Park Way 8 ,3	85	*** *** 8,874	20	sid straight
	Crestwood Pl	Georgia Ct Florida Ct	Florida St		Landi			Ar	> Landis St		Gui		dis St		Landis St				Boun
	Cr	Georgia St																	

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Existing ADT Volumes

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Table 5.2-2 (cont.) EXISTING CONDITIONS – ROADWAY SEGMENTS												
Roadway Segments	Number of LanesCapacity (LOS E)		ADT	LOS	V/C							
University Avenue												
Centre Street to Park Boulevard	4	15,000	20,037	F	1.34							
Park Boulevard to Florida Street	4	15,000	20,312	F	1.35							
Florida Street to Mississippi Street	4	15,000	21,611	F	1.44							
Mississippi Street to Texas Street	4	15,000	20,070	F	1.34							
Texas Street to Arnold Avenue	4	15,000	20,058	F	1.34							
Arnold Avenue to Idaho Street	4	15,000	20,361	F	1.36							
Idaho Street to Utah Street	4	15,000	19,173	F	1.28							
Utah Street to 30 th Street	4	15,000	21,100	F	1.41							
30 th Street to Grim Avenue	4	15,000	21,917	F	1.46							
Grim Avenue to 32 nd Street	3*	11,250	19,644	F	1.75							
32 nd Street to Bancroft Street	3*	11,250	25,568	F	2.27							
Bancroft Street to Boundary Street	4	15,000	25,674	F	1.71							
Boundary Street to I-805 NB ramps	4	15,000	27,208	F	1.81							
I-805 NB ramps to Wabash Avenue	4	15,000	27,271	F	1.82							
Wabash Avenue to Lincoln Avenue	4	15,000	17,940	F	1.20							
North Park Way												
Utah Street to 30 th Street	2	8,000	2,878	А	0.36							
30 th Street to Ray Street	2	8,000	7,002	Е	0.88							
Ray Street to 31 st Street	2	8,000	8,385	F	1.05							
31 st Street to 32 nd Street	2	8,000	8,874	F	1.11							
32 nd Street to Boundary Street	2	8,000	6,114	D	0.76							

Source: Wilson & Company 2011a

CLTL = continuous left-turn lane; RM = raised median

* Indicates three-lane roadway (two EB lanes and one WB lane). Capacity was derived by reducing Four-lane Collector capacity by one lane.

Bold indicates roadway segments operating at LOS E or F.

Existing Intersection Conditions

Table 5.2-3, Existing Conditions – Intersections, shows the average vehicle delay and LOS at each of the 52 analyzed intersections. As shown in the table, all analyzed intersections operate at LOS D or better during AM and PM peak periods under existing conditions, with the exception of the following intersection:

North Park Way/I-805 SB ramps/Boundary Street (LOS F during the PM peak period)

Table 5.2-3 EXISTING CONDITIONS – INTERSECTIONS												
		AM Peak	Period	PM Peak	Period							
No. ¹	Intersections ²	Delay (sec)	LOS	Delay (sec)	LOS							
1	University Avenue/Park Boulevard	22.2	С	27.1	С							
2	University Avenue/Florida Street	8.1	А	14.9	В							
3	University Avenue/Alabama Street*	20.6	С	25.4	D							
4	University Avenue/Mississippi Street	10.2	В	10.4	В							
5	University Avenue/Louisiana Street*	14.8	В	15.2	C							
6	University Avenue/Texas Street	14.0	В	21.2	С							
7	University Avenue/Arizona Street*	16.2	С	25.4	D							
8	University Avenue/Arnold Street*	12.7	В	16.8	С							
9	University Avenue/Hamilton Street*	12.3	В	13.2	В							
10	University Avenue/Villa Terrace*	12.3	В	20.6	С							
11	University Avenue/Oregon Street*	14.4	В	16.6	С							
12	University Avenue/Pershing Avenue*	13.4	В	18.1	С							
13	University Avenue/Idaho Street*	14.6	В	19.6	С							
14	University Avenue/Utah Street	12.9	В	15.8	В							
15	University Avenue/Granada Avenue*	10.8	В	11.5	В							
16	University Avenue/Kansas Street*	10.3	В	12.6	В							
17	University Avenue/29 th Street*	12.3	В	11.6	В							
18	University Avenue/30 th Street	16.3	В	23.9	С							
19	University Avenue/Ohio Street	3.5	А	6.2	А							
20	University Avenue/Illinois Street/Grim Avenue	5.1	А	8.9	А							
21	University Avenue/31 st Street*	10.5	В	11.3	В							
22	University Avenue/Iowa Street/Herman Avenue*	15.3	С	26.8	D							
23	University Avenue/32 nd Street	14.9	В	14.4	В							
24	University Avenue/Bancroft Street*	11.7	В	10.6	В							
25	University Avenue/Boundary Street	29.0	С	44.7	D							
26	University Avenue/Wabash Avenue/I-805 NB ramps	16.0	В	26.0	С							
27	North Park Way/Utah Street**	7.8	А	9.1	А							
28	North Park Way/30 th Street	11.0	В	15.3	В							
29	North Park Way/32 nd Street	13.6	В	17.1	В							
30	North Park Way/I-805 SB ramps/Boundary Street**	13.9	В	105.5	F							
31	Lincoln Avenue/Park Boulevard**	9.9	А	21.9	С							
32	Lincoln Avenue/Florida Street**	7.7	А	8.1	А							
33	Lincoln Avenue/Texas Street*	10.4	В	11.6	В							
34	Lincoln Avenue/Oregon Street**	8.0	А	8.6	А							
35	Lincoln Avenue/Idaho Street**	8.1	А	9.2	А							
36	Lincoln Avenue/Utah Street	6.7	А	7.1	А							
37	Lincoln Avenue/30 th Street	13.0	В	14.7	В							
38	Lincoln Avenue/Ohio Street**	8.3	А	12.1	В							
39	Lincoln Avenue/Illinois Street**	8.1	А	11.3	В							
40	Lincoln Avenue/32 nd Street	7.1	А	6.9	А							
41	Lincoln Avenue/Boundary Street*	11.8	В	13.1	В							
42	El Cajon Boulevard/Park Boulevard	23.6	С	29.4	С							
43	El Cajon Boulevard/Florida Street	19.2	В	25.2	С							
44	El Cajon Boulevard/Texas Street	35.3	D	50.0	D							

	Table 5.2-3 (cont.) EXISTING CONDITIONS – INTERSECTIONS											
No.1	Intersections ²	AM Peak Delay	Period LOS	PM Peak Delay	Period LOS							
45	El Cajon Boulevard/Oregon Street	(sec) 15.3	B	(sec) 15.3	B							
45	El Cajon Boulevard/Utah Street	13.3	B	15.0	B							
47	El Cajon Boulevard/30 th Street	25.0	C	42.6	D							
48	El Cajon Boulevard/Illinois Street	22.8	С	27.4	С							
49	El Cajon Boulevard/I-805 SB ramps	17.5	В	44.6	D							
50	El Cajon Boulevard/I-805 NB ramps	28.7	С	18.8	В							
51	Park Boulevard/Howard Avenue*	10.3	В	11.9	В							
52	Park Boulevard/Polk Avenue	8.1	А	9.7	А							

Source: Wilson & Company 2011a

¹ Number corresponds to the number on Figure 5.2-1.

² All intersections were analyzed as signalized unless otherwise noted by * or **.

* Indicates a one-way or two-way stop-controlled intersection. Delay and LOS are for stopped approach (worst case).

** Indicates all-way stop-controlled intersection.

Bold indicates intersections operating at LOS E or F.

Transit

The San Diego MTS provides bus service throughout the region, including the project area. Bus routes 7 and 10 are located along University Avenue within the project corridor. Route 7 is located between Broadway/Union Street in downtown San Diego to Allison Avenue/Palm Avenue in La Mesa, and travels mainly along Broadway, Park Boulevard, and University Avenue. Route 10 is located between Old Town Transit Center and University Avenue/College Avenue near San Diego State University, and travels mainly along Pacific Highway, Washington Street, and University Avenue. Additionally, Routes 2 and 6 provide service along 30th Street, and a bus transfer point is located at the intersection of University Avenue and 30th Street. Currently, there are 18 transit stops within the project site, including 9 in the WB direction and 9 in the EB direction.

Parking

Parking inventory and occupancy studies were conducted in May 2009 to determine the existing parking inventory and utilization rates along University Avenue and within the surrounding neighborhood. The parking study area extends to Polk Avenue on the north, Landis Street on the south, Park Boulevard on the west, and Boundary Street on the east.

A total of 132 existing on-street parking spaces occur along University Avenue within the project site, including a combination of parallel, angled, 15-minute, 30-minute, 2-hour, handicap, and loading spaces.

Additional on-street parking is provided on intersecting side streets and east-west roadways that generally extend parallel to University Avenue within the study area. A total of 2,262 on-street spaces occur on roadways to the north of University Avenue, and 2,351 on-street spaces occur on roadways to the south of University Avenue.

The utilization study was conducted during four time periods (morning, noon, evening, and night) on a typical weekday (Tuesday through Thursday with no special event) and during two time periods (noon and evening) on a typical weekend (Saturday with no special events). Tables 5.2-4, *Existing Weekday Parking Occupancy*, and 5.2-5, *Existing Weekend Parking Occupancy*, show the parking occupancy (including rates) for weekdays and weekends, respectively. As shown in Table 5.2-4, the weekday parking occupancy rate along University Avenue is highest (61 percent) during the noon period, while occupancy rates in the surrounding neighborhoods are highest during the nighttime hours (81 percent to the north of University Avenue and 61 percent to the south). This trend also occurs during the weekend. As shown in Table 5.2-5, the weekend parking occupancy rate along University Avenue is highest (73 percent) during the noon period, while occupancy are highest (73 percent) during the noon period, while occupancy are highest (73 percent) during the noon period, while occupancy rates in the surrounding the noon period, while occupancy rates is highest (73 percent) during the noon period, while occupancy rates in the surrounding the noon period, while occupancy rates in the surrounding neighborhoods are highest (73 percent) during the noon period, while occupancy rates in the surrounding neighborhoods are highest (73 percent) during the noon period, while occupancy rates in the surrounding neighborhoods are highest points during the nighttime hours (77 percent to the north of University Avenue and 72 percent to the south).

Table 5.2-4 EXISTING WEEKDAY PARKING OCCUPANCY												
Location	Number of Spaces	Numb Morning (7-9 AM)	er of Occupied Spa Noon (11 AM - 1 PM)	aces (Occupancy Evening (4-6 PM)	y Rate) Night (6-8 PM)							
North of University Avenue	2,262	1,581 (70%)	1,339 (59%)	1,616 (71%)	1,821 (81%)							
Along University Avenue	132	38 (29%)	80 (61%)	75 (57%)	76 (58%)							
South of University Avenue	2,351	1,277 (54%)	1,090 (46%)	1,410 (60%)	1,419 (61%)							

Source: Wilson & Company 2011a

Table 5.2-5 EXISTING WEEKEND PARKING OCCUPANCY											
Location	Number	Number of Occupied Spaces (Occupancy Rate)									
Location	of Spaces	Noon (11 AM - 1 PM)	Evening (4-6 PM)								
North of University Avenue	2,262	1,731 (76%)	1,742 (77%)								
Along University Avenue	132	96 (73%)	88 (67%)								
South of University Avenue	2,351	1,529 (65%)	1,684 (72%)								

Source: Wilson & Company 2011a

Additionally, the North Park Public Parking Garage is located at the northwest corner of the North Park Way/30th Street intersection. This parking garage provides 388 public parking spaces on five levels over ground-floor retail uses.

Pedestrian and Bicycle Facilities

Within the project site, sidewalks occur along both sides of University Avenue. Wider sidewalks are located within the CBD (typically 15 feet wide), and approximately 5-foot-wide sidewalks occur primarily in the western portion of the project site. Pedestrian crossings are provided at signalized intersections. Unsignalized pedestrian crosswalks occur at Pershing Avenue and Arnold Avenue, and overhead flashing lights are provided at these crosswalks.

No designated bicycle routes are located along the portion of University Avenue within the project site; bicyclists share the travelway with motor vehicles.

5.2.2 Impact

Issue 1: Would the proposal result in an increase in projected traffic that is substantial in relation to the existing traffic load and capacity of the street system?

Issue 2: Would the proposed project result in the addition of a substantial amount of traffic to a congested freeway segment, interchange, or ramp?

Impact Thresholds

In accordance with the City's Significance Determination Thresholds (2011a), traffic/circulation impacts would be significant if the project would result in any of the following conditions:

- Any intersection, roadway segment, or freeway segment affected by the project would operate at LOS E or F under either direct or cumulative conditions, and the project exceeds the thresholds shown in Table 5.2-6, Traffic Significance Thresholds; or
- A substantial amount of traffic would be added to a congested freeway segment, interchange, or ramp exceeding the values shown in Table 5.2-6.

Table 5.2-6 TRAFFIC SIGNIFICANCE THRESHOLDS												
Level of Service	Fre	A eways		nge Due to Pro Segments	ject Impact** Intersections	Ramp						
With Project*	V/C	Speed (mph)	V/C	Speed (mph)	Delay (sec.)	Metering Delay (min.)						
E (or ramp meter delays above 15 min.)	0.010	1.0	0.02	1.0	2.0	2.0						
F (or ramp meter delays above 15 min.)	0.005	0.5	0.01	0.5	1.0	1.0						

Source: City 2011a

Note 1: The allowable increase in delay at a ramp meter with more than 15 minutes delay and freeway LOS E is 2 minutes.

Note 2: The allowable increase in delay at a ramp meter with more than 15 minutes delay and freeway LOS F is 1 minute.

All LOS measurements are based upon Highway Capacity Manual procedures for peak-hour conditions. However, V/C ratios for roadway segments are estimated on an ADT/24-hour traffic volume basis (using Table 2 of the City's Traffic Impact Study Manual) (1998). The acceptable LOS for freeways, roadways, and intersections is generally "D" ("C" for undeveloped locations). For metered freeway ramps, LOS does not apply. However, ramp meter delays above 15 minutes are considered excessive. If a proposed project's traffic causes the values shown in the table to be exceeded, the impacts are determined to be significant.

The project applicant shall then identify feasible improvements (within the Traffic Impact Study) that will restore/and maintain the traffic facility at an acceptable LOS. If the LOS with the proposed project becomes unacceptable (see above * note), or if the project adds a significant amount of peak-hour trips to cause any traffic queues to exceed on- or off-ramp storage capacities, the project applicant shall be responsible for mitigating the project's direct significant and/or cumulatively considerable traffic impacts.

Impact Analysis

This section provides a summary of the existing, near-term, and buildout traffic/circulation conditions with and without the project. The existing or baseline condition against which project impacts are evaluated comprises conditions that existed on or about the date of publication of the NOP, March 5, 2010. This constitutes the baseline physical condition against which project traffic impacts are determined. An Existing Plus Project analysis for Phase 1 and the full project was conducted, which compares existing conditions without the project to existing conditions with Phase 1 and with the full project. The Near-term scenario represents traffic conditions at the approximate projected year in which Phase 1 of the project would be operational. The Year 2030 scenarios assume that all proposed project improvements would be constructed and operational by 2030 along with other approved, pending, or planned projects in the project vicinity and buildout of the North Park community, representing traffic conditions in the year 2030.

Traffic Redistribution and Diversion

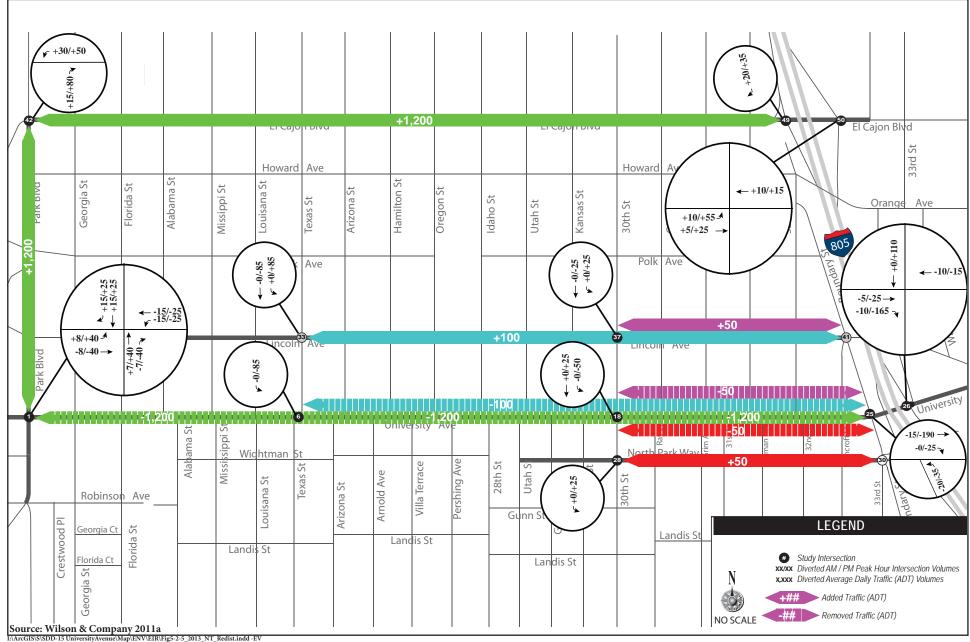
The project would not generate any new traffic trips, but would redistribute and divert trips along University Avenue. The construction of the raised median along University Avenue would restrict the left-turn movements at unsignalized intersections, which would cause those movements to be redistributed to adjacent signalized intersections. Due to the conversion of one lane in each direction from a mixed-flow general purpose lane to a transit-only lane, it is projected that some of the through traffic along University Avenue would divert to other parallel roadways (i.e., El Cajon Boulevard, Lincoln Avenue, and North Park Way) during the AM and PM peak hours. Specifically, 25 percent of trips during the AM peak and 50 percent during the PM peak are projected to divert off of University Avenue and utilize El Cajon Boulevard with project implementation. Additionally, 125 trips during the PM peak are projected to divert off of University Avenue and 30 trips are projected to divert from University Avenue to North Park Way during the PM peak. Figures 5.2-5, *Projected Traffic Redistribution and Diversions – Phase 1 Conditions*, and 5.2-6, *Projected Traffic Redistribution and Diversions – Full Project Conditions*, depict projected vehicular trip redistribution and diversions associated with implementation of Phase 1 and the full project.

Existing Plus Project (Phase 1)

Existing Plus Project (Phase 1) conditions compare existing conditions without the project to existing conditions with completion of Phase 1 of the project. Specific proposed Phase 1 improvements are identified in Section 3.3 of this EIR. Figure 5.2-7, *Phase 1 Roadway and Intersection Improvements*, shows the proposed roadway and intersection improvements along University Avenue in Phase 1.

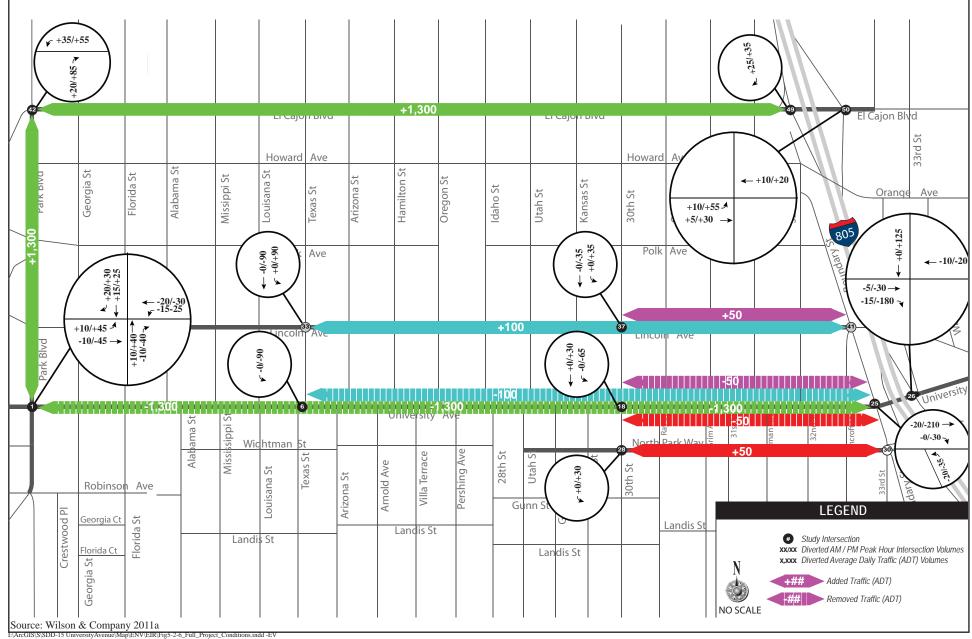
Roadway Segments

Table 5.2-7, *Existing Plus Project Conditions – Roadway Segments*, shows the ADT, LOS, and V/C for analyzed roadway segments under Existing Plus Project conditions, and Figure 5.2-8, *Existing Plus Project (Phase 1) ADT Volumes*, depicts the ADT of each analyzed roadway segment.



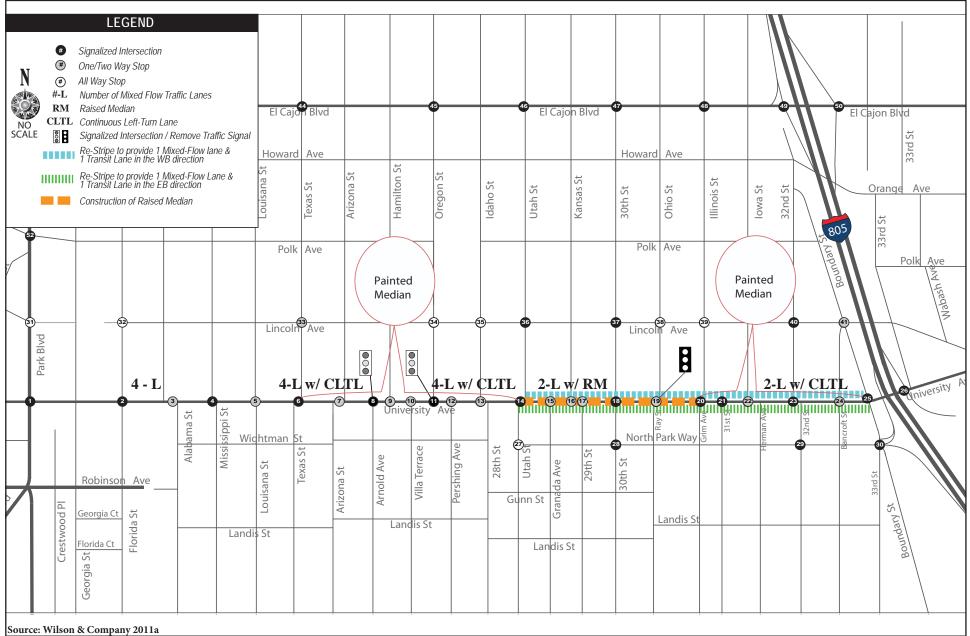
Projected Traffic Redistribution and Diversions - Phase 1 Conditions

UNIVERSITY AVENUE MOBILITY PLAN PROJECT



Projected Traffic Redistribution and Diversions - Full Project Conditions

UNIVERSITY AVENUE MOBILITY PLAN PROJECT



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Phase 1 Roadway and Intersection Improvements

UNIVERSITY AVENUE MOBILITY PLAN PROJECT

		20,607			24,5			28,679			33,668		33,391		40,316	45,96	9	37,4	32,785
T						El Cajo Howard						El Cajo	n Blvd	Howard	Δνο		\		El Cajon Blvd ty prese
	Park Blvd	Georgia St	Florida St	Alabama St	Missippi St	Louisana St	Texas St	Arizona St	Hamilton St	Oregon St	ldaho St	Utah St	Kansas St	30th St	Ohio St	Illinois St	lowa St 32nd St	805	Orange Ave
			979		1,056	Polk	Ave	2,603			4,350		5,344	Polk	Ave 6,013	5,413		5,064	Polk Av.
	PAR Ma 19.11		20,41	1		Lincoln 18,870		8,758	19,0		17,8	73 18	,900	Lincol 19,61	n Ave 7	18,244		27,208 24,168 24,168	27,27 17. Universi
				Alabama St	Mississippi St	timan S		Ve	Villa Terrace	Pershing Ave	28th St	da Ave	3,478	7,652 North I tS	8,435 Park Way	Grim Ave 31st St	HEBBan Ave	24 6	5,164
	Crestwood Pl	Robinson Georgia Ct Florida Ct		_	Landi	Louisa		·	Landis St		Gur	da			Landis St			Baar	aard St Boundary St
		Georgia St																	

Source: Wilson & Company 2011a I:\ArcGIS\S\SDD-15 UniversityAvenue\Map\ENV\EIR\Fig5-2-8_Phase1.indd -EV

Existing Plus Project (Phase 1) ADT Volumes

UNIVERSITY AVENUE MOBILITY PLAN PROJECT

Table 5.2-7 EXISTING PLUS PROJECT CONDITIONS – ROADWAY SEGMENTS													
Roadway Segments	Existing Conditions				Existing Plus Project (Phase 1)			Signif-	Existing I	Plus Full	Project	Δ	Signif-
	ADT	LOS	V/C	ADT	LOS	V/C	V/C	icant?	ADT	LOS	V/C	V/C	icant?
El Cajon Boulevard													
Park Boulevard to Florida Street	19,407	А	0.39	20,607	А	0.41	0.02	No	20,707	В	0.41	0.02	No
Florida Street to Texas Street	23,366	В	0.47	24,566	В	0.49	0.02	No	24,666	В	0.49	0.02	No
Texas Street to Oregon Street	27,479	В	0.55	28,679	В	0.57	0.02	No	28,779	С	0.58	0.03	No
Oregon Street to Utah Street	32,486	С	0.65	33,668	С	0.67	0.02	No	33,768	С	0.68	0.03	No
Utah Street to 30 th Street	32,191	С	0.64	33,391	С	0.67	0.03	No	33,491	С	0.67	0.03	No
30 th Street to Illinois Street	39,116	С	0.78	40,316	С	0.81	0.03	No	40,416	D	0.81	0.03	No
Illinois Street to I-805 SB ramps	44,769	D	0.90	45,969	Е	0.92	0.02	No	46,069	Е	0.92	0.02	No
I-805 SB ramps to I-805 NB ramps	37,099	С	0.74	37,499	С	0.75	0.01	No	37,529	С	0.75	0.01	No
I-805 NB ramps to 33 rd Street	32,385	С	0.65	32,785	С	0.66	0.01	No	32,815	С	0.66	0.01	No
Park Boulevard													
El Cajon Boulevard to Polk Avenue	10,732	А	0.27	11,932	А	0.30	0.03	No	12,032	А	0.30	0.03	No
Polk Avenue to University Avenue	13,050	А	0.33	14,250	А	0.36	0.03	No	14,350	А	0.36	0.03	No
University Avenue to Robinson Avenue	14,202	А	0.36	14,202	А	0.36	0.00	No	15,502	В	0.39	0.03	No
Lincoln Avenue													
Florida Street to Alabama Street	979	А	0.12	979	А	0.12	0.00	No	1,129	А	0.14	0.02	No
Alabama Street to Texas Street	1,056	А	0.13	1,056	А	0.13	0.00	No	1,356	А	0.17	0.04	No
Texas Street to Oregon Street	2,503	В	0.31	2,603	В	0.33	0.02	No	3,503	С	0.44	0.13	No
Oregon Street to Utah Street	4,250	С	0.53	4,350	С	0.54	0.01	No	4,750	С	0.59	0.06	No
Utah Street to 30 th Street	4,944	А	0.33	5,344	В	0.36	0.03	No	5,494	В	0.37	0.04	No
30 th Street to Illinois Street	5,563	В	0.37	6,013	В	0.40	0.03	No	6,163	В	0.41	0.04	No
Illinois Street to 32 nd Street	5,263	В	0.35	5,413	В	0.36	0.01	No	5,913	В	0.39	0.04	No
32 nd Street to Boundary Street	4,914	А	0.33	5,064	В	0.34	0.01	No	5,314	В	0.35	0.02	No
Boundary Street to 33 rd Street	4,439	А	0.30	4,589	А	0.31	0.01	No	4,589	А	0.31	0.01	No

Table 5.2-7 (cont.) EXISTING PLUS PROJECT CONDITIONS – ROADWAY SEGMENTS													
Roadway Segments	Existi	ng Cond	litions		g Plus P Phase 1)	•		Signif-	Existing I		Signif-		
	ADT	LOS	V/C	ADT	LOS	V/C	V/C	icant?	ADT	LOS	V/C	V/C	icant?
University Avenue													
Centre Street to Park Boulevard	20,037	F	1.34	20,037	F	1.34	0.00	No	20,037	F	1.34	0.00	No
Park Boulevard to Florida Street	20,312	F	1.35	19,112	F	1.27	-0.08	No	19,012	F	1.27	-0.08	No
Florida Street to Mississippi Street	21,611	F	1.44	20,411	F	1.36	-0.08	No	20,161	F	0.72	-0.72	No
Mississippi Street to Texas Street	20,070	F	1.34	18,870	F	1.26	-0.08	No	18,470	F	0.66	-0.68	No
Texas Street to Arnold Avenue	20,058	F	1.34	18,758	D	0.67	-0.67	No	17,758	F	0.64	-0.70	No
Arnold Avenue to Idaho Street	20,361	F	1.36	19,061	D	0.68	-0.68	No	18,061	F	0.65	-0.71	No
Idaho Street to Utah Street	19,173	F	1.28	17,873	С	0.64	-0.64	No	17,373	F	0.62	-0.66	No
Utah Street to 30 th Street	21,100	F	1.41	18,900	F	1.02	-0.39	No	18,350	F	0.99	-0.42	No
30 th Street to Grim Avenue	21,917	F	1.46	19,617	F	1.05	-0.41	No	19,067	F	1.03	-0.43	No
Grim Avenue to 32 nd Street	19,644	F	1.75	18,244	F	1.30	-0.45	No	17,644	F	0.95	-0.80	No
32 nd Street to Bancroft Street	25,568	F	2.27	24,168	F	1.73	-0.54	No	23,618	F	1.27	-1.00	No
Bancroft Street to Boundary Street	25,674	F	1.71	24,274	F	1.73	0.02	Yes	24,174	F	1.30	-0.41	No
Boundary Street to I-805 NB ramps	27,208	F	1.81	25,858	F	1.72	-0.09	No	25,758	F	1.72	-0.09	No
I-805 NB ramps to Wabash Avenue	27,271	F	1.82	26,871	F	1.79	-0.03	No	26,841	F	1.79	-0.03	No
Wabash Avenue to Lincoln Avenue	17,940	F	1.20	17,540	F	1.17	-0.03	No	17,510	F	1.17	-0.03	No
North Park Way													
Utah Street to 30 th Street	2,878	А	0.36	3,478	В	0.43	0.07	No	3,778	С	0.47	0.11	No
30 th Street to Ray Street	7,002	Е	0.88	7,652	Е	0.96	0.08	Yes*	7,952	Е	0.99	0.11	Yes*
Ray Street to 31 st Street	8,385	F	1.05	8,435	F	1.05	0.00	No	8,435	F	1.05	0.00	No
31 st Street to 32 nd Street	8,874	F	1.11	8,924	F	1.12	0.01	No	9,124	F	1.14	0.03	Yes*
32 nd Street to Boundary Street	6,114	D	0.76	6,164	D	0.77	0.01	No	6,164	D	0.77	0.01	No

Source: Wilson & Company 2011b

 Δ V/C = difference in V/C between Existing Plus Project conditions and Existing conditions

* Although the increase in V/C exceeds the significance thresholds, this roadway segment is not considered significant because (1) the roadway segment is built to its ultimate classification, (2) the closest signalized intersections on both ends of the segment would operate at LOS D or better under Existing Plus Project conditions, and (3) the roadway segment is calculated to operate at LOS D using the HCM peak hour arterial analysis.

Bold indicates roadway segments that would operate at LOS E or F.

All analyzed segments of El Cajon Boulevard would operate at LOS D or better with the project (Phase 1) except for the following segment:

• El Cajon Boulevard between Illinois Street and the I-805 SB ramps (LOS E)

With Phase 1 of the project, the LOS along this segment would operate LOS E, but the V/C would only increase by 0.02, which would not exceed the significance threshold of greater than 0.02. Therefore, direct project impacts to this roadway segment along El Cajon Boulevard would be less than significant.

All analyzed segments of Park Boulevard and Lincoln Avenue would operate at LOS D or better. Therefore, although the V/C along some segments of these roadway segments would increase, direct project impacts to roadways segments along Park Boulevard and Lincoln Avenue would be less than significant because these segments would not operate at LOS E or F with the project (Phase 1).

All analyzed segments of University Avenue operate at LOS F under existing conditions. With implementation of Phase 1 of the project, all analyzed University Avenue segments would continue to operate at LOS F, except for the following, which would operate at LOS D or better:

- Texas Street to Arnold Avenue;
- Arnold Avenue to Idaho Street; and
- Idaho Street to Utah Street.

The LOS along these three segments of University Avenue would improve from F to C or D with Phase 1 of the project.

For the segments of University Avenue that would continue to operate at LOS F with Phase 1 of the project, the V/C would decrease or remain the same with the exception of one segment. The following segment of University Avenue would continue to operate at LOS F under Existing Plus Project (Phase 1) conditions:

• University Avenue between Bancroft Street and Boundary Street (LOS F)

The change in V/C would be 0.02 along this segment, which exceeds the significance threshold of greater than 0.01 (for segments operating at LOS F). Direct project impacts to this roadway segment would be significant.

Roadway segments of University Avenue that would experience no change or a decrease in V/C with the project (Phase 1) would not result in significant direct project traffic impacts because the project would improve roadway operations. Overall, most segments of University Avenue would experience improved traffic flows primarily due to the center median and left-turn pockets, which would provide a buffer between the two directions of traffic and supply an area for motorists making left-turn movements at unsignalized intersections to queue up without blocking the through movement.

The three segments of North Park Way that operate at LOS E or F under existing conditions would continue to operate at LOS E or F with the project (Phase 1) and include the following:

- North Park Way between 30th Street and Ray Street (LOS E);
- North Park Way between Ray Street and 31st Street (LOS F); and
- North Park Way between 31st Street and 32nd Street (LOS F).

The V/C for two of the three roadway segments (Ray Street to 31^{st} Street and 31^{st} Street to 32^{nd} Street) would not change or would not increase by more than 0.01, which does not exceed the significance threshold of greater than 0.01. Accordingly, direct project impacts to these segments would be less than significant.

The segment of North Park Way between 30th Street and Ray Street would continue to operate at LOS E under Existing Plus Project (Phase 1) conditions, and the change in V/C would increase by 0.08 along this segment. Although the V/C increase would exceed the City's significance threshold of greater than 0.02 (for roadway segments operating at LOS E), the direct project impact is not considered significant because: (1) this segment of North Park Way is built to its ultimate classification, (2) the closest signalized intersections on both ends of this segment (i.e., North Park Way/30th Street and North Park Way/32nd Street) would operate at LOS D or better under Existing Plus Project (Phase 1) conditions, and (3) the roadway segment is calculated to operate at LOS D using the HCM peak hour arterial analysis (as opposed to the 24-hour analysis).

Intersections

Table 5.2-8, *Existing Plus Project (Phase 1) Conditions – Intersections*, shows the average vehicle delay and LOS at each of the analyzed intersections under Existing Plus Project (Phase 1) conditions. As shown in the table, all analyzed intersections would operate at LOS D or better during AM and PM peak periods except for the following intersection:

• North Park Way/I-805 SB ramps/Boundary Street (LOS F during PM peak period)

This intersection would continue to operate at LOS F during the PM peak period with Phase 1 of the project and would experience an increase in delay of 4.5 seconds, which exceeds the significance threshold of greater than 1.0 second. Accordingly, direct project impacts at this intersection would be potentially significant.

No significant impacts would occur to the other analyzed intersections under Existing Plus Project (Phase 1) conditions. In fact, delays at 26 out 52 analyzed intersections would decrease in the AM, PM, or both peak periods with implementation of the project (refer to Table 5.2-8).

The improvements in delay times along University Avenue would be due to the proposed coordinated signal timing and phasing improvements, the restriction of turning movements at certain unsignalized intersections, and the addition of left-turn pockets and the center medians. Improvements in delay times at intersections along Lincoln Avenue and El Cajon Boulevard would occur because the addition of diverted traffic from University Avenue to various

intersection turn movements on these two roadways would improve signal timing utilization (i.e., more vehicles would utilize the allocated minimum green light time, thereby reducing wait times at some intersection movements that currently experience longer minimum green times than vehicles traveling through the intersection).

Existing Plus Full Project

Existing Plus Full Project conditions compares existing conditions without the project to existing conditions with implementation of all proposed improvements of the project. Figure 5.2-9, *Full Project Roadway and Intersection Improvements*, shows proposed roadway and intersection improvements along University Avenue with implementation of the full project.

Roadway Segments

Table 5.2-7 shows the ADT, LOS, and V/C for analyzed roadway segments under Existing Plus Project conditions, and Figure 5.2-10, *Existing Plus Full Project ADT Volumes*, depicts the ADT of each analyzed roadway segment.

All analyzed segments of El Cajon Boulevard would operate at LOS D or better with the project except for the following segment:

• El Cajon Boulevard between Illinois Street and the I-805 SB ramps (LOS E)

With the project, the LOS along this segment would operate LOS E, but the V/C would only increase by 0.02, which would not exceed the significance threshold of greater than 0.02. Therefore, direct project impacts to this roadway segment along El Cajon Boulevard would be less than significant.

All analyzed segments of Park Boulevard and Lincoln Avenue would operate at LOS D or better. Therefore, although the V/C along some segments of these roadway segments would increase, direct project impacts to roadways segments along Park Boulevard and Lincoln Avenue would be less than significant because these segments would not operate at LOS E or F.

All analyzed segments of University Avenue operate at LOS F under existing conditions and would continue to operate at LOS F with implementation of the project. The V/C, however, would decrease or remain the same along all segments with the project. No significant direct project traffic impacts would occur to University Avenue segments because the project would improve roadway operations along the roadway. The analyzed segments of University Avenue would experience improved traffic flows primarily due to the center median and left-turn pockets, which would provide a buffer between the two directions of traffic and supply an area for motorists making left-turn movements at unsignalized intersections to queue up without blocking the through movement.

	EXISTING PLUS P	PROJEC		Fable 5ASE 1)		DITIO	NS – INT	rerse	СТІО	NS			
				AM Pe	ak Perio	d				PM Pea	ak Perio	od	
No. ¹	Intersections ²	Exis Condi		Pro	ng Plus oject use 1)	Δ Delay	Signif- icant?	Exis Condi		Exis Plus P (Pha	roject	Δ Delay	Signif- icant?
		Delay (sec)	LOS	Delay (sec)	LOS	(sec)	icant:	Delay (sec)	LOS	Delay (sec)	LOS	(sec)	icant.
1	University Avenue/Park Boulevard	22.2	С	22.4	С	0.2	No	27.1	С	27.2	С	0.1	No
2	University Avenue/Florida Street	8.1	Α	8.1	Α	0	No	14.9	В	15.4	В	0.5	No
3	University Avenue/Alabama Street*	20.6	С	19.8	С	-0.8	No	25.4	D	24.1	С	-1.3	No
4	University Avenue/Mississippi Street	10.2	В	11.0	В	0.8	No	10.4	В	10.6	В	0.2	No
5	University Avenue/Louisiana Street*	14.8	В	14.6	В	-0.2	No	15.2	С	15.1	С	-0.1	No
6	University Avenue/Texas Street	14.0	В	14.0	В	0	No	21.2	С	20.5	С	-0.7	No
7	University Avenue/Arizona Street*	16.2	С	15.5	С	-0.7	No	25.4	D	20.3	С	-5.1	No
8	University Avenue/Arnold Street*	12.7	В	10.8	В	-1.9	No	16.8	С	7.5	Α	-9.3	No
9	University Avenue/Hamilton Street*	12.3	В	12.0	В	-0.3	No	13.2	В	12.7	В	-0.5	No
10	University Avenue/Villa Terrace*	12.3	В	12.1	В	-0.2	No	20.6	С	17.2	С	-3.4	No
11	University Avenue/Oregon Street*	14.4	В	4.3	Α	-10.1	No	16.6	С	6.8	Α	-9.8	No
12	University Avenue/Pershing Avenue*	13.4	В	13.1	В	-0.3	No	18.1	С	15.4	С	-2.7	No
13	University Avenue/Idaho Street*	14.6	В	14.5	В	-0.1	No	19.6	С	16.6	С	-3.0	No
14	University Avenue/Utah Street	12.9	В	13.2	В	0.3	No	15.8	В	15.9	В	0.1	No
15	University Avenue/Granada Avenue*	10.8	В	9.2	Α	-1.6	No	11.5	В	9.4	Α	-2.1	No
16	University Avenue/Kansas Street*	10.3	В	10.9	В	0.6	No	12.6	В	12.2	В	-0.4	No
17	University Avenue/29 th Street*	12.3	В	11.8	В	-0.5	No	11.6	В	13.3	В	1.7	No
18	University Avenue/30 th Street	16.3	В	16.5	В	0.2	No	23.9	С	23.7	С	-0.2	No
19	University Avenue/Ohio Street	3.5	Α	12.7	В	9.2	No	6.2	Α	13.7	В	7.5	No
20	University Avenue/Illinois Street/Grim Avenue	5.1	Α	7.2	Α	2.1	No	8.9	Α	16.7	В	7.8	No
21	University Avenue/31 st Street*	10.5	В	12.8	В	2.3	No	11.3	В	13.7	В	2.4	No
22	University Avenue/Iowa Street/Herman Avenue*	15.3	С	16.5	C	1.2	No	26.8	D	26.8	D	0.0	No
23	University Avenue/32 nd Street	14.9	В	18.1	В	3.2	No	14.4	В	21.8	С	7.4	No
24	University Avenue/Bancroft Street*	11.7	В	21.1	С	9.4	No	10.6	В	15.6	С	5.0	No



Full Project Roadway and Intersection Improvements

UNIVERSITY AVENUE MOBILITY PLAN PROJECT

		20,707			24,6			28,779			33,768		33,491		40,416	46,06	9	37,	32,81	
Λ						El Cajo Howard						El Cajo	n Blvd	Howard	Ave		/		El Cajon Blv	33rd St P
/ 12,032	Park Blvd	Georgia St	Florida St	Alabama St	Missippi St	Louisana St	Texas St	Arizona St	Hamilton St	Oregon St	ldaho St	Utah St	Kansas St	30th St	Ohio St	Illinois St	lowa St 32nd St	805	Orange	
14,350			1,129		1,356	Polk	Ave	3,503			4,750		5,494	Polk	Ave 6,163	5,913		5,314		Polk Ave
	PAR PAR PAR PAR PAR PAR PAR PAR PAR PAR		20,16	1		Lincoln 18,470		7,758	19,0	61	17,3	73 18	,350	Lincoli 19,06		17,644		25,758 24,174 23,618		26,841 17,510 Iniversity
15,502		Robinsor	a Ave	Alabama St	Mississippi St	ts st	10.51	e v	Ailla Terrace	Pershing Ave	28th St	da Ave	3,778	7,952 North F	8,435 8,435 Park Way	31st St	Hetter H		<u>6,164</u>	
7	000	Georgia Ct	ida St		Landi	Louisa			Landis St		Gun	n St			Landis St				aardon	Bounda
		Georgia St Georgia St	v 2011a																	

Source: Wilson & Company 2011a E\ArcGIS\SISDD-15 UniversityAvenue\Map\ENV\EIR\Fig5-2-10_FullProject.indd -EV

Existing Plus Full Project ADT Volumes

UNIVERSITY AVENUE MOBILITY PLAN PROJECT

	EXISTING PLUS P	ROJEC		le 5.2-8 ASE 1)	· · ·		NS – INT	TERSE	CTIO	NS			
				AM Pea	ak Perio	d				PM Pea	ak Perio	od	
No.1	Intersections ²	Exist Condi	0	Pro	ng Plus ject se 1)	Δ Delay	Signif-	Exis Condi	0	Exis Plus P (Pha	roject	Δ Delay	Signif-
		Delay (sec)	LOS	Delay (sec)	LOS	(sec)	icant?	Delay (sec)	LOS	Delay (sec)	LOS	(sec)	icant?
25	University Avenue/Boundary Street	29.0	С	28.9	С	-0.1	No	44.7	D	32.1	С	-12.6	No
26	University Avenue/Wabash Avenue/I-805 NB ramps	16.0	В	16.3	В	0.3	No	26.0	С	27.8	C	1.8	No
27	North Park Way/Utah Street**	7.8	Α	7.8	А	0	No	9.1	Α	9.2	Α	0.1	No
28	North Park Way/30 th Street	11.0	В	9.8	Α	-1.2	No	15.3	В	14.6	В	-0.7	No
29	North Park Way/32 nd Street	13.6	В	13.6	В	0	No	17.1	В	18.1	В	1.0	No
30	North Park Way/I-805 SB ramps/Boundary Street**	13.9	В	14.1	В	0.2	No	105.5	F	110.0	F	4.5	Yes
31	Lincoln Avenue/Park Boulevard**	9.9	Α	10.1	В	0.2	No	21.9	С	27.5	D	5.6	No
32	Lincoln Avenue/Florida Street**	7.7	Α	7.7	Α	0.0	No	8.1	Α	8.1	Α	0.0	No
33	Lincoln Avenue/Texas Street*	10.4	В	10.4	В	0.0	No	11.6	В	10.9	В	-0.7	No
34	Lincoln Avenue/Oregon Street**	8.0	Α	8.0	Α	0.0	No	8.6	Α	8.9	Α	0.3	No
35	Lincoln Avenue/Idaho Street**	8.1	Α	8.1	А	0.0	No	9.2	Α	10.0	Α	0.8	No
36	Lincoln Avenue/Utah Street	6.7	Α	6.8	А	0.1	No	7.1	Α	7.2	Α	0.1	No
37	Lincoln Avenue/30 th Street	13.0	В	12.8	В	-0.2	No	14.7	В	15.3	В	0.6	No
38	Lincoln Avenue/Ohio Street**	8.3	Α	8.4	Α	0.1	No	12.1	В	18.0	С	5.9	No
39	Lincoln Avenue/Illinois Street**	8.1	Α	8.2	Α	0.1	No	11.3	В	18.3	C	7.0	No
40	Lincoln Avenue/32 nd Street	7.1	Α	7.1	А	0.0	No	6.9	Α	6.6	Α	-0.3	No
41	Lincoln Avenue/Boundary Street*	11.8	В	11.7	В	0.1	No	13.1	В	14.3	В	1.2	No
42	El Cajon Boulevard/Park Boulevard	23.6	С	23.4	С	-0.2	No	29.4	С	30.6	C	1.2	No
43	El Cajon Boulevard/Florida Street	19.2	В	19.1	В	-0.1	No	25.2	С	25.1	С	-0.1	No
44	El Cajon Boulevard/Texas Street	35.3	D	35.0	С	-0.3	No	50.0	D	50.1	D	0.1	No

	EXISTING PLUS P	ROJEC		le 5.2-8 ASE 1)	· ·	·	NS – INT	TERSE	CTIO	NS			
					ak Perio	d				PM Pea		d	
No.1	Intersections ²	Exist Condi	0	Pro	ng Plus ject se 1)	Δ Delay	Signif- icant?	Exis Condi	0	Exis Plus P (Pha	roject	Δ Delay	Signif-
		Delay (sec)	LOS	Delay (sec)	LOS	(sec)	icant:	Delay (sec)	LOS	Delay (sec)	LOS	(sec)	icant?
45	El Cajon Boulevard/Oregon Street	15.3	В	14.9	В	-0.4	No	15.3	В	15.4	В	0.1	No
46	El Cajon Boulevard/Utah Street	13.3	В	13.2	В	-0.1	No	15.0	В	15.0	В	0.0	No
47	El Cajon Boulevard/30 th Street	25.0	С	24.9	С	-0.1	No	42.6	D	46.3	D	3.7	No
48	El Cajon Boulevard/Illinois Street	22.8	С	22.6	С	-0.2	No	27.4	С	27.2	С	-0.2	No
49	El Cajon Boulevard/I-805 SB ramps	17.5	В	18.2	В	0.7	No	44.6	D	50.3	D	5.7	No
50	El Cajon Boulevard/I-805 NB ramps	28.7	С	28.7	С	0.0	No	18.8	В	19.6	В	0.8	No
51	Park Boulevard/Howard Avenue*	10.3	В	10.5	В	0.2	No	11.9	В	11.8	В	-0.1	No
52	Park Boulevard/Polk Avenue	8.1	Α	8.2	Α	0.1	No	9.7	Α	9.8	Α	0.1	No

Source: Wilson & Company 2011b

 Δ Delay = difference in delay between Existing Conditions and Existing Plus Project (Phase 1) conditions

1

Number corresponds to the number on Figure 5.2-1. All intersections were analyzed as signalized unless otherwise noted by * or **. 2

* Indicates a one-way or two-way stop-controlled intersection. Delay and LOS are for stopped approach (worst case).

** Indicates all-way stop-controlled intersection.

Bold indicates intersections that would operate at LOS E or F.

The three segments of North Park Way that operate at LOS E or F under existing conditions would continue to operate at LOS E or F with the project and include the following:

- North Park Way between 30th Street and Ray Street (LOS E);
- North Park Way between Ray Street and 31st Street (LOS F); and
- North Park Way between 31st Street and 32nd Street (LOS F).

The V/C for the segment between Ray Street and 31st Street would not change. Accordingly, direct project impacts to this segment would be less than significant.

The segment of North Park Way between 30th Street and Ray Street would continue to operate at LOS E under Existing Plus Full Project conditions, and the change in V/C would increase by 0.11 along this segment. Similarly, the segment between 31st Street and 32nd Street would continue to operate at LOS F and the increase in V/C would be 0.03. Although the V/C increases would exceed the City's significance threshold of greater than 0.01 or 0.02 (for roadway segments operating at LOS F and E, respectively), direct project impacts are not considered significant because: (1) these two segments of North Park Way are built to their ultimate classification, (2) the closest signalized intersections on both ends of these segments (i.e., North Park Way/30th Street and North Park Way/32nd Street) would operate at LOS D or better under Existing Plus Full Project conditions, and (3) the roadway segments are calculated to operate at LOS D using the HCM peak hour arterial analysis (as opposed to the 24-hour analysis).

Intersections

Table 5.2-9, *Existing Plus Full Project Conditions – Intersections*, shows the average vehicle delay and LOS at each of the analyzed intersections under Existing Plus Full Project conditions. As shown in the table, all analyzed intersections would operate at LOS D or better during AM and PM peak periods except for the following intersection:

• North Park Way/I-805 SB ramps/Boundary Street (LOS F during PM peak period)

This intersection would continue to operate at LOS F during the PM peak period with the project and would experience an increase in delay of 4.8 seconds, which exceeds the significance threshold of greater than 1.0 second. Accordingly, direct project impacts at this intersection would be potentially significant.

No significant direct project impacts would occur to the other analyzed intersections under Existing Plus Full Project conditions. In fact, delays at 19 out 52 analyzed intersections would decrease in the AM, PM, or both peak periods with implementation of the project (refer to Table 5.2-9).

The improvements in delay times along University Avenue would be due to the proposed coordinated signal timing and phasing improvements, the restriction of turning movements at certain unsignalized intersections, and the addition of left-turn pockets and the center medians. Improvements in delay times at intersections along Lincoln Avenue and El Cajon Boulevard would occur because the addition of diverted traffic from University Avenue to various

intersection turn movements on these two roadways would improve signal timing utilization (i.e., more vehicles would utilize the allocated minimum green light time, thereby reducing wait times at some intersection movements that currently experience longer minimum green times than vehicles traveling through the intersection).

Near-term (Year 2013) Without Project

The Near-term Without Project scenario analyzes traffic conditions in the Year 2013 without implementation of the project.

The Year 2013 roadway network was assumed to be identical to the existing roadway network, with the exception of the changes proposed by the University Avenue at Alabama Street Improvement project and the Mid-City Rapid Bus project. The University Avenue at Alabama Street Improvement project is a fully funded Capital Improvement Program (CIP) project that would include construction of a raised median along University Avenue between Florida Street and Mississippi Street, which will restrict the left-turn and through movements at the University Avenue/Alabama Street intersection. This project also would provide an EB left-turn pocket at University Avenue/Mississippi Street.

The Mid-City Rapid Bus project would include a new 10-mile limited-stop rapid bus service between downtown San Diego and San Diego State University. Improvements to support the rapid bus route are focused within segments of the Park Boulevard and El Cajon Boulevard corridors and include transit signal priority treatments and limited enhanced rapid bus stations at 10 major intersections. While the number of through travel lanes in the streets' right-of-way would not change under this project, it would include several modifications to lane configurations and movements. Bus-only transit lanes would be added and, in some places, a median would separate these lanes from mixed-flow lanes. In addition, this project would include signalizations of Park Boulevard/Lincoln Avenue and Park Boulevard/Howard Avenue, remove traffic signals at Park Boulevard/Polk Avenue, re-stripe some intersection approaches along Park Boulevard, and reduce lane widths along a segment of Park Boulevard.

	EXISTING PLUS	FULL		Fable 5 ECT C		ΓIONS	– INTE	RSECT	FIONS	5			
				AM Pea	ak Perio	d				PM Pea	nk Perio	od	
No. ¹	Intersections ²	Exist Condi			ng Plus ject	Δ	Signif-	Exis Condi		Exis Plus P		Δ	Signif-
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	icant?	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	icant?
1	University Avenue/Park Boulevard	22.2	С	22.3	С	0.1	No	27.1	С	27.8	С	0.7	No
2	University Avenue/Florida Street	8.1	А	19.4	В	11.3	No	14.9	В	24.6	С	9.7	No
3	University Avenue/Alabama Street*	20.6	С	13.9	В	-6.7	No	25.4	D	13.4	В	-12.0	No
4	University Avenue/Mississippi Street	10.2	В	19.7	В	9.5	No	10.4	В	18.8	В	8.4	No
5	University Avenue/Louisiana Street*	14.8	В	13.9	В	-0.9	No	15.2	С	12.6	В	-2.6	No
6	University Avenue/Texas Street	14.0	В	25.0	С	11.0	No	21.2	С	34.4	C	13.2	No
7	University Avenue/Arizona Street*	16.2	С	12.7	В	-3.5	No	25.4	D	12.8	В	-12.6	No
8	University Avenue/Arnold Street*	12.7	В	11.5	В	-1.2	No	16.8	С	10.4	В	-6.4	No
9	University Avenue/Hamilton Street*	12.3	В	12.3	В	0.0	No	13.2	В	13.2	В	0.0	No
10	University Avenue/Villa Terrace*	12.3	В	9.7	А	-2.6	No	20.6	С	10.2	В	-10.4	No
11	University Avenue/Oregon Street*	14.4	В	8.9	А	-5.5	No	16.6	С	12.2	В	-4.4	No
12	University Avenue/Pershing Avenue*	13.4	В	9.7	А	-3.7	No	18.1	С	10.4	В	-7.7	No
13	University Avenue/Idaho Street*	14.6	В	11.4	В	-3.2	No	19.6	С	11.8	В	-7.8	No
14	University Avenue/Utah Street	12.9	В	24.4	С	11.5	No	15.8	В	35.4	D	19.6	No
15	University Avenue/Granada Avenue*	10.8	В	11.1	В	0.3	No	11.5	В	12.0	В	0.5	No
16	University Avenue/Kansas Street*	10.3	В	10.9	В	0.6	No	12.6	В	11.8	В	-0.8	No
17	University Avenue/29 th Street*	12.3	В	11.2	В	-1.1	No	11.6	В	12.3	В	0.7	No
18	University Avenue/30 th Street	16.3	В	25.7	С	9.4	No	23.9	С	34.4	С	10.5	No
19	University Avenue/Ohio Street	3.5	А	12.6	В	9.1	No	6.2	А	13.4	В	7.2	No
20	University Avenue/Illinois Street/Grim Avenue	5.1	А	10.1	В	5.0	No	8.9	А	19.4	В	10.5	No
21	University Avenue/31 st Street*	10.5	В	12.7	В	2.2	No	11.3	В	12.7	В	1.4	No
22	University Avenue/Iowa Street/Herman Avenue*	15.3	С	12.7	В	-2.6	No	26.8	D	12.5	В	-14.3	No
23	University Avenue/32 nd Street	14.9	В	16.8	В	1.9	No	14.4	В	24.6	С	10.2	No
24	University Avenue/Bancroft Street*	11.7	В	21.0	С	9.3	No	10.6	В	16.3	С	5.7	No

	EXISTING PLUS	FULL]		le 5.2-9 ECT C	` '		– INTE	RSECT	TIONS	5			
				AM Pea	ak Perio	d				PM Pea	ak Perio	d	
No. ¹	Intersections ²	Exist Condi	0	Existin Pro	ng Plus ject	Δ Delay	Signif-	Exis Condi		Exis Plus P		Δ Delay	Signif-
		Delay (sec)	LOS	Delay (sec)	LOS	(sec)	icant?	Delay (sec)	LOS	Delay (sec)	LOS	(sec)	icant?
25	University Avenue/Boundary Street	29.0	С	18.6	В	-10.4	No	44.7	D	34.3	С	-10.4	No
26	University Avenue/Wabash Avenue/I-805 NB ramps	16.0	В	22.1	С	6.1	No	26.0	С	34.2	С	8.2	No
27	North Park Way/Utah Street**	7.8	А	7.8	А	0.0	No	9.1	А	9.1	Α	0.0	No
28	North Park Way/30 th Street	11.0	В	14.1	В	3.1	No	15.3	В	21.1	C	5.8	No
29	North Park Way/32 nd Street	13.6	В	13.6	В	0.0	No	17.1	В	18.2	В	1.1	No
30	North Park Way/I-805 SB ramps/Boundary Street**	13.9	В	13.8	В	-0.1	No	105.5	F	110.3	F	4.8	Yes
31	Lincoln Avenue/Park Boulevard**	9.9	Α	10.1	В	0.2	No	21.9	С	26.4	D	4.5	No
32	Lincoln Avenue/Florida Street**	7.7	Α	7.7	А	0.0	No	8.1	Α	8.1	Α	0.0	No
33	Lincoln Avenue/Texas Street*	10.4	В	10.4	В	0.0	No	11.6	В	10.7	В	-0.9	No
34	Lincoln Avenue/Oregon Street**	8.0	Α	8.0	Α	0.0	No	8.6	Α	8.9	Α	0.3	No
35	Lincoln Avenue/Idaho Street**	8.1	Α	8.1	Α	0.0	No	9.2	Α	10.0	Α	0.8	No
36	Lincoln Avenue/Utah Street	6.7	Α	6.7	Α	0.0	No	7.1	Α	6.9	Α	-0.2	No
37	Lincoln Avenue/30 th Street	13.0	В	18.3	В	5.3	No	14.7	В	20.5	С	5.8	No
38	Lincoln Avenue/Ohio Street**	8.3	Α	8.3	Α	0.0	No	12.1	В	14.2	В	2.1	No
39	Lincoln Avenue/Illinois Street**	8.1	Α	8.1	Α	0.0	No	11.3	В	13.4	В	2.1	No
40	Lincoln Avenue/32 nd Street	7.1	Α	7.1	Α	0.0	No	6.9	Α	6.6	Α	-0.3	No
41	Lincoln Avenue/Boundary Street*	11.7	В	11.7	В	0.0	No	13.1	В	14.3	В	1.2	No
42	El Cajon Boulevard/Park Boulevard	23.6	С	23.4	С	-0.2	No	29.4	С	30.3	С	0.9	No
43	El Cajon Boulevard/Florida Street	19.2	В	19.1	В	-0.1	No	25.2	С	25.1	С	-0.1	No
44	El Cajon Boulevard/Texas Street	35.3	D	35.0	С	-0.3	No	50.0	D	50.1	D	0.1	No

Table 5.2-9 (cont.)
EXISTING PLUS FULL PROJECT CONDITIONS – INTERSECTIONS

				AM Pea	ak Perio	d				PM Pea	ık Perio	od	
No. ¹	Intersections ²	Exist Condi	0		ng Plus ject		Signif-	Exis Condi	0	Exis Plus P	0	Δ Delay	Signif-
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	icant?	Delay (sec)	LOS	Delay (sec)	LOS	(sec)	icant?
45	El Cajon Boulevard/Oregon Street	15.3	В	14.9	В	-0.4	No	15.3	В	15.4	В	0.1	No
46	El Cajon Boulevard/Utah Street	13.3	В	13.2	В	-0.1	No	15.0	В	15.0	В	0.0	No
47	El Cajon Boulevard/30 th Street	25.0	С	24.8	С	-0.2	No	42.6	D	46.4	D	3.8	No
48	El Cajon Boulevard/Illinois Street	22.8	С	22.7	С	-0.1	No	27.4	С	27.2	С	-0.2	No
49	El Cajon Boulevard/I-805 SB ramps	17.5	В	18.4	В	0.9	No	44.6	D	50.1	D	5.5	No
50	El Cajon Boulevard/I-805 NB ramps	28.7	С	28.7	С	0.0	No	18.8	В	19.2	В	0.4	No
51	Park Boulevard/Howard Avenue*	10.3	В	10.5	В	0.2	No	11.9	В	11.9	В	0.0	No
52	Park Boulevard/Polk Avenue	8.1	А	8.2	А	0.1	No	9.7	Α	9.8	Α	0.1	No

Source: Wilson & Company 2011b

 Δ Delay = difference in delay between Existing Conditions and Existing Plus Full Project conditions ¹ Number corresponds to the number on Figure 5.2-1.

All intersections were analyzed as signalized unless otherwise noted by * or **. 2

* Indicates a one-way or two-way stop-controlled intersection. Delay and LOS are for stopped approach (worst case).

** Indicates all-way stop-controlled intersection.

Bold indicates intersections that would operate at LOS E or F.

Roadway Segments

Table 5.2-10, *Near-term (Year 2013) Conditions – Roadway Segments*, shows the ADT, LOS, and V/C for analyzed roadway segments under Near-term Without Project conditions, and Figure 5.2-11, *Near-term (Year 2013) Without Project ADT Volumes*, depicts the ADT of each analyzed roadway segment. In 2013 without the project, all analyzed segments of Park Boulevard and Lincoln Avenue would operate at LOS D or better. All analyzed segments of University Avenue (between Centre Street and Lincoln Avenue), however, would operate at LOS F under Near-term Without Project conditions. In addition, the following segments of North Park Way would operate at LOS E or F under Near-term Without Project conditions:

- North Park Way between 30th Street and Ray Street (LOS E);
- North Park Way between Ray Street and 31st Street (LOS F);
- North Park Way between 31st Street and 32nd Street (LOS F); and
- North Park Way between 32nd Street and Boundary Street (LOS E).

Within the traffic study area, segments of El Cajon Boulevard would operate at LOS D or better, with the exception of the following segment:

• El Cajon Boulevard between Illinois Street and I-805 SB ramps (LOS E)

Intersections

Table 5.2-11 *Near-term (Year 2013) Conditions – Intersections*, shows the average vehicle delay and LOS at each of the analyzed intersections under Near-term Without Project conditions. As shown in the table, all analyzed intersections would operate at LOS D or better during AM and PM peak periods under Near-term Without Project conditions, with the exception of the following intersection:

• North Park Way/I-805 SB ramps/Boundary Street (LOS F during the PM peak period)

		21,400			25,400			30,100			34,500		34,200	4	0,000	45,300		38	,800
t					20,100	El Cajo	n Blvd					El Cajo	on Blvd						El Cajon Blvd
l						Howard	Ave							Howard	Ave				33rd St
שייום קייכם		Georgia St	Florida St	Alabama St	Missippi St	Louisana St	Texas St	Arizona St	Hamilton St	Oregon St	ldaho St	Utah St	Kansas St	30th St	Ohio St	Illinois St	lowa St 32nd St		Orange Ave
						Polk	Ave							Polk	Ave			5 80 15	
			1,100		1,200			2,800			4,800		5,600		6,300	5,900		5,500	
ŀ	DAG 20,3					Lincoln	Ave							Linco	In Ave		20	9,700 -	
	png 20,3	00																28,100 -	29,50 19,4
	20,7	700	22,20	0	21	,100	22	2,400	23,1		20,3	00	22,000	22,4	100	22,000		28,000	Univers
				pama St	Mississippi St	htman St		U	niversity					North	Park Way	31st St	erman Ave		ancroft St
				Alab	Missi	a St	<u> </u>	Ave	Villa Terrace	Pershing Ave	28th St	utan st da Ave	3,900	7,700 Soth St	8,8	300	[≖] 9,20()	7,000
/ 		Robinso	n Ave	_		Louisana St	Arizona C+	Arnold Ave	Villa T	Pershi		da	5	30t					Boundary St
	Crestwood PI	Georgia Ct	Florida St						Landis St			in St Gran		-	Landis St				Bol
	restw	Florida Ct	Flori		Landi	St						Landis	St						
		Georgia S																	

UNIVERSITY AVENUE MOBILITY PLAN PROJECT

NEAR-TER	M (YEA)	R 2013		e 5.2-10 DITIONS –	ROADW	AY SE	GMEN	NTS		
Des daussi Sama anta		erm Wi Project	thout	Near-	term With F	Project (P	hase 1)		Δ	Simifican42
Roadway Segments	ADT	LOS	V/C	Number of Lanes	Capacity (LOS E)	ADT	LOS	V/C	V/C	Significant?
El Cajon Boulevard										
Park Boulevard to Florida Street	21,400	В	0.43	6 w/ RM	50,000	22,600	В	0.45	0.02	No
Florida Street to Texas Street	25,400	В	0.51	6 w/ RM	50,000	26,600	В	0.53	0.02	No
Texas Street to Oregon Street	30,100	С	0.60	6 w/ RM	50,000	31,300	C	0.63	0.02	No
Oregon Street to Utah Street	34,500	С	0.69	6 w/ RM	50,000	35,700	С	0.71	0.02	No
Utah Street to 30 th Street	34,200	С	0.68	6 w/ RM	50,000	35,400	С	0.71	0.02	No
30 th Street to Illinois Street	40,000	С	0.80	6 w/ RM	50,000	41,200	D	0.82	0.02	No
Illinois Street to I-805 SB ramps	45,300	Е	0.90	6 w/ RM	50,000	46,500	Е	0.93	0.03	Yes
I-805 SB ramps to I-805 NB ramps	38,800	С	0.78	6 w/ RM	50,000	39,200	С	0.78	0.01	No
I-805 NB ramps to 33 rd Street	35,100	С	0.70	6 w/ RM	50,000	35,500	С	0.71	0.01	No
Park Boulevard					•					
El Cajon Boulevard to Polk Avenue	12,200	Α	0.31	4 w/ RM	40,000	13,400	Α	0.34	0.03	No
Polk Avenue to University Avenue	14,500	Α	0.36	4 w/ RM	40,000	15,700	В	0.39	0.03	No
University Avenue to Robinson Avenue	15,600	В	0.39	4 w/ RM	40,000	15,600	В	0.39	0.00	No
Lincoln Avenue			•		•	•	•	•	•	•
Florida Street to Alabama Street	1,100	Α	0.14	2	8,000	1,100	Α	0.14	0.00	No
Alabama Street to Texas Street	1,200	Α	0.15	2	8,000	1,200	Α	0.15	0.00	No
Texas Street to Oregon Street	2,800	В	0.35	2	8,000	2,900	В	0.36	0.01	No
Oregon Street to Utah Street	4,800	С	0.60	2	8,000	4,900	С	0.61	0.01	No
Utah Street to 30 th Street	5,600	В	0.37	2 w/ CLTL	15,000	6,000	В	0.40	0.03	No
30 th Street to Illinois Street	6,300	В	0.42	2 w/ CLTL	15,000	6,750	В	0.45	0.03	No
Illinois Street to 32 nd Street	5,900	В	0.39	2 w/ CLTL	15,000	6,050	В	0.40	0.01	No
32 nd Street to Boundary Street	5,500	В	0.37	2 w/ CLTL	15,000	5,650	В	0.38	0.01	No
Boundary Street to 33 rd Street	5,000	В	0.33	2 w/ CLTL	15,000	5,150	В	0.34	0.01	No

NEAR-TER	RM (YEAR			5.2-10 (cont. DITIONS -	*	VAY SE	GME	NTS		
Des desses Comparts	Near-te	rm Wit roject	hout	Near-t	erm With P	Project (P	hase 1)		Δ	Significant?
Roadway Segments	ADT	LOS	V/C	Number of Lanes	Capacity (LOS E)	ADT	LOS	V/C	V/C	Significant?
University Avenue										
Centre Street to Park Boulevard	20,300	F	1.35	4	15,000	20,300	F	1.35	0.00	No
Park Boulevard to Florida Street	20,700	F	1.38	4	15,000	19,500	F	1.30	-0.08	No
Florida Street to Mississippi Street	22,200	F	1.48	4	15,000	21,000	F	1.40	-0.08	No
Mississippi Street to Texas Street	21,000	F	1.40	4	15,000	19,800	F	1.32	-0.08	No
Texas Street to Arnold Avenue	22,400	F	1.49	4 w/ CLTL	28,000	21,100	С	0.75	-0.74	No
Arnold Avenue to Idaho Street	23,100	F	1.54	4 w/ CLTL	28,000	21,800	С	0.78	-0.76	No
Idaho Street to Utah Street	20,300	F	1.35	4 w/ CLTL	28,000	19,000	С	0.68	-0.67	No
Utah Street to 30 th Street	22,000	F	1.47	2 w/ RM	18,600	19,800	F	1.06	-0.40	No
30 th Street to Grim Avenue	22,400	F	1.49	2 w/ RM	18,600	20,100	F	1.08	-0.41	No
Grim Avenue to 32 nd Street	22,000	F	1.96	2 w/ CLTL	14,000	20,600	F	1.47	-0.48	No
32 nd Street to Bancroft Street	28,000	F	2.49	2 w/ CLTL	14,000	26,600	F	1.90	-0.59	No
Bancroft Street to Boundary Street	28,100	F	1.87	2 w/ CLTL	14,000	26,700	F	1.91	0.03	Yes
Boundary Street to I-805 NB ramps	29,700	F	1.98	4	15,000	28,350	F	1.89	-0.09	No
I-805 NB ramps to Wabash Avenue	29,500	F	1.97	4	15,000	29,100	F	1.94	-0.03	No
Wabash Avenue to Lincoln Avenue	19,400	F	1.29	4	15,000	19,000	F	1.27	-0.03	No
North Park Way										
Utah Street to 30 th Street	3,900	С	0.49	2	8,000	4,500	С	0.56	0.08	No
30 th Street to Ray Street	7,700	Е	0.96	2	8,000	8,350	F	1.04	0.08	Yes**
Ray Street to 31 st Street	8,800	F	1.10	2	8,000	8,850	F	1.11	0.01	No
31 st Street to 32 nd Street	9,200	F	1.15	2	8,000	9,250	F	1.16	0.01	No
32 nd Street to Boundary Street	7,000	Е	0.88	2	8,000	7,050	Е	0.88	0.00	No

Source: Wilson & Company 2011a

CLTL = continuous left-turn lane; RM = raised median; Δ V/C = difference in V/C between Near-term With Project conditions and Near-term Without Project conditions

* Indicates three-lane roadway (two EB lanes and one WB lane). Capacity was derived by reducing Four-lane Collector capacity by one lane.

** Although the increase in V/C exceeds the significance thresholds, this roadway segment is not considered significant because (1) the roadway segment is built to its ultimate classification, (2) the closest signalized intersections on both ends of the segment would operate at LOS D or better under Near-term (Year 2013) With Project conditions, and (3) the roadway segment is calculated to operate at LOS D using the HCM peak hour arterial analysis.

Bold indicates roadway segments that would operate at LOS E or F.

	NEAR-TERM	I (YEAI		able 5. OCONI		NS – IN	ITERSE	CTIO	NS				
				AM Pea	k Perio	đ				PM Pea	nk Perio	d	
No. ¹	Intersections ²	Near- With Proj	out	Near With I	-term Project (se 1)	Δ Delay	Signif- icant?	Near- With Proj	out	Near- With F (Pha	•term Project	Δ Delay	Signif- icant?
		Delay (sec)	LOS	Delay (sec)	LOS	(sec)	icant:	Delay (sec)	LOS	Delay (sec)	LOS	(sec)	icant:
1	University Avenue/Park Boulevard	39.7	D	39.4	D	-0.3	No	41.8	D	31.4	С	-10.4	No
2	University Avenue/Florida Street	12.3	В	17.8	В	5.5	No	18.3	В	18.8	В	0.5	No
3	University Avenue/Alabama Street*	9.8	Α	9.8	Α	0.0	No	9.7	Α	9.8	Α	0.1	No
4	University Avenue/Mississippi Street	10.6	В	8.8	Α	-1.8	No	11.2	В	9.6	Α	-1.6	No
5	University Avenue/Louisiana Street*	15.5	C	15.1	С	-0.4	No	16.1	С	17.3	C	1.2	No
6	University Avenue/Texas Street	14.6	В	18.5	В	3.9	No	21.0	С	20.8	C	-0.2	No
7	University Avenue/Arizona Street*	18.8	С	17.6	С	-1.2	No	27.7	D	21.9	C	-5.8	No
8	University Avenue/Arnold Street*	13.6	В	5.3	Α	-8.3	No	18.9	С	5.0	Α	-13.9	No
9	University Avenue/Hamilton Street*	12.8	В	11.6	В	-1.2	No	13.9	В	11.1	В	-2.8	No
10	University Avenue/Villa Terrace*	13.0	В	11.9	В	-1.1	No	34.6	D	14.9	В	-19.7	No
11	University Avenue/Oregon Street*	15.2	C	5.3	Α	-9.9	No	19.2	С	6.0	Α	-13.2	No
12	University Avenue/Pershing Avenue*	14.4	В	13.6	В	-0.8	No	21.7	С	15.7	C	-6.0	No
13	University Avenue/Idaho Street*	17.7	С	18.7	С	1.0	No	27.8	D	26.5	D	-1.3	No
14	University Avenue/Utah Street	13.0	В	18.4	С	5.4	No	16.1	В	24.9	С	8.9	No
15	University Avenue/Granada Avenue*	11.3	В	11.0	В	-0.3	No	13.1	В	12.3	В	-0.8	No
16	University Avenue/Kansas Street*	11.3	В	11.3	В	0.0	No	13.5	В	13.0	В	-0.5	No
17	University Avenue/29 th Street*	13.0	В	11.7	В	-1.3	No	11.8	В	14.5	В	2.7	No
18	University Avenue/30 th Street	16.2	В	20.5	С	4.3	No	22.4	С	30.9	C	8.6	No
19	University Avenue/Ohio Street	3.7	Α	17.1	С	14.9	No	6.1	Α	4.4	Α	-1.7	No
20	University Avenue/Illinois Street/Grim Avenue	4.9	Α	7.7	Α	2.8	No	7.8	Α	14.2	В	6.4	No
21	University Avenue/31 st Street*	10.7	В	13.3	В	2.6	No	11.5	В	14.1	В	2.6	No
22	University Avenue/Iowa Street/Herman Avenue*	18.1	C	20.4	С	2.3	No	25.0	С	25.1	D	0.1	No
23	University Avenue/32 nd Street	15.2	В	20.4	С	5.2	No	13.9	В	21.7	В	7.8	No
24	University Avenue/Bancroft Street*	11.6	В	23.2	С	11.6	No	10.8	В	17.6	С	6.8	No

			Tabl	e 5.2-1	1 (cont	.)							
	NEAR-TERM	I (YEAF	R 2013) CON	DITIO	NS – IN	NTERSE	CTIO	NS				
				AM Pea	nk Perio	d				PM Pea	ak Perio	d	
No.1	Intersections ²	Near-1 With Proj	out	Near With I	-term Project (se 1)	Δ Delay	Signif- icant?	Near- With Pro	hout	Near- With I (Pha	-term Project	Δ Delay	Signif- icant?
		Delay (sec)	LOS	Delay (sec)	LOS	(sec)	icant:	Delay (sec)	LOS	Delay (sec)	LOS	(sec)	icant:
25	University Avenue/Boundary Street	31.2	С	24.0	С	-7.2	No	52.7	D	41.0	D	-11.7	No
26	University Avenue/Wabash Avenue/I-805 NB ramps	16.4	В	18.8	В	2.4	No	26.7	C	25.3	С	-1.4	No
27	North Park Way/Utah Street**	7.8	Α	7.9	Α	0.1	No	8.8	Α	8.9	Α	0.1	No
28	North Park Way/30 th Street	11.6	В	15.9	В	4.3	No	15.4	В	20.0	В	4.6	No
29	North Park Way/32 nd Street	13.8	В	13.8	В	0.0	No	18.2	В	19.2	В	1.0	No
30	North Park Way/I-805 SB ramps/Boundary Street**	13.6	В	13.6	В	0.0	No	129.2	F	133.3	F	4.1	Yes
31	Lincoln Avenue/Park Boulevard**	35.5	D	35.9	D	0.4	No	34.8	С	41.8	D	7.0	No
32	Lincoln Avenue/Florida Street**	7.9	Α	7.9	Α	0.0	No	8.6	Α	8.6	Α	0.0	No
33	Lincoln Avenue/Texas Street*	10.2	В	10.2	В	0.0	No	11.2	В	10.6	В	-0.6	No
34	Lincoln Avenue/Oregon Street**	8.1	Α	8.1	Α	0.0	No	8.6	Α	9.0	Α	0.4	No
35	Lincoln Avenue/Idaho Street**	8.1	Α	8.1	Α	0.0	No	9.0	Α	9.5	Α	0.5	No
36	Lincoln Avenue/Utah Street	7.5	Α	7.7	Α	0.2	No	7.2	Α	7.3	Α	0.1	No
37	Lincoln Avenue/30 th Street	13.6	В	19.5	В	5.9	No	15.3	В	20.6	В	5.3	No
38	Lincoln Avenue/Ohio Street**	8.4	Α	8.6	Α	0.2	No	12.3	В	17.6	С	5.3	No
39	Lincoln Avenue/Illinois Street**	8.1	Α	8.2	Α	0.1	No	10.6	В	16.4	С	5.8	No
40	Lincoln Avenue/32 nd Street	6.8	Α	6.8	Α	0.0	No	7.0	Α	6.7	Α	-0.3	No
41	Lincoln Avenue/Boundary Street*	12.0	В	12.0	В	0.0	No	13.4	В	14.7	В	1.3	No
42	El Cajon Boulevard/Park Boulevard	37.4	D	38.1	D	0.7	No	38.7	D	37.2	D	-1.5	No
43	El Cajon Boulevard/Florida Street	20.0	В	20.0	С	0.0	No	26.4	С	26.1	С	-0.3	No
44	El Cajon Boulevard/Texas Street	37.3	D	37.0	D	-0.3	No	52.3	D	53.7	D	1.4	No

bd

LOS

В

В

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С

Α

Delay

(sec)

16.5

15.6

61.2

28.4

54.9

20.7

21.6

9.7

Delay

(sec)

16.5

15.7

52.6

28.9

47.7

19.7

21.5

9.8

LOS

В

В

D

С

D

В

С

Α

Δ

Delay

(sec)

0.0

-0.1

8.6

-0.5

7.2

1.0

0.1

-0.1

Signif-

icant?

No

No

Yes

No

No

No

No

No

NEAR-TER	Tabl M (YEAR 2013	le 5.2-11 (cont.) CONDITIO	/	ITERSE	CTIONS	
		AM Peak Perio	d			PM Peak Perio
	Near-term	Near-term			Near-term	Near-term
Intersections ²	Without	With Project	Δ	Cianif	Without	With Project
intersections	Project	(Phase 1)	Delay	Signif- icant?	Project	(Phase 1)
	DI	DI		icant:		

Delav

(sec)

12.0

14.9

28.4

22.1

19.4

27.3

30.4

9.3

LOS

В

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С

В

С

С

Α

LOS

В

В

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С

В

С

С

В

(sec)

-0.2

0.1

-0.1

-0.2

0.8

0.0

1.1

-0.1

No

No

No

No

No

No

No

No

Delay

(sec)

12.2

14.8

28.5

22.3

18.6

27.3

29.3

9.4

Source: Wilson & Company 2011a

No.1

45

46

47

48

49

50

51

52

 Δ Delay = difference in delay between Near-term With Project conditions and Near-term Without Project conditions

¹ Number corresponds to the number on Figure 5.2-1

Park Boulevard/Polk Avenue

El Cajon Boulevard/Oregon Street

El Cajon Boulevard/Illinois Street

Park Boulevard/Howard Avenue*

El Cajon Boulevard/I-805 SB ramps

El Cajon Boulevard/I-805 NB ramps

El Cajon Boulevard/Utah Street

El Cajon Boulevard/30th Street

² All intersections were analyzed as signalized unless otherwise noted by * or **.

* Indicates a one-way or two-way stop-controlled intersection. Delay and LOS are for stopped approach (worst case).

** Indicates all-way stop-controlled intersection.

Bold indicates intersections that would operate at LOS E or F.

Near-term (Year 2013) With Project (Phase 1)

The Near-term With Project scenario assumes that Phase 1 of the project is complete, as well as the other improvements mentioned above under "Near-term (Year 2013) Without Project."

Roadway Segments

Table 5.2-10 shows the ADT, LOS, and V/C for analyzed roadway segments under Near-term With Project (Phase 1) conditions, and Figure 5.2-12, *Near-term (Year 2013) With Project (Phase 1) ADT Volumes*, depicts the ADT of each analyzed roadway segment.

Under Near-term With Project (Phase 1) conditions, all analyzed segments of Park Boulevard and Lincoln Avenue would operate at LOS D or better. Therefore, although the V/C along some segments of these roadway segments would increase, direct impacts to roadways segments along Park Boulevard and Lincoln Avenue would be less than significant because these segments would not operate at LOS E or F.

All analyzed segments of El Cajon Boulevard would operate at LOS D or better with the project (Phase 1) except for the following segment:

• El Cajon Boulevard between Illinois Street and the I-805 SB ramps (LOS E).

With the project, the LOS along this segment would continue to operate LOS E, but the V/C would increase by 0.03, which would exceed the significance threshold of greater than 0.02. Therefore, direct impacts to this roadway segment along El Cajon Boulevard would be significant.

Under Near-term Without Project conditions, all analyzed segments of University Avenue would operate at LOS F. With implementation of Phase 1, all analyzed University Avenue segments would continue to operate at LOS F, except for the following, which would operate at LOS D or better:

- Texas Street to Arnold Avenue;
- Arnold Avenue to Idaho Street; and
- Idaho Street to Utah Street.

The LOS along these three segments of University Avenue would improve from F to C with Phase 1 of the project.

For the segments that would continue to operate at LOS F with Phase 1 of the project, the V/C would not change or would decrease with the exception of one segment. The following segment of University Avenue would continue to operate at LOS F under Near-term With Project (Phase 1) conditions:

• University Avenue between Bancroft Street and Boundary Street (LOS F)

L		22,600			26,6			31,300			35,700		35,400	4	1,200	46,500		X	35,500
		Georgia St	Florida St	Alabama St	Missippi St	El Cajo Howard tonisana St	Ave	Arizona St	Hamilton St	Oregon St	o St		Pansas St	Howard	St	is St	St St		El Cajon Blvd
1		Geo	Flo	Alak	Missi	Polk	Texas	Arizo	Ham	Oreg	Idaho St	Utah St	Kans	30th St Bolk	oido Ave	Illinois St	lowa St 32nd St	Boundary St	m m D-lli
-	park Blvd		1,100		1,20	0 Lincoln	Ave	2,900			4,900		6,000	Lincoln	<i>,</i>	6,050		5,650 8,350 -	29
_	19,50		21,00	0		9,800	21	,100	21,8		19,0	00	19,800) 20,10	0	20,600		26,700 26,600	
	Crestwood Pl	Robinsor Georgia Ct Florida Ct Florida Ct S S S S S S S		Alabama St	Landi	Louisa		Arnold Ave	Niversity Alla Terrace Landis St	Pershing Ave		Cranada Ave Granada Ave Francia	4,500 4,500 4,500 4,50 4,50 4,50 4,50 4,50 4,	North Pa 8,350 8,350 La	andis St		^в лу ченша 9,25 0		Boundary St

Near-term (Year 2013) With Project (Phase I) ADT Volumes

UNIVERSITY AVENUE MOBILITY PLAN PROJECT

The change in V/C would be 0.03 along this segment, which exceeds the significance threshold of greater than 0.01 for this segment. Direct impacts to this roadway segment would be significant.

Roadway segments of University Avenue that would experience no change or a decrease in V/C due to the project (Phase 1) would not result in significant direct traffic impacts because the project would improve roadway operations. University Avenue between Texas Street and Bancroft Avenue would experience improved traffic flows primarily due to the center median and left-turn pockets, which would provide a buffer between the two directions of traffic and supply an area for motorists making left-turn movements at unsignalized intersections to queue up without blocking the through movement.

The four segments of North Park Way that would operate at LOS E or F under Near-term Without Project conditions would continue to operate at LOS E or F with the project (Phase 1) and include the following:

- North Park Way between 30th Street and Ray Street (LOS E);
- North Park Way between Ray Street and 31st Street (LOS F);
- North Park Way between 31st Street and 32nd Street (LOS F); and
- North Park Way between 32nd Street and Boundary Street (LOS E).

The V/C for the following three of these four roadway segments would not change or would not increase by more than 0.01, which does not exceed the significance threshold of greater than 0.01:

- North Park Way between Ray Street and 31st Street;
- North Park Way between 31st Street and 32nd Street; and
- North Park Way between 32nd Street and Boundary Street.

Accordingly, direct impacts to these segments would be less than significant.

The segment of North Park Way between 30th Street and Ray Street would continue to operate at LOS F under Near-term With Project conditions, and the change in V/C would increase by 0.08 along this segment. Although the V/C increase would exceed the City's significance threshold of greater than 0.01 (for roadway segments operating at LOS F), the direct impact is not considered significant because: (1) this segment of North Park Way is built to its ultimate classification, (2) the closest signalized intersections on both ends of this segment (i.e., North Park Way/30th Street and North Park Way/32nd Street) would operate at LOS D or better under Near-term (2013) With Project (Phase 1) conditions, and (3) the roadway segment is calculated to operate at LOS D using the HCM peak hour arterial analysis (as opposed to the 24-hour analysis).

Intersections

Table 5.2-11 shows the average vehicle delay and LOS at each of the analyzed intersections under Near-term With Project (Phase 1) conditions. As shown in the table, all analyzed intersections would operate at LOS D or better during AM and PM peak periods except for the following two intersections:

- North Park Way/I-805 SB ramps/Boundary Street (LOS F during PM peak period); and
- El Cajon Boulevard/30th Street (LOS E during PM peak period).

The intersection of North Park Way/I-805 SB ramps/Boundary Street would continue to operate at LOS F during the PM peak period with the project and would experience an increase in delay of 4.1 seconds, which exceeds the significance threshold of greater than 1.0 second. The LOS of El Cajon Boulevard/30th Street would degrade from D to E during the PM peak period with the project and would experience an increase in delay of 8.6 seconds. Accordingly, direct impacts at these two intersections would be potentially significant under Near-term With Project (Phase 1) conditions.

No significant direct impacts would occur to the other analyzed intersections under Near-term With Project (Phase 1) conditions. In fact, delays at 24 out 52 analyzed intersections would decrease in the AM, PM, or both peak periods with implementation of the project (refer to Table 5.2-11).

The improvements in delay times along University Avenue would be due to the proposed coordinated signal timing and phasing improvements, the restriction of turning movements at certain unsignalized intersections, and the addition of left-turn pockets and the center medians. Improvements in delay times at intersections along Lincoln Avenue and El Cajon Boulevard would occur because the addition of diverted traffic from University Avenue to various intersection turn movements on these two roadways would improve signal timing utilization (i.e., more vehicles would utilize the allocated minimum green light time, thereby reducing wait times at some intersection movements that currently experience longer minimum green times than vehicles traveling through the intersection).

Year 2030 Without Project

The Year 2030 Without Project scenario analyzes traffic conditions in the year 2030 without implementation of the project. Year 2030 traffic volumes were obtained from the SANDAG Series 11 Transportation Model.

Roadway Segments

Table 5.1-12, *Year 2030 Conditions – Roadway Segments*, shows the ADT, LOS, and V/C for analyzed roadway segments under Year 2030 Without Project conditions, and Figure 5.2-13, *Year 2030 Without Project ADT Volumes*, depicts the ADT of each analyzed roadway segment.

	28,000			32,0			39,000			41,000		41,000	43,00	0 47,00	0	44,50	44,000
Park Blvd	Georgia St	Florida St Alabama St		Missippi St	El Cajo Howard ts Lonisaua		Arizona St	Hamilton St	Oregon St	Idaho St	Utah St	PANS St Hansas St	30th St Homman Ane Ohio St	Illinois St	lowa St 32nd St	EI	Cajon Blvd ts pr S Orange Ave
Pa	 1,000	1,400		1,60	Lincoln	Ave	3,800			6,400		7,500	Polk Ave 8,400 Lincoln Ave		3	7,400 88,000 86,000	Polk Ave 6,700 36,800
22,0	Robinso		Alabama St	opi St	Louisana St		Arnold Ave	32,0 Iniversity	Pershing Ave				24,000	Grim Ave 31st St	36,000 36,000 10,000	32nd St Bancroft St	Univers

Source: Wilson & Company 2011a E\ArcGIS\S\SDD-15 UniversityAvenue\Map\ENV\EIR\Fig5-2-8_2030_Without_ADT.indd -EV

Year 2030 Without Project ADT Volumes

UNIVERSITY AVENUE MOBILITY PLAN PROJECT

YE	AR 2030	CONE		le 5.2-12 S – ROAD'	WAY SEG	MENTS	;								
Doodway Someonta		030 Wit Project	hout		Year 2030 V	Vith Projec	et		Δ	Significant?					
Roadway Segments	ADT	LOS	V/C	Number of Lanes	Capacity (LOS E)*	ADT	LOS	V/C	V/C	Significant:					
El Cajon Boulevard															
Park Boulevard to Florida Street	28,000	В	0.56	6 w/ RM	50,000	29,300	C	0.59	0.03	No					
Florida Street to Texas Street	32,000	С	0.64	6 w/ RM	50,000	33,300	C	0.67	0.03	No					
Texas Street to Oregon Street															
Oregon Street to Utah Street	0.85	0.03	No												
Utah Street to 30 th Street	41,000	D	0.82	6 w/ RM	50,000	42,300	D	0.85	0.03	No					
30 th Street to Illinois Street	43,000	D	0.86	6 w/ RM	50,000	44,300	D	0.89	0.03	No					
Illinois Street to I-805 SB ramps	47,000	Е	0.94	6 w/ RM	50,000	48,300	Е	0.97	0.03	Yes					
I-805 SB ramps to I-805 NB ramps	44,500	D	0.89	6 w/ RM	50,000	44,930	D	0.90	0.01	No					
I-805 NB ramps to 33 rd Street	44,000	С	0.88	6 w/ RM	50,000	44,430	D	0.89	0.01	No					
Park Boulevard															
El Cajon Boulevard to Polk Avenue	17,000	В	0.43	4 w/ RM	40,000	18,300	В	0.46	0.03	No					
Polk Avenue to University Avenue	19,000	В	0.48	4 w/ RM	40,000	20,300	В	0.51	0.03	No					
University Avenue to Robinson Avenue	20,000	В	0.50	4 w/ RM	40,000	21,300	C	0.53	0.03	No					
Lincoln Avenue															
Florida Street to Alabama Street	1,400	Α	0.18	2	8,000	1,550	Α	0.19	0.02	No					
Alabama Street to Texas Street	1,600	Α	0.20	2	8,000	1,900	Α	0.24	0.04	No					
Texas Street to Oregon Street	3,800	С	0.48	2	8,000	4,800	C	0.60	0.13	No					
Oregon Street to Utah Street	6,400	D	0.80	2	8,000	6,900	Е	0.86	0.06	Yes					
Utah Street to 30 th Street	7,500	С	0.50	2 w/ CLTL	15,000	8,050	C	0.54	0.04	No					
30 th Street to Illinois Street	8,400	C	0.56	2 w/ CLTL	15,000	9,000	С	0.60	0.04	No					
Illinois Street to 32 nd Street	7,900	С	0.53	2 w/ CLTL	15,000	8,550	C	0.57	0.04	No					
32 nd Street to Boundary Street	7,400	С	0.49	2 w/ CLTL	15,000	7,800	C	0.52	0.03	No					
Boundary Street to 33 rd Street	6,700	В	0.45	2 w/ CLTL	15,000	6,850	В	0.46	0.01	No					

YI	EAR 2030 (5.2-12 (cont NS – ROAL		GMENT	S			
Des druger Cosmonte	Year 20 Pi	30 Witl roject	hout		Year 2030 W	ith Projec	:t		Δ	Significant?
Roadway Segments	ADT	LOS	V/C	Number of Lanes	Capacity (LOS E)*	ADT	LOS	V/C	V/C	Significant?
University Avenue										
Centre Street to Park Boulevard	21,000	F	1.40	4	15,000	21,000	F	1.40	0.00	No
Park Boulevard to Florida Street	22,000	F	1.47	4	15,000	20,700	F	1.38	-0.09	No
Florida Street to Mississippi Street	24,000	F	1.60	3** w/ RM	28,000	22,550	D	0.81	-0.79	No
Mississippi Street to Texas Street	24,000	F	1.60	3** w/ RM	28,000	22,400	D	0.80	-0.80	No
Texas Street to Arnold Avenue	30,000	F	2.00	3** w/ RM	28,000	27,700	Е	0.99	-1.01	No
Arnold Avenue to Idaho Street	32,000	F	2.13	3** w/ RM	28,000	29,700	F	1.06	-1.07	No
Idaho Street to Utah Street	24,000	F	1.60	3** w/ RM	28,000	22,200	D	0.79	-0.81	No
Utah Street to 30 th Street	25,000	F	1.67	2 w/ RM	18,600	22,250	F	1.20	-0.47	No
30 th Street to Grim Avenue	24,000	F	1.60	2 w/ RM	18,600	21,150	F	1.14	-0.46	No
Grim Avenue to 32 nd Street	30,000	F	2.67	2 w/ RM	18,600	28,000	F	1.51	-1.16	No
32 nd Street to Bancroft Street	36,000	F	3.20	2 w/ RM	18,600	34,050	F	1.83	-1.37	No
Bancroft Street to Boundary Street	36,000	F	2.40	2 w/ RM	18,600	34,500	F	1.85	-0.55	No
Boundary Street to I-805 NB ramps	38,000	F	2.53	4	15,000	36,550	F	2.44	-0.10	No
I-805 NB ramps to Wabash Avenue	36,800	F	2.45	4	15,000	36,370	F	2.42	-0.03	No
Wabash Avenue to Lincoln Avenue	24,000	F	1.60	4	15,000	23,570	F	1.57	-0.03	No
North Park Way										
Utah Street to 30 th Street	7,000	Е	0.88	2	8,000	7,900	Ε	0.99	0.11	Yes
30 th Street to Ray Street	10,000	F	1.25	2	8,000	10,950	F	1.37	0.12	Yes***
Ray Street to 31 st Street	10,000	F	1.25	2	8,000	10,050	F	1.26	0.01	No
31 st Street to 32 nd Street	10,000	F	1.25	2	8,000	10,250	F	1.28	0.03	Yes***
32 nd Street to Boundary Street	10,000	F	1.25	2	8,000	10,050	F	1.26	0.01	No

Source: Wilson & Company 2011a

CLTL = continuous left-turn lane; RM = raised median; Δ V/C = difference in V/C between Year 2030 With Project conditions and Year 2030 Without Project conditions

* Roadway capacities along University Avenue between Florida Street and Boundary Street were reduced by seven percent due to the projected 10-foot lane widths that would be required with implementation of the project.

** Indicates three-lane roadway (two EB lanes and one WB lane). Capacity was derived by reducing Four-lane Collector capacity by one lane.

***Although the increase in V/C exceeds the significance thresholds, this roadway segment is not considered significant because (1) the roadway segment is built to its ultimate classification, (2) the closest signalized intersections on both ends of the segment would operate at LOS D or better under Year 2030 With Project conditions, and (3) the roadway segment is calculated to operate at LOS D using the HCM peak hour arterial analysis.

Bold indicates roadway segments that would operate at LOS E or F.

In 2030 without the project, all analyzed segments of Park Boulevard and Lincoln Avenue would operate at LOS D or better. All segments of El Cajon Boulevard would operate at LOS D or better, with the exception of the following segment:

• El Cajon Boulevard between Illinois Street and I-805 SB ramps (LOS E)

All analyzed segments of University Avenue would operate at LOS F under Year 2030 Without Project conditions. All five analyzed segments of North Park Way would operate at LOS E or F under Year 2030 Without Project conditions.

Intersections

Table 5.2-13, *Year 2030 Conditions – Intersections*, shows the average vehicle delay and LOS at each of the analyzed intersections under Year 2030 Without Project conditions. As shown in the table, all analyzed intersections would operate at LOS D or better during AM and PM peak periods under Year 2030 Without Project conditions, with the exception of the following 11 intersections during the PM peak period:

- University Avenue/Arizona Street (LOS F);
- University Avenue/Villa Terrace (LOS E);
- University Avenue/Oregon Street (LOS E);
- University Avenue/Pershing Avenue (LOS E);
- University Avenue/Idaho Street (LOS F);
- University Avenue/Iowa Street/Herman Avenue (LOS E);
- University Avenue/Boundary Street (LOS F);
- North Park Way/I-805 SB ramps/Boundary Street (LOS F);
- El Cajon Boulevard/Texas Street (LOS E);
- El Cajon Boulevard/30th Street (LOS E); and
- El Cajon Boulevard/I-805 SB ramps (LOS E).

Year 2030 With Project

Under the Year 2030 With Project scenario, all proposed improvements of the project have been completed and traffic conditions are compared to Year 2030 Without Project conditions.

Roadway Segments

Table 5.2-12 shows the ADT, LOS, and V/C for analyzed roadway segments under Year 2030 With Project conditions, and Figure 5.2-14, *Year 2030 With Project ADT Volumes*, depicts the ADT of each analyzed roadway segment.

In 2030 with the project, all analyzed segments of El Cajon Boulevard, Park Boulevard, and Lincoln Avenue would operate at LOS D or better, with the exception of the following:

- El Cajon Boulevard between Illinois Street and I-805 SB ramps (LOS E); and
- Lincoln Avenue between Oregon Street and Utah Street (LOS E).

		YEA	AR 203		Fable 5 DITION	5.2-13 NS – INTE	RSECT	IONS					
				AM Pe	ak Perio	od				PM P	eak Peri	od	
No. ¹	Intersections ²	Year 2 With Proj	out	Year 203 Proje	0 With	Δ Delay	Signif-	Year 2 With Proj	out	Year 2 With Pi	2030	Δ Delay	Signif-
		Delay (sec)	LOS	Delay (sec)	LOS	(sec)	icant?	Delay (sec)	LOS	Delay (sec)	LOS	(sec)	icant?
1	University Avenue/Park Boulevard	42.6	D	42.4	D	-0.2	No	47.5	D	45.3	D	-2.2	No
2	University Avenue/Florida Street	14.6	В	24.3	С	9.7	No	20.0	В	27.6	С	7.6	No
3	University Avenue/Alabama Street*	9.7	Α	13.8	В	4.1	No	9.6	Α	13.3	В	3.7	No
4	University Avenue/Mississippi Street	12.5	В	21.5	С	9.0	No	13.6	В	22.6	С	9.0	No
5	University Avenue/Louisiana Street*	19.6	С	14.0	В	-5.6	No	19.1	С	13.3	В	-5.8	No
6	University Avenue/Texas Street	16.3	В	27.2	С	10.9	No	24.4	С	33.8	С	9.4	No
7	University Avenue/Arizona Street*	32.9	D	14.5	В	-18.4	No	94.5	F	14.2	В	-80.3	No
8	University Avenue/Arnold Street*	17.2	С	17.3	В	0.1	No	33.6	D	16.1	В	-17.5	No
9	University Avenue/Hamilton Street*	15.9	С	14.7	В	-1.2	No	20.3	С	16.4	С	-3.9	No
10	University Avenue/Villa Terrace*	16.2	С	11.4	В	-4.8	No	45.5	Ε	9.9	А	-35.6	No
11	University Avenue/Oregon Street*	20.6	С	11.2	В	-9.4	No	35.3	Ε	14.6	В	-20.7	No
12	University Avenue/Pershing Avenue*	18.2	С	10.0	В	-8.2	No	39.5	Ε	11.1	В	-28.4	No
13	University Avenue/Idaho Street*	28.9	D	13.0	В	-15.9	No	154.7	F	14.8	В	-139.9	No
14	University Avenue/Utah Street	13.5	В	47.1	D	33.6	No	21.6	С	42.5	D	20.9	No
15	University Avenue/Granada Avenue*	13.2	В	11.8	В	-1.4	No	18.4	С	14.6	В	-3.8	No
16	University Avenue/Kansas Street*	13.7	В	12.3	В	-1.4	No	16.9	С	14.2	В	-2.7	No
17	University Avenue/29th Street*	15.7	С	11.8	В	-3.9	No	12.6	В	15.1	С	2.5	No
18	University Avenue/30 th Street	17.0	В	33.3	С	16.3	No	27.6	С	51.2	D	23.6	No
19	University Avenue/Ohio Street	3.9	Α	12.9	В	9.0	No	6.2	Α	13.9	В	7.7	No
20	University Avenue/Illinois Street/Grim Avenue	5.4	А	12.5	В	7.1	No	10.5	А	22.7	C	12.2	No
21	University Avenue/31 st Street*	11.5	В	14.2	В	2.7	No	11.9	В	13.5	В	1.6	No
22	University Avenue/Iowa Street/Herman Avenue*	27.0	D	14.8	В	-12.2	No	42.8	Е	14.2	В	-28.6	No
23	University Avenue/32 nd Street	16.2	В	28.4	С	12.2	No	15.0	В	34.0	С	19.0	No
24	University Avenue/Bancroft Street	11.6	В	29.8	D	18.2	No	10.9	В	21.7	С	10.8	No

	29,3	00	33,30	0 El Cajo	ph Blvd	40,300			42,300	El Cajo	42,300 n Blvd	44,	<u>300 48,3</u>		44,430 El Cajon Blvd
/ 18,300	Park Blvd Georgia St	Florida St Alabama St	Missippi St	Louisana St Louisana St	Texas St	Arizona St	Hamilton St	Oregon St	ldaho St	Utah St	Kansas St	30th St Ohio St	Illinois St	lowa St 32nd St	Orange Ave
/ 20,300	ph/81,000	1,550	1,90		Ave Ave	4,800			6,900		8,050	Polk Ave	000 8,55	Striburi	Polk A 6,850 36,3
21,300	Georgia	son Ave	Alabama St Missibsippi St A	ichtman S tonicaua St Jis St		Arnold Ave	29,700 nive sity agent Alla Landis St	Pershing Ave	22,200	da Ave		21,150 North Park V 10,950 Hom Land	10,050	00 34,050	Boundary St Boundary St

Source: Wilson & Company 2011a E\ArcGIS\S\SDD-15 UniversityAvenue\Map\ENV\EIR\Fig5-2-14_2030_With_ADT.indd -EV

Year 2030 With Project ADT Volumes

UNIVERSITY AVENUE MOBILITY PLAN PROJECT

	YEA	R 2030 C		e 5.2-13 TIONS			CTIONS	5					
				AM Pea	k Period	1				PM Pea	k Perio	d	
No.1	Intersections ²	Year 2 With Proje	out	Year With I		Δ Delay	Signif- icant?	Year With Proj	nout	Year With P		Δ Delay	Signif- icant?
		Delay (sec)	LOS	Delay (sec)	LOS	(sec)	icant.	Delay (sec)	LOS	Delay (sec)	LOS	(sec)	icant.
25	University Avenue/Boundary Street	35.4	D	38.5	D	3.1	No	86.4	F	56.8	Ε	-29.6	No
26	University Avenue/Wabash Avenue/I-805 NB ramps	18.2	В	23.9	С	5.7	No	39.4	D	40.1	D	0.7	No
27	North Park Way/Utah Street**	8.0	А	8.9	А	0.9	No	9.1	А	10.9	В	1.8	No
28	North Park Way/30 th Street	13.3	В	15.5	В	2.2	No	17.3	В	20.8	В	3.5	No
29	North Park Way/32 nd Street	14.9	В	14.7	В	-0.2	No	20.4	С	21.7	С	1.3	No
30	North Park Way/I-805 SB ramps/Boundary Street**	16.1	C	16.3	С	0.2	No	203.4	F	210.3	F	6.9	Yes
31	Lincoln Avenue/Park Boulevard**	33.3	С	32.3	С	-1.0	No	49.1	D	50.2	D	1.1	No
32	Lincoln Avenue/Florida Street**	8.2	Α	8.2	А	0.0	No	9.0	Α	9.0	Α	0.0	No
33	Lincoln Avenue/Texas Street*	10.3	В	10.7	В	0.4	No	11.5	В	11.4	В	-0.1	No
34	Lincoln Avenue/Oregon Street**	8.6	Α	8.9	А	0.3	No	9.3	Α	11.1	В	1.8	No
35	Lincoln Avenue/Idaho Street**	8.5	Α	8.8	А	0.3	No	9.9	Α	12.4	В	2.5	No
36	Lincoln Avenue/Utah Street	7.6	Α	7.8	А	0.2	No	7.2	Α	7.7	Α	0.5	No
37	Lincoln Avenue/30 th Street	14.6	В	19.9	С	5.3	No	16.8	В	24.0	С	7.2	No
38	Lincoln Avenue/Ohio Street**	9.2	Α	9.3	А	0.1	No	16.7	С	36.6	Е	19.9	Yes
39	Lincoln Avenue/Illinois Street**	8.8	Α	9.1	В	0.3	No	13.0	В	42.2	Е	29.2	Yes
40	Lincoln Avenue/32 nd Street	6.5	Α	6.8	А	0.3	No	6.9	Α	7.4	Α	0.5	No
41	Lincoln Avenue/Boundary Street*	13.4	В	14.4	С	1.0	No	15.8	С	20.3	С	4.5	No
42	El Cajon Boulevard/Park Boulevard	38.9	D	39.2	D	0.3	No	39.9	D	47.4	D	7.5	No
43	El Cajon Boulevard/Florida Street	21.2	С	20.9	С	-0.3	No	27.8	С	27.7	С	-0.1	No
44	El Cajon Boulevard/Texas Street	38.8	D	38.7	D	-0.1	No	64.0	Ε	65.3	Ε	1.3	No

		YEAF	R 2030		5.2-13 FIONS	(cont.) – INTERS	SECTIO	NS					
				AM Pe	ak Perio	d				PM Pe	eak Peri	od	•
No. ¹	Intersections ²	Year 2 With Proj	out	Year 203 Proje		Δ Delay	Signif-	Year With Proj	nout	Year 2 With Pi		Δ Delay	Signif- icant?
		Delay (sec)	LOS	Delay (sec)	LOS	(sec)	icant?	Delay (sec)	LOS	Delay (sec)	LOS	(sec)	icant:
45	El Cajon Boulevard/Oregon Street	13.2	В	13.0	В	-0.2	No	19.0	В	19.1	В	0.1	No
46	El Cajon Boulevard/Utah Street	17.3	В	17.5	В	0.2	No	19.0	В	19.1	В	0.1	No
47	El Cajon Boulevard/30 th Street	29.5	С	29.4	С	-0.1	No	77.0	Е	90.2	F	13.2	Yes
48	El Cajon Boulevard/Illinois Street	26.6	С	26.7	С	0.1	No	32.1	С	31.7	С	-0.4	No
49	El Cajon Boulevard/I-805 SB ramps	19.8	В	20.7	В	0.9	No	59.8	Ε	71.3	Ε	11.1	Yes
50	El Cajon Boulevard/I-805 NB ramps	27.5	С	27.5	С	0.0	No	21.2	С	21.7	С	0.5	No
51	Park Boulevard/Howard Avenue*	20.8	С	20.0	В	-0.8	No	20.4	С	19.7	В	-0.7	No
52	Park Boulevard/Polk Avenue	10.4	В	10.5	В	0.1	No	9.9	Α	10.9	В	1.0	No

Source: Wilson & Company 2011 Δ Delay = difference in delay between Year 2030 With Project conditions and Year 2030 Without Project conditions ¹ Number corresponds to the number on Figure 5.2-1. ² All intersections were analyzed as signalized unless otherwise noted by * or **. * Indicates a one-way or two-way stop-controlled intersection. Delay and LOS are for stopped approach (worst case).

** Indicates all-way stop-controlled intersection.

Bold indicates intersections that would operate at LOS E or F.

The segment of El Cajon Boulevard between Illinois Street and I-805 SB ramps would operate at LOS E with or without the project; however, the V/C increase along this roadway segment (0.03) exceeds the significance threshold of greater than 0.02. Accordingly, cumulative impacts to this roadway segment would be significant.

The LOS along the segment of Lincoln Avenue between Oregon Street and Utah Street would degrade from D to E with the project, and the V/C would increase by 0.06, which exceeds the significance threshold of greater than 0.02. Cumulative impacts to this roadway segment would be significant.

Cumulative impacts to all other analyzed roadway segments along El Cajon Boulevard, Park Boulevard, and Lincoln Avenue would be less than significant because the segments would operate at an acceptable LOS.

Under year 2030 Without Project conditions, all analyzed segments of University Avenue would operate at LOS F. With implementation of the project, these segments would continue to operate at LOS F, except for the following, which would operate at LOS D or better:

- Florida Street to Mississippi Street;
- Mississippi Street to Texas Street;
- Texas Street to Arnold Street; and
- Idaho Street to Utah Street.

The LOS along three of these four segments of University Avenue would improve from F to D with the project (Florida Street to Mississippi Street, Mississippi Street to Texas Street, and Idaho Street to Utah Street), and the fourth roadway segment would improve from LOS F to E (Texas Street to Arnold Street). Although the remaining segments of University Avenue would continue to operate at LOS F with the project, the V/C would decrease or remain the same with project implementation. Because the project would improve operating conditions along University Avenue roadway segments, no significant cumulative traffic impacts would occur to segments of University Avenue under Year 2030 With Project conditions.

All analyzed segments of North Park Way would continue to operate at LOS E or F under Year 2030 With Project conditions. The following segments of North Park Way, however, would experience an increase in V/C of 0.01, which does not exceed the significance threshold of greater than 0.01 for segments operating at LOS F:

- North Park Way between Ray Street and 31st Street; and
- North Park Way between 32nd Street to Boundary Street.

Therefore, cumulative impacts to these two segments of North Park Way would be less than significant.

The remaining analyzed segments of North Park Way would experience an increase in V/C that exceeds the significance thresholds of greater than 0.01 (for segments operating at LOS E) or 0.02 (for segments operating at LOS F) and include the following:

- North Park Way between Utah Street to 30th Street (LOS E);
- North Park Way between 30th Street and Ray Street (LOS F; and
- North Park Way between 31st Street and 32nd Street (LOS F).

Cumulative impacts to the segment of North Park Way between Utah Street and 30th Street would be significant. However, cumulative impacts to the other two segments of North Park Way (between 30th Street and Ray and between 31st Street and 32nd Street) are not considered significant for the following reasons: (1) these segments of North Park Way are built to their ultimate classification, (2) the closest signalized intersections on both ends of the segments between 30th Street and Ray Street, and 31st Street and 32nd Street would operate at LOS D or better under Year 2030 With Project conditions, and (3) these roadway segments are calculated to operate at LOS D using the HCM peak hour arterial analysis (as opposed to the 24-hour analysis).

Intersections

Table 5.2-13 shows the average vehicle delay and LOS at each of the analyzed intersections under Year 2030 With Project conditions. As shown in the table, all analyzed intersections would operate at LOS D or better during AM and PM peak periods under Year 2030 With Project conditions, with the exception of the following seven intersections during the PM peak period:

- University Avenue/Boundary Street (LOS E);
- North Park Way/I-805 SB ramps/Boundary Street (LOS F);
- Lincoln Avenue/Ohio Street (LOS E);
- Lincoln Avenue/Illinois Street (LOS E);
- El Cajon Boulevard/Texas Street (LOS E);
- El Cajon Boulevard/30th Street (LOS E); and
- El Cajon Boulevard/I-805 SB ramps (LOS E).

With project implementation, the LOS at the University Avenue/Boundary Street intersection would improve from F to E in the PM peak period with a corresponding reduction in delay (29.6 seconds). Therefore, no cumulative traffic impacts would occur to this intersection.

The intersection of El Cajon Boulevard/Texas Street would operate at LOS E with or without the project in 2030; however, delays at this intersection would increase by 1.3 seconds, which does not exceed the significance threshold of greater than 2.0 seconds. As a result, cumulative impacts to this intersection would be less than significant.

The remaining five intersections would experience increases in delays that exceed the significance thresholds of greater than 1.0 or 2.0 seconds (for intersections that would operate at LOS E or F, respectively) and include the following:

- North Park Way/I-805 SB ramps/Boundary Street (LOS F during the PM peak period);
- Lincoln Avenue/Ohio Street (LOS E during the PM peak period);

- Lincoln Street/Illinois Street (LOS E during the PM peak period);
- El Cajon Boulevard/30th Street (LOS F during the PM peak period); and
- El Cajon Boulevard/I-805 SB ramps (LOS E during the PM peak period).

Cumulative impacts to these five intersections would be potentially significant under Year 2030 With Project conditions.

No significant cumulative traffic impacts would occur to the other analyzed intersections under Year 2030 With Project conditions. In fact, delays at 23 out of 52 analyzed intersections would decrease in the AM, PM, or both peak periods with implementation of the project during one or both peak periods (refer to Table 5.2-13).

Improved delay times at intersections along University Avenue would be due to the proposed signal timing and phasing improvements, the restriction of through and left-turn movements at all unsignalized intersections, and the addition of left-turn pockets and a raised center median between Florida Street and Boundary Street. Improved delay times at intersections along Lincoln Avenue and El Cajon Boulevard would occur because the addition of diverted traffic from University Avenue to these two roadways would improve signal timing utilization (i.e., more vehicles would utilize the allocated minimum green light time, thereby reducing wait times at some intersection movements that currently experience longer minimum green times than vehicles traveling through the intersection).

Construction Traffic

Construction of Phase 1 of the project is expected to have an estimated duration of approximately 13 months. Subsequent phases of the project are expected to be constructed within a similar or less time frame. Therefore, the following evaluation of construction traffic applies to Phase 1 and subsequent project phases.

Additional traffic would be generated during construction of the project from construction workers driving to the area, equipment and materials being transported to particular construction locations, and equipment being operated in the project area. The general working hours would take into consideration avoiding peak traffic periods so that construction traffic would not contribute to peak period traffic. Materials transport would be scheduled to occur during non-peak travel times as much as possible. In addition, construction worker vehicle parking would not occur on street along University Avenue. Staging locations would likely occur at a nearby vacant lot and/or along abutting side streets.

A Traffic Management Plan (TMP) would be implemented by the construction contractor during project construction. Elements of the TMP would include, but are not limited to, the following:

- Development of a Public Awareness Campaign.
- Proper identification of detour routes and lane closures within the construction area.
- Placement of appropriate signs, cones, and barricades near construction.
- Scheduling of construction activities to occur during off-peak periods, to the extent possible.
- Development of plans that ensure emergency, residence, and business access.

Based on the above-described construction operations and with implementation of a TMP, construction traffic impacts would be less than significant.

Significance of Impact

Existing Plus Project (Phase 1) Conditions

Implementation of Phase 1 of the proposed project would result in potentially significant direct project impacts to two roadway segments and one intersection.

Roadway Segments

- University Avenue between Bancroft Street and Boundary Street (LOS F); and
- North Park Way between 30th Street and Ray Street (LOS F).

As indicated in Table 5.2-7, the increase in V/C for the segment of North Park Way between 30th Street and Ray Street would exceed the City's significance thresholds. Direct project impacts to this roadway segment however are not considered significant because (1) the roadway segment is built to its ultimate classification, (2) the closest signalized intersections on both ends of the segment would operate at LOS D or better under Existing Plus Project (Phase 1) conditions, and (3) the roadway segment is calculated to operate at LOS D using the HCM peak hour arterial analysis.

Intersections

• North Park Way/I-805 SB ramps/Boundary Street (LOS F during the PM peak period)

Existing Plus Full Project Conditions

Implementation of Phase 1 of the proposed project would result in potentially significant direct project impacts to two roadway segments and one intersection.

Roadway Segments

- North Park Way between 30th Street and Ray Street (LOS F); and
- North Park Way between 31st Street and 32nd Street (LOS F).

As indicated in Table 5.2-7, the increase in V/C for these two segments of North Park Way would exceed the City's significance thresholds. Direct project impacts to these roadway segments however are not considered significant because (1) the roadway segments are built to their ultimate classification, (2) the closest signalized intersections on both ends of the segments would operate at LOS D or better under Existing Plus Full Project conditions, and (3) the roadway segments are calculated to operate at LOS D using the HCM peak hour arterial analysis.

Intersections

• North Park Way/I-805 SB ramps/Boundary Street (LOS F during the PM peak period)

Near-term (Year 2013) With Project (Phase 1) Conditions

Implementation of Phase 1 of the proposed project would result in potentially significant direct impacts to three roadway segments and two intersections.

Roadway Segments

- El Cajon Boulevard between Illinois Avenue and the I-805 SB ramps (LOS E);
- University Avenue between Bancroft Street and Boundary Street (LOS F); and
- North Park Way between 30th Street and Ray Street (LOS F).

As indicated in Table 5.2-10, the increase in V/C for the segment of North Park Way between 30th Street and Ray Street would exceed the City's significance thresholds. Direct impacts to this roadway segment however are not considered significant because (1) the roadway segment is built to its ultimate classification, (2) the closest signalized intersections on both ends of the segment would operate at LOS D or better under Near-term With Project conditions, and (3) the roadway segment is calculated to operate at LOS D using the HCM peak hour arterial analysis.

Intersections

- North Park Way/I-805 SB ramps/Boundary Street (LOS F during the PM peak period); and
- El Cajon Boulevard/30th Street (LOS E during the PM peak period).

Year 2030 With Project Conditions

Implementation of the proposed project would result in potentially significant cumulative impacts to five roadway segments and five intersections.

Roadway Segments

- El Cajon Boulevard between Illinois Avenue and the I-805 SB ramps (LOS E);
- Lincoln Avenue between Oregon Street and Utah Street (LOS E);
- North Park Way between Utah Street and 30th Street (LOS E);
- North Park Way between 30th Street and Ray Street (LOS F): and
- North Park Way between 31st Street to 32nd Street (LOS F).

As indicated in Table 5.2-12, the increase in V/C for the segments of North Park Way between 30th Street and Ray Street and between 31st Street and 32nd Street would exceed the City's significance thresholds. Cumulative impacts to these two roadway segments however are not considered significant because (1) the roadway segments are built to its ultimate classification, (2) the closest signalized intersections on both ends of the segments would operate at LOS D or better under Year 2030 With Project conditions, and (3) the roadway segments are calculated to operate at LOS D using the HCM peak hour arterial analysis.

Intersections

- North Park Way/I-805 SB ramps/Boundary Street (LOS F during the PM peak period);
- Lincoln Avenue/Ohio Street (LOS E during the PM peak period);
- Lincoln Avenue/Illinois Street (LOS E during the PM peak period);
- El Cajon Boulevard/30th Street (LOS F during the PM peak period); and
- El Cajon Boulevard/I-805 SB ramps (LOS E during the PM peak period).

Construction Traffic

While construction traffic would contribute to congestion, the impact would not be significant due to the temporary nature of the activity, relatively low percentage of construction traffic represented within the overall traffic volumes, and City requirements to avoid peak traffic hours.

Mitigation, Monitoring, and Reporting

Existing Plus Project (Phase 1) Conditions

Roadway Segments

There is no feasible mitigation to reduce significant impacts to below a level of significance for the following roadway segment:

• University Avenue between Bancroft Street and Boundary Street (LOS F)

Therefore, direct project impacts to this roadway segment would remain significant and unmitigable.

Intersections

Implementation of Mitigation Measure 5.2-1 would reduce potentially significant direct project impacts to the following intersection:

 North Park Way/I-805 SB ramps/Boundary Street (LOS F during the PM peak period before mitigation; LOS E after mitigation)

Mitigation Measure 5.2-1: Prior to completion of Phase 1 project improvements, the City of San Diego shall install a traffic signal at the intersection of North Park Way/I-805 SB ramps/Boundary Street.

Implementation of Mitigation Measures 5.2-1 would improve operations of this intersection to better than existing conditions during the AM and PM peak period, as shown in Table 5.2-14, *Existing Plus Project (Phase 1) Mitigated Intersection Conditions*. During the PM peak period, the LOS would improve from F to E and delays would decrease 37.6 seconds when compared to existing conditions.

	EXISTING P	PLUS P	PROJE	Ì	HASE 1	·) INTE	RSEC'			ITIONS	5
				AM Pe	ak Period	l				PM Peal	k Period		
No ¹	Intersection	Exis Condi		Existin Proj (Phas	ect	Existin Project (J With Mi	Phase 1)	Exis Condi		Existin Proj (Phas	ect	Pro	ng Plus ject 1) With ation
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
30	North Park Way/ I-805 SB Ramps/ Boundary St	13.9	В	14.1	В	10.4	В	105.5	F	110.0	F	67.9	Е

Source: Wilson & Company 2011b

¹ Number corresponds to the number on Figure 5.2-1.

Bold indicates intersections that would operate at LOS E or F.

Existing Plus Full Project Conditions

Roadway Segments

No significant direct project impacts would occur to roadway segments under Existing Plus Full Project conditions; therefore, no mitigation is required.

Intersections

Implementation of Mitigation Measure 5.2-1 would reduce potentially significant direct project impacts to the following intersection:

 North Park Way/I-805 SB ramps/Boundary Street (LOS F during the PM peak period before mitigation; LOS E after mitigation)

Mitigation Measure 5.2-1: Prior to completion of Phase 1 project improvements, the City of San Diego shall install a traffic signal at the intersection of North Park Way/I-805 SB ramps/Boundary Street.

Implementation of Mitigation Measures 5.2-1 would improve operations of this intersection to better than existing conditions during the AM and PM peak period, as shown in Table 5.2-15, *Existing Plus Full Project Mitigated Intersection Conditions*. During the PM peak period, the LOS would improve from F to E and delays would decrease 36.4 seconds when compared to existing conditions.

Table 5.2-15 EXISTING PLUS FULL PROJECT MITIGATED INTERSECTION CONDITIONS AM Peak Period PM Peak Period

				AM Pe	ak Period	l				PM Peal	k Period		
No ¹	Intersection	Exist Condi	8	Existin Proj	0	Existin Project Mitig	With	Exist Condi	0	Existin Proj	8	Existin Projec Mitig	tWith
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
30	North Park Way/ I-805 SB Ramps/ Boundary St	13.9	В	13.8	В	10.4	В	105.5	F	110.3	F	69.1	Е

Source: Wilson & Company 2011b

¹ Number corresponds to the number on Figure 5.2-1.

Bold indicates intersections that would operate at LOS E or F.

Near-term (Year 2013) With Project (Phase 1) Conditions

Roadway Segments

There is no feasible mitigation to reduce direct significant impacts to below a level of significance for the following roadway segments:

- El Cajon Boulevard between Illinois Avenue and the I-805 SB ramps (LOS E); and
- University Avenue between Bancroft Street and Boundary Street (LOS F).

Therefore, direct project impacts to these two roadway segments would remain significant and unmitigable.

Intersections

Mitigation Measures 5.2-1 and 5.2-2 would reduce potentially significant direct impacts to the following intersections to less than significant levels:

- North Park Way/I-805 SB ramps/Boundary Street (LOS F during the PM peak period before and after mitigation); and
- El Cajon Boulevard/30th Street (LOS E during the PM peak period before mitigation; LOS D after mitigation).

Mitigation Measure 5.2-1: Prior to completion of Phase 1 project improvements, the City of San Diego shall install a traffic signal at the intersection of North Park Way/I-805 SB ramps/Boundary Street.

Mitigation Measure 5.2-2: Prior to completion of Phase 1 project improvements, the City shall optimize intersection timing splits and offsets, and utilize an 80-second cycle length at the intersection of El Cajon Boulevard/30th Street.

Implementation of Mitigation Measures 5.2-1 and 5.2-2 would improve operations of both impacted intersections to better than the no build condition (i.e., Near-term Without Project conditions) during the PM peak period, as shown in Table 5.2-16, *Near-term (Year 2013) Mitigated Intersection Conditions*. Although the LOS would still remain at F, delays at the intersection of North Park Way/I-805 SB ramps/Boundary Street would decrease 12.7 seconds when compared to Near-term Without Project conditions. The LOS of the El Cajon Boulevard/30th Street intersection would improve from E to D with implementation of Mitigation Measures 5.2-1 and 5.2-2.

	Table 5.2-16 NEAR-TERM (YEAR 2013) MITIGATED INTERSECTION CONDITIONS													
				AM Pea	k Period					PM Peal	k Period			
No ¹	Intersection	Near- With Proj	out	Near- With P			rm With ation	With	Near-term Without Project		Near-term With Project		Near-term With Mitigation	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	
30	North Park Way/ I-805 SB Ramps/ Boundary St	13.6	В	13.6	В	24.2	С	129.2	F	133.3	F	116.5	F	
47	El Cajon Blvd / 30 th St	28.5	С	28.4	С	28.4	С	52.6	D	61.2	Е	46.2	D	

Source: Wilson & Company 2011a

¹ Number corresponds to the number on Figure 5.2-1.

Bold indicates intersections that would operate at LOS E or F.

Year 2030 With Project Conditions

Roadway Segments

There are no feasible mitigation measures to reduce significant cumulative impacts to below a level of significance for the three roadway segments that would be impacted by the project, including:

- El Cajon Boulevard between Illinois Avenue and the I-805 SB ramps (LOS E);
- Lincoln Avenue between Oregon Street and Utah Street (LOS E); and
- North Park Way between Utah Street and 30th Street (LOS E).

Therefore, cumulative impacts to these roadway segments would remain significant and unmitigable.

Intersections

Implementation of Mitigation Measures 5.2-1 (that would be implemented in the near-term) and 5.2-3 through 5.2-6 would reduce cumulative impacts to the following intersections under Year 2030 With Project conditions to less than significant levels:

- North Park Way/I-805 SB ramps/Boundary Street (LOS F during the PM peak period before and after mitigation);
- Lincoln Avenue/Ohio Street (LOS E during the PM peak period before mitigation; LOS C after mitigation);
- Lincoln Avenue/Illinois Street (LOS E during the PM peak period before mitigation; LOS C after mitigation);
- El Cajon Boulevard/30th Street (LOS F during the PM peak period before mitigation; LOS E after mitigation); and
- El Cajon Boulevard/I-805 SB ramps (LOS F during the PM peak period before and after mitigation).

Mitigation Measure 5.2-1: Prior to completion of Phase 1 project improvements, the City of San Diego shall install a traffic signal at the intersection of North Park Way/I-805 SB ramps/Boundary Street.

Mitigation Measure 5.2-3: Prior to bid opening/bid award of full project implementation, the City shall re-stripe the eastbound approach of the Lincoln Avenue/Ohio Street intersection to include an exclusive right-turn lane by removing three on-street parking spaces on the south side of Lincoln Avenue.

Mitigation Measure 5.2-4: Prior to bid opening/bid award of full project implementation, the City shall re-stripe the eastbound approach of the Lincoln Avenue/Illinois Street intersection to include an exclusive right-turn lane by removing three on-street parking spaces on the south side of Lincoln Avenue.

Mitigation Measure 5.2-5: Prior to bid opening/bid award of full project implementation, the City shall optimize signal timing splits and offsets, and utilize a 150-second cycle length at the intersection of El Cajon Boulevard/I-805 SB ramps.

Mitigation Measure 5.2-6: Prior to bid opening/bid award of full project implementation, the City shall optimize intersection timing splits and offsets, and utilize a 150-second cycle length at the intersection of El Cajon Boulevard/ 30^{th} Street.

Implementation of Mitigation Measures 5.2-1 and 5.2-3 through 5.2-6 would improve operations of impacted intersections to better than the no build condition (i.e., Year 2030 Without Project conditions) during the PM peak period, as shown in Table 5.2-17, *Year 2030 Mitigated Intersection Conditions*. Although the intersection of North Park Way/I-805 SB ramps/Boundary Street would continue to operate at LOS F, delays would decrease 34.3 seconds when compared to Year 2030 Without Project conditions. The LOS at the intersections of Lincoln Avenue/Ohio Street and Lincoln Avenue/Illinois Street would improve from E (Year 2030 With Project) to C. The LOS at the El Cajon Boulevard/30th Street intersection would improve from F to E, and the El Cajon Boulevard/I-805 SB ramps intersection would improve from LOS E (Year 2030 With Project) to D.

	Table 5.2-17 YEAR 2030 MITIGATED INTERSECTION CONDITIONS												
		Year With		AM Peak Period Year 2030 With Year 2030 With				PM Peak Year 2030 Without			2030		
No ¹	Intersection	Proj Delay		Delay	oject LOS	Delay	ation LOS	Proj Delay		With P Delay	roject LOS	Mitig Delay	ation LOS
30	North Park Way/ I-805 SB Ramps/ Boundary St	(sec) 16.1	С	(sec) 16.3	С	(sec) 37.0	D	(sec) 203.4	F	(sec) 210.3	F	(sec) 169.1	F
38	Lincoln Ave/ Ohio St	9.2	А	9.3	А	9.1	А	16.7	С	36.6	Е	20.9	С
39	Lincoln Ave/ Illinois St	8.8	А	9.1	А	8.9	А	13.0	В	42.2	Е	17.3	С
47	El Cajon Blvd / 30 th St	29.5	С	29.4	С	29.4	С	77.0	Е	90.2	F	58.9	Е
49	El Cajon Blvd / I-805 SB Ramps	19.8	В	20.7	С	20.7	С	59.8	Е	71.3	Е	54.9	D

Source: Wilson & Company 2011a

¹ Number corresponds to the number on Figure 5.2-1.

Bold indicates intersections that would operate at LOS E or F.

5.2.3 <u>Impact</u>

Issue 3: Would the proposed project result in effects on existing parking?

Impact Threshold

In accordance with the City's Significance Determination Thresholds (2011a), parking impacts would be significant if the project would result in the following condition:

• The project's parking shortfall or displacement of existing parking would substantially affect the availability of parking in an adjacent residential area, including the availability of public parking.

Impact Analysis

Near-term (Phase 1)

Phase 1 of the project would include removal of all 84 on-street parallel parking spaces along University Avenue between Texas Street and Boundary Street. The 29 angled parking spaces on the south side of University Avenue between 28th Street and 30th Street would remain available. During Phase 1, the project would include re-striping of Ohio Street, Illinois Street, and Iowa Street, between University Avenue and Lincoln Avenue, to provide up to approximately 15 angled parking spaces instead of the existing parallel parking spaces. Additionally, the proposed curb extensions at Idaho Street and Utah Street would remove up to five existing onstreet parking spaces along these side streets. This would result in a potential net loss of up to approximately 74 total spaces under Phase 1 conditions. The North Park Public Parking Garage, located on the corner of North Park Way and 30th Street, is approximately 0.25 mile from 70 of the 84 displaced on-street parallel parking spaces along University Avenue. This public parking garage contains 388 spaces and could absorb most of the on-street parallel spaces that would be removed during Phase 1. Additionally, parking capacity on the neighborhood side streets surrounding University Avenue is not currently fully utilized. Based on Tables 5.2-4 and 5.2-5, parking on the side streets within two blocks north of University Avenue has a 19-percent vacancy rate during the highest demand period (nighttime hours between 6:00 and 8:00), and parking on the side streets within two blocks south of University Avenue has a 39-percent vacancy rate during the nighttime. The provision of additional side street parking spaces and the availability of parking at the North Park Public Parking Garage and along adjacent side streets would offset the loss of on-street parallel parking along University Avenue during Phase 1. Parking conditions and proposed parking modifications within the project area are presented in Figure 5.2-15, Parking Conditions and Proposed Parking Modifications. Associated parking impacts would be expected to be less than significant.

Year 2030

Subsequent phases of the project would include removal of all on-street parallel parking spaces along University Avenue between Florida Street and Texas Street. This would result in the removal of 7 additional on-street parallel parking spaces beyond Phase 1, equating to a total of

91 on-street parallel parking spaces to be removed by the project. The 29 angled parking spaces on the south side of University Avenue between 28th Street and 30th Street would remain available. Subsequent phases of the project would include re-striping of Alabama Street, Louisiana Street, Arizona Street, and Oregon Street, between University Avenue and Lincoln Avenue, to provide angled parking spaces instead of the existing parallel spaces, resulting in an increase of up to approximately 42 angled parking spaces. Parking conditions and proposed parking modifications within the project area are presented in Figure 5.2-15. As indicated above, the North Park Public Parking Garage is located within 0.25 mile of most of the on-street parallel parking spaces along University Avenue to be removed by the project, which could absorb the displaced parking. Furthermore, on-street parking along sides street is underutilized (refer to Tables 5.2-4 and 5.2-5 and the discussion of near-term parking above). The provision of additional side street parking spaces and the availability of parking at the North Park Public Parking Garage and along adjacent side streets would offset the loss of on-street parallel parking along University Avenue upon implementation of the project. Associated parking impacts would be expected to be less than significant.

Implementation of Mitigation Measures 5.2-3 and 5.2-4 (discussed above in Section 5.2.2) would remove three on-street parking spaces on the south side of Lincoln Avenue near its intersection with Ohio Street and Illinois Street. The loss of six on-street parking spaces along Lincoln Avenue would not substantially reduce the amount of available on-street parking spaces along Lincoln Avenue. On-street parking is provided along both sides of Lincoln Avenue within the project site and parking study area, as well as along both sides of intersecting side streets. Moreover, Tables 5.2-4 and 5.2-5 indicate that on-street parking north of University Avenue have additional capacity to accommodate the six spaces to be removed by project mitigation. Associated traffic impacts related to parking would be expected to be less than significant.

Table 5.2-18, *Proposed Parking Modifications*, summarizes proposed parking modifications resulting from the project.

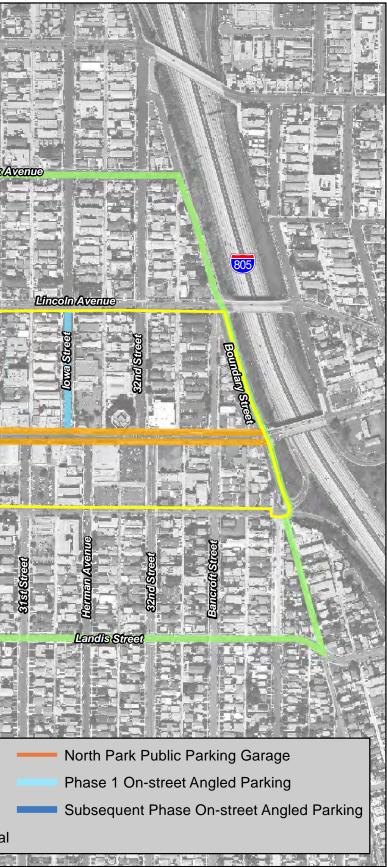
Table 5.2-18 PROPOSED PARKING MODIFICATIONS								
Parking ModificationPhase 1Subsequent PhasesTotal								
On-street parallel spaces removed (University Avenue)	84	7	91					
Other spaces removed	5^{1}	6^2	11					
Total Removed	89	13	102					
New angled spaces on side streets	15	42	57					
Net Change	-74	+29	-45					

¹ Proposed curb extensions at Idaho Street and Utah Street would remove up to 5 existing on-street parking spaces along these side streets.

² Proposed traffic mitigation (Mitigation Measures 5.2-3 and 5.2-4) would remove a total of 6 on-street parking spaces on the south side of Lincoln Avenue near its intersection with Ohio Street and Illinois Street.

ParkBouldevend Cecorgia Street		IX Avenue Lincoln Avenue		
Signal Sign		Loutstane Street Texes Street Arteors Street	Universe Wightman Street Lendis Street Suray joury	
V E 500 250 0 500 Job No: SDD-15 Date: 11/11/10 E:ArcGIS/\$(\$SDD-15 University Avenue)Map/EN/VEIR/Fig5-2-15_Parking.mb	Feet			Parking Study Area Phase 1 On-street Parallel Parking Removal Subsequent Phase On-street Parallel Parking Remova

Parking Conditions and Proposed Parking Modifications



UNIVERSITY AVENUE MOBILITY PLAN PROJECT

Figure 5.2-15

Significance of Impact

Because the provision of additional side street parking spaces and the availability of parking at the North Park Public Parking Garage and along adjacent side streets would offset the removal of on-street parallel parking along University Avenue, associated traffic impacts would be less than significant.

Mitigation, Monitoring, and Reporting

No mitigation measures would be required.

5.2.4 <u>Impact</u>

Issue 4: Would the proposed project result in a substantial impact upon existing or planned transportation systems or conflict with any adopted policies, plans, or programs supporting alternative transportation?

Impact Threshold

The City does not have any significance thresholds regarding this issue; however, the following threshold is from the City's Initial Study Checklist, which is based on Appendix G of the State CEQA Guidelines. A significant traffic impact would occur if the project would:

• Conflict with adopted policies, plans, or programs supporting alternative transportation models (e.g., bus turnouts, bicycle racks).

Impact Analysis

The project would be consistent with adopted policies, plans, and programs supporting alternative modes of transportation, as discussed in Section 5.1, Land Use. The General Plan encourages the use of alternative transportation in its Conservation Element, and the Greater North Park Community Plan encourages it as well in its Transportation and Circulation Element. In addition, the Land Use and Community Planning Element of the General Plan supports "an integrated transit system and a well-defined pedestrian and bicycle network" (Policy LU-H.6). One of the goals of the General Plan's Mobility Element is "an attractive and convenient transit system that is the first choice of travel for many of the trips made in the City."

<u>Transit</u>

San Diego MTS bus Routes 7 and 10 currently serve the North Park community via the University Avenue corridor. Route 7 currently operates with 6-minute headways during both peak ridership periods and makes 18 stops (9 in each direction) along University Avenue within the traffic study area. Route 10 currently operates with 15-minute headways during both peak ridership periods and makes limited stops along University Avenue within the traffic study area. Additionally, Routes 2 and 6 provide service along 30th Street with existing peak headways of 11 and 15 minutes, respectively.

The project would increase the efficiency of transit use in the project area by constructing transit-only lanes along portions of both sides of University Avenue, as well as consolidating transit stops. Table 5.2-19, *Near-term (Year 2013) Travel Times*, compares the projected travel times along University Avenue between Florida Street and Boundary Street during the PM peak hour in each direction for Routes 7 and 10), as well as a typical passenger vehicle along University Avenue under near-term (Year 2013) conditions without and with (Phase 1) the project.

Table 5.2-19 NEAR-TERM (YEAR 2013) TRAVEL TIMES								
Mode of	e (Minutes)							
Transportation	Direction	Without Project	With Project	Difference				
Route 7	EB	13.2	11.9	-1.3				
Koule /	WB	13.4	9.2	-4.2				
Route 10	EB	13.3	11.3	-2.0				
Route 10	WB	12.7	9.2	-3.5				
Dessencer Vehicles	EB	7.8	8.0	0.2				
Passenger Vehicles	WB	8.1	5.3	-2.8				

Source: Wilson & Company 2011a

As shown in Table 5.2-19, with implementation of Phase 1 of the project, travel time for buses through the project corridor would decrease between 1.3 and 4.2 minutes. In addition, passenger vehicles traveling WB would experience a decrease in travel time of 2.8 minutes. Passenger vehicles traveling EB, however, would experience a slight increase in travel time (0.2 minutes or 12 seconds) that would not be noticeable to the average driver.

Table 5.2-20, *Year 2030 Travel Times*, compares the projected travel times during the PM peak hour in each direction for bus Routes 7 and 10 and a typical passenger vehicle along University Avenue under Year 2030 conditions without and with the project.

Table 5.2-20 YEAR 2030 TRAVEL TIMES							
Mode of	Direction	PM Peak I	Period Travel Time	e (Minutes)			
Transportation	Direction	Without Project	With Project	Difference			
Route 7	EB	27.2	11.7	-15.5			
Koule /	WB	21.4	10.8	-10.6			
Route 10	EB	30.0	10.6	-19.4			
Koule 10	WB	19.1	9.6	-9.5			
Dessencer Vehicles	EB	15.3	9.4	-5.9			
Passenger Vehicles	WB	17.6	7.8	-9.8			

Source: Wilson & Company 2011a

As shown in Table 5.2-20, with full buildout of the project, travel times for buses through the project corridor would decrease between 9.5 and 19.4 minutes. In addition, passenger vehicles would experience a decrease in travel time of 5.9 or 9.8 minutes.

Because buses would be able to move more freely (i.e., not be caught in traffic) and have fewer stops to make, transit use may become a more attractive option to people who need to travel within the project area and vicinity. In addition, the project would include new, ADA-compliant transit stops with shelters, seating, and possibly raised sidewalks. Accordingly, the project would support alternative transportation modes (i.e., transit) in the project area.

Pedestrians

The project would include the installation of four enhanced pedestrian crossings across University Avenue and four across abutting side streets. The enhanced crossings on University Avenue may include in-roadway warning lights and retroreflectivity pavement markings to alert motorists of pedestrians, activation equipment (push button or automatic sensors), and wayfinding and tactile detectable warnings (truncated domes) in accordance with ADA requirements. In addition, existing pedestrian crosswalks within the project area (both along University Avenue and side streets) would be re-striped with high retroreflectivity pavement markings to enhance their visibility.

Curb extensions would be installed on several streets, including Alabama Street (north leg), Louisiana Street (north leg), Arizona Street (north leg), Oregon Street, Idaho Street, 28th Street, Utah Street, Granada Street, Kansas Street, 29th Street, Ray Street, Ohio Street, Illinois Street, and Iowa Street, to reduce pedestrian-crossing distances between sidewalks on either side of the street and to limit pedestrian exposure time while crossings the street. The reduction in roadway width also would require vehicles to slow down through the intersections, and thus, decrease the potential for pedestrian/vehicular conflicts.

The project also would include replacement of the traffic signal at University Avenue/Ohio Street with push-button pedestrian signals across University Avenue on the west side of Ohio Street.

In addition, pedestrian safety and access would be enhanced due to the addition of two proposed new traffic signals at the intersections of University Avenue/Arnold Avenue and University Avenue/Oregon Street.

These proposed improvements would create a safer atmosphere for pedestrians along University Avenue, and would support alternative transportation modes.

Bicyclists

No designated Class II Bike Lanes or Class III Bike Routes exist within the Greater North Park Community. Bicycles must share the travel lane with passenger cars, trucks, and buses. Bike routes exist on two side streets within the traffic study area (Florida Street and Utah Street). These routes are Class III facilities, and are signed for shared use by vehicles and bicycles. While the project does not propose to construct Class I, II, or III bicycle facilitates, the transit lanes proposed along University Avenue would be available to bicyclists. The bus routes that are planned to utilize the proposed transit lanes along University Avenue currently run on 6- to 15-minute headways. This leaves time in which the transit lanes would be solely available to bicyclists, except at intersections where motorists making right-turn movements also would be permitted to use the lane. The transit lanes would be properly signed to indicate that bicyclists are allowed to share the lane. This would help separate bicyclists from the general purpose lanes, as well as support alternative transportation modes.

Significance of Impact

The project would be consistent with adopted policies, plans, and programs supporting alternative modes of transportation. The project would be beneficial to transit users, pedestrians, and bicyclists and would provide opportunities to enhance alternative transportation modes along the University Avenue corridor. No significant traffic impacts related to alternative modes of transportation would occur.

Mitigation, Monitoring, and Reporting

No mitigation measures would be required.

5.2.5 <u>Impact</u>

Issue 5: Would the project increase traffic hazards due to proposed non-standard design features?

Impact Threshold

In accordance with the City's Significance Determination Thresholds (2011a), traffic hazard impacts would be significant if the project would result in the following condition:

 Increase traffic hazards to motor vehicles, bicyclists, or pedestrians due to proposed non-standard design features (e.g., poor sight distance, proposed driveway onto an access-restricted roadway).

Impact Analysis

The project proposes to re-stripe University Avenue to accommodate the proposed raised center median and transit improvements. The re-striped travel lanes, including the mixed-flow and transit-only lanes would be 10 to 11 feet wide, which is less than the standard width of 12 feet. Reduced travel lane widths are proposed in order to remain within the existing curb-to-curb width of the University Avenue right-of-way.

Provision of non-standard travel lane widths would not create increased traffic hazards. The existing lanes along University Avenue within the project site vary from 9 to 10 feet in width,

and the project would increase lane widths by 1 to 2 feet. The project, therefore, would be an improvement of the existing condition.

In addition, the project would include enhanced pedestrian crosswalks, a push-button pedestrian signal at the University Avenue/Ohio Street intersection, curb extensions, two new traffic signals, removal of a mid-block pedestrian crossing, and other multi-modal improvements that would help reduce pedestrian/automobile conflicts within the project site.

Significance of Impact

Although the project would include non-standard travel lane widths, the re-striped travel lanes along University Avenue would be wider than the existing lanes, and would not increase traffic hazards. No significant traffic hazard impacts would occur.

Mitigation, Monitoring, and Reporting

No mitigation measures would be required.

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5.3 AIR QUALITY

This section provides an evaluation of potential Air Quality impacts associated with the proposed project. The following discussion is based on the Air Quality and Greenhouse Gas Technical Report prepared by Scientific Resources Associated (SRA) in April 2011 (Appendix D). Greenhouse gas emissions are addressed in Section 5.7.

5.3.1 Existing Conditions

Regulatory Setting

Air quality is defined by ambient air concentrations of specific pollutants identified by the EPA to be of concern with respect to the health and welfare of the general public. The EPA is responsible for enforcing the federal Clean Air Act (CAA) of 1970 and its 1977 and 1990 Amendments. The federal CAA required the EPA to establish NAAQS, which identify concentrations of pollutants in the ambient air below which no adverse effects on the public health and welfare are anticipated. In response, the EPA established standards for seven pollutants (called "criteria" pollutants). The seven pollutants regulated under NAAQS include: ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), respirable particulate matter (or particulate matter with an aerodynamic diameter of 10 microns or less; PM₁₀), fine particulate matter (or particulate matter with an aerodynamic diameter of 2.5 microns or less; PM_{2.5}), sulfur dioxide (SO₂), and lead (Pb). Areas that do not meet the NAAQS for a particular pollutant are considered to be "nonattainment areas" for that pollutant. On April 15, 2004, the SDAB was designated a basic nonattainment area for the eight-hour NAAQS for ozone. The SDAB is in attainment for the NAAQS for all other criteria pollutants.

The California ARB is the state regulatory agency with authority to enforce regulations to both achieve and maintain air quality in the state. The ARB is responsible for the development, adoption, and enforcement of the state's motor vehicle emissions program, as well as the adoption of the California Ambient Air Quality Standards (CAAQS). The ARB also reviews operations and programs of the local air districts, and requires each air district with jurisdiction over a nonattainment area to develop its own strategy for achieving the NAAQS and CAAQS. The federal CAA allows states to adopt ambient air quality standards and other regulations provided they are at least as stringent as federal standards. The ARB has established the more stringent CAAQS for the six criteria pollutants originally regulated through the California CAA of 1988, has established standards for $PM_{2.5}$, and also has established CAAQS for additional pollutants, including sulfates, hydrogen sulfide (H₂S), vinyl chloride and visibility-reducing particles. The SDAB is currently classified as a nonattainment area under the CAAQS for ozone, PM_{10} , and $PM_{2.5}$.

The following specific descriptions of health effects for each of the criteria air pollutants associated with project construction and operations are based on EPA (2007) and ARB (2005):

• Ozone. Ozone is considered a photochemical oxidant, which is a chemical that is formed when reactive organic gases (ROG) and oxides of nitrogen (NO_X), both by-products of combustion, react in the presence of ultraviolet light. Ozone is considered a respiratory

irritant and prolonged exposure can reduce lung function, aggravate asthma, and increase susceptibility to respiratory infections. Children and those with existing respiratory diseases are at greatest risk from exposure to ozone.

- **Carbon Monoxide.** CO is a product of combustion, and the main source of CO in the SDAB is from motor vehicle exhaust. CO is an odorless, colorless gas. CO affects red blood cells in the body by binding to hemoglobin and reducing the amount of oxygen that can be carried to the body's organs and tissues. CO can cause health effects to those with cardiovascular disease, and can also affect mental alertness and vision.
- Nitrogen Dioxide. NO₂ is also a by-product of fuel combustion, and is formed both directly as a product of combustion and in the atmosphere through the reaction of nitrogen oxide (NO) with oxygen. NO₂ is a respiratory irritant and may affect those with existing respiratory illness, including asthma. NO₂ can also increase the risk of respiratory illness.
- Respirable Particulate Matter and Fine Particulate Matter. Particulate matter in this size range (PM₁₀ and PM_{2.5}) has been determined to have the potential to lodge in the lungs and contribute to respiratory problems. PM₁₀ and PM_{2.5} arise from a variety of sources, including road dust, diesel exhaust, combustion, tire and brake wear, construction operations, and windblown dust. PM₁₀ and PM_{2.5} can increase susceptibility to respiratory infections and can aggravate existing respiratory diseases such as asthma and chronic bronchitis. PM_{2.5} is considered to have the potential to lodge deeper in the lungs.
- Sulfur dioxide. SO₂ is a colorless, reactive gas that is produced from the burning of sulfur-containing fuels, such as coal and oil, and by other industrial processes. Generally, the highest concentrations of SO₂ are found near large industrial sources. SO₂ is a respiratory irritant that can cause narrowing of the airways leading to wheezing and shortness of breath. Long-term exposure to SO₂ can cause respiratory illness and aggravate existing cardiovascular disease.
- Lead. Lead in the atmosphere occurs as particulate matter. Lead has historically been emitted from vehicles combusting leaded gasoline, as well as from industrial sources. With the phase-out of leaded gasoline, large manufacturing facilities are the sources of the largest amounts of lead emissions. Lead has the potential to cause gastrointestinal, central nervous system, kidney, and blood diseases upon prolonged exposure. Lead is also classified as a probable human carcinogen.
- Sulfates. Sulfates are the fully oxidized ionic form of sulfur. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized to SO₂ during the combustion process and subsequently converted to sulfate compounds in the atmosphere. The conversion of SO₂ to sulfates takes place comparatively rapidly and completely in urban areas of California due to regional meteorological features. The ARB's sulfates standard is designed to prevent aggravation of respiratory symptoms. Effects of sulfate exposure at levels above the standard include a decrease in ventilatory

function, aggravation of asthmatic symptoms and an increased risk of cardio-pulmonary disease. Sulfates are particularly effective in degrading visibility, and due to fact that they are usually acidic, can harm ecosystems, and damage materials and property.

- Hydrogen Sulfide. H₂S is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas, and can be emitted as the result of geothermal energy exploitation. Breathing H₂S at levels above the standard would result in exposure to a very disagreeable odor. In 1984, an ARB committee concluded that the ambient standard for H₂S is adequate to protect public health and to significantly reduce odor annoyance.
- Vinyl Chloride. Vinyl chloride, a chlorinated hydrocarbon, is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites, due to microbial breakdown of chlorinated solvents. Short-term exposure to high levels of vinyl chloride in air causes central nervous system effects, such as dizziness, drowsiness, and headaches. Long-term exposure to vinyl chloride through inhalation and oral exposure causes liver damage. Cancer is a major concern from exposure to vinyl chloride via inhalation. Vinyl chloride exposure has been shown to increase the risk of angiosarcoma, a rare form of liver cancer, in humans.
- Visibility-Reducing Particles. Visibility-reducing particles consist of suspended particulate matter, which is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary greatly in shape, size, and chemical composition, and can be made up of many different materials such as metals, soot, soil, dust, and salt. The CAAQS are intended to limit the frequency and severity of visibility impairment due to regional haze.

Table 5.3-1, *Ambient Air Quality Standards*, presents a summary of the ambient air quality standards adopted by the federal and California CAAs.

	Table 5.3-1 AMBIENT AIR QUALITY STANDARDS									
		Califor	nia Standards		National Stan	dards				
Pollutant	Average Time	Concentration	Measurement Method	Primary	Secondary	Measurement Method				
Ozone	1 hour	0.09 ppm (180 μg/m ³)	Ultraviolet	0.12 ppm (235 μg/m ³)	0.12 ppm (235 μg/m ³)	Ethylene				
(O ₃)	8 hour	0.070 ppm (137 μg/m ³)	Photometry	0.075 ppm (147 μg/m ³)	0.075 ppm (147 μg/m ³)	Chemiluminescence				
Carbon Monoxide	8 hours	9.0 ppm (10 mg/m ³)	Non-Dispersive Infrared	9 ppm (10 mg/m ³)	None	Non-Dispersive Infrared				
(CO)	1 hour	20 ppm (23 mg/m ³)	Spectroscopy (NDIR)	35 ppm (40 mg/m ³)		Spectroscopy (NDIR)				
Nitrogen	Annual Average	0.030 ppm (56 μg/m ³)	Gas Phase	0.053 ppm (100 μg/m ³)	0.053 ppm (100 μg/m ³)	Gas Phase				
Dioxide (NO ₂)	1 hour	0.18 ppm (338 μg/m ³)	Chemiluminescence			Chemiluminescence				
	Annual Average			0.03 ppm (80 μg/m ³)						
Sulfur Dioxide	24 hours	0.04 ppm (105 μg/m ³)	Ultraviolet	0.14 ppm (365 μg/m ³)		Pararosaniline				
(SO ₂)	3 hours		Fluorescence		0.5 ppm (1300 μg/m ³)	T araiosainine				
	1 hour	0.25 ppm (655 μg/m ³)								
Respirable Particulate Matter	24 hours	$50 \ \mu g/m^3$	Gravimetric or Beta Attenuation	$150 \ \mu g/m^3$	150 µg/m ³	Inertial Separation and Gravimetric Analysis				
(PM ₁₀)	Annual Arithmetic Mean	20 µg/m ³	, iteridation							
Fine Particulate	Annual Arithmetic Mean	12 μg/m ³	Gravimetric or Beta	15 μg/m ³	15 µg/m ³	Inertial Separation and				
Matter (PM _{2.5})	24 hours		Attenuation	$35 \ \mu g/m^3$	$35 \ \mu g/m^3$	Gravimetric Analysis				
Sulfates	24 hours	25 μg/m ³	Ion Chromatography							
	30-day Average	$1.5 \ \mu g/m^3$				-				
Lead (Pb)	Calendar Quarter		Atomic Absorption	$1.5 \ \mu g/m^3$	1.5 µg/m ³	Atomic Absorption				
(10)	3-month Rolling Average			$.15 \ \mu g/m^3$	$.15 \ \mu g/m^3$					
Hydrogen Sulfide (H ₂ S)	1 hour	0.03 ppm (42 μg/m ³)	Ultraviolet Fluorescence							
Vinyl Chloride Source: SRA 2011	24 hours	0.010 ppm (26 μg/m ³)	Gas Chromatography							

Source: SRA 2011

ppm= parts per million

 $\mu g/m^3 =$ micrograms per cubic meter $mg/m^3 =$ milligrams per cubic meter

The local air district has the primary responsibility for the development and implementation of rules and regulations designed to attain the NAAQS and CAAQS, as well as the permitting of new or modified sources; development of air quality management plans; and adoption and enforcement of air pollution regulations. The San Diego County APCD is the local agency responsible for the administration and enforcement of air quality regulations for San Diego County.

Climate and Meteorology

The project site is located in the SDAB. The climate of the SDAB is dominated by a semipermanent high pressure cell over the Pacific Ocean. This cell influences the direction of prevailing winds (westerly to northwesterly) and maintains clear skies for much of the year. The high pressure cell also creates two types of temperature inversions that may act to degrade local air quality.

Subsidence inversions occur during the warmer months as descending air associated with the Pacific high pressure cell comes into contact with cool marine air. The boundary between the two layers of air creates a temperature inversion that traps pollutants. The other type of inversion, a radiation inversion, develops on winter nights when air near the ground cools by heat radiation and air aloft remains warm. The shallow inversion layer formed between these two air masses can also trap pollutants. As the pollutants become more concentrated in the atmosphere, photochemical reactions occur that produce ozone, commonly known as smog.

Background Air Quality

The APCD operates a network of ambient air monitoring stations throughout San Diego County. The purpose of the monitoring stations is to measure ambient concentrations of the pollutants and determine whether the ambient air quality meets the CAAQS and NAAQS. The nearest ambient monitoring station to the project site is the downtown San Diego monitoring station, which was originally located at 12th Street in San Diego, but was moved to its new location at 1110 Beardsley Street in San Diego in 2005. The downtown San Diego monitoring station measures all criteria pollutants. Ambient concentrations of pollutants between 2004 and 2008 are presented in Table 5.3-2, *Ambient Background Concentrations at San Diego Monitoring Station*.

Table 5.3-2 AMBIENT BACKGROUND CONCENTRATIONS AT SAN DIEGO MONITORING STATION (ppm unless otherwise indicated)								
Pollutant	Averaging Time	2004	2005	2006	2007	2008	Most Stringent Ambient Air Quality Standard	
O_3	8 hour	0.071	0.063	0.070	0.073	0.063	0.070	
03	1 hour	0.093	0.074	0.082	0.087	0.087	0.09	
PM_{10}^{1}	Annual	34.4 μ g/m ³	37 μg/m ³	34.3 μ g/m ³	$31.2 \ \mu g/m^3$	29.3 μ g/m ³	$20 \ \mu g/m^3$	
r 1 v1 ₁₀	24 hour	71 μg/m ³	77 μg/m ³	74 $\mu g/m^{3}$	111 μg/m ³	59 μg/m ³	$50 \ \mu g/m^3$	
$PM_{2.5}^{1}$	Annual	13.7 μg/m ³	$15.64 \ \mu g/m^3$	13.1 μ g/m ³	$12.7 \ \mu g/m^3$	13.1 μ g/m ³	$12 \mu\text{g/m}^3$	
F 1 V1 2.5	24 hour	42.9 μ g/m ³	44.1 μ g/m ³	$63.3 \ \mu g/m^3$	69.6 μg/m ³	$42.0 \ \mu g/m^3$	$35 \mu\text{g/m}^3$	
NO	Annual	0.020	0.016	0.021	0.018	0.019	0.030	
NO ₂	1 hour	0.094	0.100	0.094	0.098	0.091	0.18	
СО	8 hour	4.04	3.10	3.27	3.01	2.60	9.0	
	1 hour	4.9	4.5	5.3	4.4	3.1	20	
	Annual	0.004	0.003	0.004	0.002	0.003	0.03	
SO_2	24 hour	0.009	0.005	0.009	0.006	0.007	0.014	
\mathbf{SO}_2	3 hour	0.020	0.026	0.030	0.010	0.014	0.5^{2}	
	1 hour	0.042	0.036	0.034	0.018	0.019	0.25	

Source: SRA 2011

¹ The maximum particulate matter measurements occurred in 2007 during the southern California fire events. ² Secondary NAAQS

It should be noted that the eight-hour federal ozone standard was lowered in 2008 from 0.08 ppm to 0.075 ppm. The eight-hour federal ozone standard was not exceeded at the downtown San Diego monitoring station during the period from 2004 through 2008. The state eight-hour ozone standard was exceeded at the monitoring station once in 2006 and once in 2007. Exceedances of the state 24-hour PM₁₀ standard are regularly recorded at the San Diego monitoring station, and exceedances of the 24-hour NAAQS for PM_{2.5} were also measured during the period from 2004 through 2008. The annual CAAQS for PM_{2.5} was exceeded during the period from 2004 through 2008 as well. The data from the monitoring station indicates that air quality is in attainment of all other air quality standards.

5.3.2 <u>Impact</u>

Issue 1: Would the proposed project conflict with or obstruct implementation of the applicable air quality plan?

Impact Threshold

In accordance with City Significance Determination Thresholds (2011a), a significant air quality impact would occur if the project would:

• Conflict with or obstruct implementation of the applicable air quality plan.

Impact Analysis

Applicable air quality plans for the SDAB include the San Diego County RAQS and SIP. The SIP is the document that sets forth the state's strategies for attaining and maintaining the NAAQS. SANDAG and the APCD are responsible for developing the San Diego portion of the SIP, and have developed an attainment plan for attaining the eight-hour NAAQS for ozone. The RAQS sets forth the plans and programs designed to meet the state air quality standards. Through the RAQS and SIP planning processes, the APCD adopts rules, regulations, and programs designed to achieve attainment of the ambient air quality standards and maintain air quality in the SDAB.

Conformance with the RAQS and SIP determines whether a project would conflict with or obstruct implementation of the applicable air quality plans. The basis for the RAQS and SIP is the distribution of population in the San Diego region as projected by SANDAG. Growth forecasting is based in part on the land uses established by the General Plan.

The project would not promote growth or develop new roadways in areas where there are no existing roadways. The project would improve safety and mobility, improve traffic flow along University Avenue, and encourage sustainability of mixed and commercial uses within the North Park CBD. The project would not conflict with or obstruct any policies or measures adopted in the RAQS or SIP to reduce emissions within the SDAB, as the project is designed to promote transit uses and increase vehicular flow along University Avenue, resulting in reduced emissions overall. The project would therefore not conflict with the RAQS or SIP and would not cause a significant air quality impact.

Significance of Impact

The project would not result in a significant air quality impact because the project would not conflict with any applicable air quality plan.

Mitigation, Monitoring, and Reporting

No mitigation measures would be required.

5.3.3 <u>Impact</u>

Issue 2: Would the proposed project result in a violation of any air quality standard or contribute substantially to and existing or projected air quality violation?

Impact Threshold

In accordance with City Significance Determination Thresholds (2011a), a significant air quality impact would occur if the project would:

• Violate any air quality standard or contribute substantially to an existing or projected air quality violation.

The City has identified screening level thresholds that are designed to provide a guideline to be considered on a case-by-case basis with other substantial evidence to determine if a project may have a significant air quality impact. Other substantial evidence may involve factors such as proximity of sensitive receptors, potential for exceedance of the CO standard (CO "hot spots"), or other considerations. Table 5.3-3, *Air Quality Screening Level Thresholds*, provides a summary of the City's screening level thresholds for air quality.

Table 5.3-3 AIR QUALITY SCREENING LEVEL THRESHOLDS								
		Total Emissions	5					
Pollutant	Pounds per	Pounds per	Tons per					
	Hour	Day	year					
Carbon Monoxide (CO)	100	550	100					
Oxides of Nitrogen (NO _x)	25	250	40					
Particulate Matter (PM ₁₀)		100	15					
Oxides of Sulfur (SO _x)	25	250	40					
Lead and Lead Compounds		3.2	0.6					
Particulate Matter, 2.5 microns $(PM_{2.5})^1$		55	15					
Volatile Organic Compounds (VOCs)/ Reactive Organic Gases (ROG)		137	15					

Source: City 2007

¹Threshold for PM_{2.5} from South Coast Air Quality Management District (SCAQMD)

Impact Analysis

Construction Impacts

Emissions of pollutants that are generated during construction, such as fugitive dust and heavy equipment exhaust, are generally highest near the construction site. The project would be constructed in phases; Phase 1 construction is anticipated to require 13 months to complete. The following equipment is anticipated for the construction of Phase 1: one pettibone crane, one backhoe, one loader, one curb machine, one paver, one striping machine, three delivery trucks (maximum per day), and two 7- to 15-cubic-yard capacity dump trucks. A total of 15 workers is estimated for construction of Phase 1.

Emissions from construction were calculated using emission factors from the OFFROAD2007 Model (ARB 2007a). Emission factors from the SCAQMD's website were used to represent heavy equipment emissions. Emissions from vehicles were calculated using emission factors from the EMFAC2007 Model. For the purpose of evaluating fugitive dust emissions, it was assumed that construction would involve some minor demolition and surface disturbance activities, and that activities would be limited to two acres per day. Fugitive dust emissions were calculated using the URBEMIS emission factor of 20 pounds per acre per day. It was also assumed that asphalt paving would occur over a maximum of two acres per day; emissions were calculated using the URBEMIS emission factor of 2.62 pounds per acre.

In addition, emission calculations were conducted assuming standard fugitive dust control measures would be implemented during construction. These measures include the following:

- Application of soil stabilizers to inactive areas
- Replacement of groundcover in disturbed areas as soon as possible
- Watering of exposed surfaces (including unpaved roads) a minimum of twice daily
- Control of dust during equipment loading/unloading
- Reduction of speed on unpaved surfaces to 15 miles per hour (mph)

As shown in Table 5.3-4, *Phase 1 Construction Emissions*, based on the estimates of the emissions associated with Phase 1 of project construction, the emissions of criteria pollutants would be below the San Diego APCD's screening level thresholds (refer to Table 5.3-3). Emissions associated with subsequent phases would be similar in magnitude to emissions from Phase 1 construction because the construction requirements and activities would be similar. While the City has not established these thresholds as an absolute measure of significance, given that emissions would be less than the screening level thresholds, no further analysis would be warranted and construction emissions would be less than significant.

Table 5.3-4 PHASE 1 CONSTRUCTION EMISSIONS									
Emission Source	ROG	CO	NO _x	SO _x	PM ₁₀	PM _{2.5}			
Pounds per Day									
Fugitive Dust	-	-	-	-	40.00	8.40			
Heavy Equipment Exhaust	8.91	30.38	65.97	0.08	3.57	3.17			
Truck Trips	0.49	1.51	3.42	0.00	0.18	0.16			
Road Dust	-	-	-	-	1.62	0.24			
Worker Trips	0.32	3.85	0.20	0.01	0.05	0.03			
Asphalt Offgassing	5.24	-	-	-	-	-			
TOTAL	14.96	35.74	69.59	0.09	45.42	12.00			
Screening-Level Thresholds	137	550	250	250	100	55			
Above Screening-Level Thresholds?	No	No	No	No	No	No			

Table 5.3-4 (cont.) PHASE 1 CONSTRUCTION EMISSIONS									
Emission Source	ROG	CO	NO _x	SO _x	PM ₁₀	PM _{2.5}			
Tons per Year									
Fugitive Dust	-	-	-	-	5.40	1.13			
Heavy Equipment Exhaust	1.20	4.10	8.91	0.01	0.48	0.43			
Truck Trips	0.07	0.20	0.46	0.00	0.02	0.02			
Road Dust	-	-	-	-	0.22	0.03			
Worker Trips	0.04	0.52	0.03	0.00	0.01	0.00			
Asphalt Offgassing	0.71	-	-	-	-	-			
TOTAL	2.02	4.82	9.40	0.01	6.13	1.61			
Screening-Level Thresholds	15	100	40	40	15	15			
Above Screening-Level Thresholds?	No	No	No	No	No	No			

Source: SRA 2011

Operational Impacts

Operational impacts from the project would include emissions associated with vehicular traffic. Because of the nature of the project as a mobility improvement project, the project itself would not generate additional trips. Rather, traffic would be redistributed in the project area. The Traffic Impact Analysis for the project (Wilson & Company 2011) evaluated impacts on traffic in the study area from implementation of the project. Traffic impacts were evaluated for existing conditions, near-term (2013) conditions with and without Phase 1 of the project, and future (2030) conditions with and without full buildout of the project.

Traffic congestion at intersections affected by the project may result in the formation of CO "hot spots," which would result in an exceedance of the air quality standards for CO. Based on the Traffic Impact Analysis, potentially significant traffic impacts would occur to the following intersections with implementation of the project:

Near-term Conditions

- North Park Way/I-805 SB ramps/Boundary Street; and
- El Cajon Boulevard/30th Street.

Buildout Conditions

- North Park Way/I-805 SB ramps/Boundary Street;
- Lincoln Avenue/Ohio Street;
- Lincoln Avenue/Illinois Street;
- El Cajon Boulevard /30th Street; and
- El Cajon Boulevard /I-805 SB ramps.

To evaluate the potential for CO "hot spots," the procedures in the Caltrans ITS Transportation Project-Level Carbon Monoxide Protocol (Protocol; Caltrans 1998) were used. As recommended in the Protocol, CALINE4 modeling was conducted for the intersections identified above for the scenario without project traffic, as well as with project scenarios. Modeling was conducted based on the guidance in Appendix B of the Protocol to calculate maximum predicted one-hour CO concentrations. Predicted one-hour CO concentrations were then scaled to evaluate maximum predicted eight-hour CO concentrations using the recommended scaling factor of 0.7 for urban locations. As recommended in the Protocol, receptors were located at locations that were approximately 10 feet from the mixing zone, and at a height of 6 feet. For conservative purposes, average approach and departure speeds were assumed to be one mph, which results in higher CO emission rates and a conservative estimate of potential impacts.

In accordance with the Protocol, it also is necessary to estimate future background CO concentrations in the project vicinity to determine the potential impact plus background and evaluate the potential for CO "hot spots" due to the project. The existing maximum one-hour and eight-hour background concentrations of CO that were measured at the downtown San Diego monitoring station for the period from 2004 to 2008 of 5.3 and 4.04 ppm were used to represent future maximum background one-hour and eight-hour CO concentrations. CO concentrations in the future may be lower as inspection and maintenance programs and more stringent emission controls are placed on vehicles.

Table 5.3-5, *CO* "*Hot Spots*" *Modeling Results*, presents a summary of the predicted CO concentrations for the intersections evaluated for the near-term with Phase 1 conditions and buildout with full project conditions. As shown in Table 5.3-5, the predicted CO concentrations would be substantially below the one-hour and eight-hour NAAQS and CAAQS for CO shown in Table 5.3-1. Therefore, no exceedances of the CO standard are predicted, and the project would not cause or contribute to a violation of this air quality standard.

Table 5.3-5 CO "HOT SPOTS" MODELING RESULTS						
Intersection	CO Concen Backgrou	One-hour tration plus and, ppm = 20 ppm) PM	Maximum Eight-hour CO Concentration plus Background, ppm (CAAQS = 9 ppm)			
Near-te	rm (2013) wit	h Phase 1				
North Park Way/I-805 SB ramps/ Boundary Street	5.7	6.2	4.67			
El Cajon Boulevard/30 th Street	6.2	6.6	4.95			

Table 5.3-5 (cont.) CO "HOT SPOTS" MODELING RESULTS					
Intersection	Maximum One-hour CO Concentration plus Background, ppm (CAAQS = 20 ppm)		Maximum Eight-hour CO Concentration plus Background, ppm (CAAQS = 9 ppm)		
	AM	PM	(CAAQ5 –) ppm)		
Buildout (2030) with Full Project					
North Park Way/I-805 SB ramps/ Boundary Street	5.5	5.7	4.32		
Lincoln Avenue/Ohio Street	5.4	5.5	4.18		
Lincoln Avenue/Illinois Street	5.4	5.5	4.18		
El Cajon Boulevard /30 th Street	5.7	5.9	4.46		
El Cajon Boulevard /I-805 SB ramps	5.8	6.0	4.53		

Source: SRA 2011

Significance of Impact

Construction or implementation of the project would not cause or contribute to a violation of air quality standards. Accordingly, impacts would be less than significant.

Mitigation, Monitoring, and Reporting

No mitigation measures would be required.

5.3.4 <u>Impact</u>

Issue 3: Would the proposed project exceed 100 pounds per day of particulate matter (PM) (dust)?

Impact Threshold

In accordance with City Significance Determination Thresholds (2011a), a significant air quality impact would occur if the project would:

• Release substantial quantities of air contaminants beyond the boundaries of the premises upon which the stationary source emitting the contaminants is located.

Impact Analysis

As discussed in Section 5.3.3 and as shown on Table 5.3-4, emissions of particulate matter (PM_{10} and $PM_{2.5}$) produced during construction of the project are below the City's significance threshold of 100 pounds per day (45.42 and 12.00 pounds per day, respectively). Emissions would therefore be less than significant, and the project would not result in a significant particulate matter (dust) impact.

Significance of Impact

Impacts associated with dust generation from project construction would be less than significant.

Mitigation, Monitoring, and Reporting

No mitigation measures would be required.

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5.4 HYDROLOGY/WATER QUALITY

The following section provides discussions of existing hydrologic and water quality conditions in the project site and vicinity; evaluates potential impacts from implementation of the proposed project; and identifies associated mitigation measures where applicable. A Preliminary Drainage Report and a Preliminary Water Quality Technical Report (WQTR) were prepared for the proposed project by Project Design Consultants (PDC, 2010a and 2010b). These studies are summarized in the following analysis along with other pertinent data, with the complete reports included in Appendices E and F of this EIR.

5.4.1 Existing Conditions

Watershed and Drainage Characteristics

The project site is located within the Pueblo San Diego HU, 1 of 11 major drainage areas identified in the RWQCB Basin Plan (1994 as amended). The Pueblo San Diego HU includes approximately 60 square miles, and extends generally from the City of La Mesa on the east to San Diego Bay along the coast. The HU is divided into a number of smaller hydrologic designations based on local drainage characteristics, with the project site located in the San Diego Mesa HA and the Chollas HSA (see Figure 5.4-1, *Project Location within Local Hydrologic Designations*). Surface drainage in the Pueblo San Diego HU occurs through several small to moderate size streams, including Chollas, South Chollas, and Switzer creeks. Average annual precipitation in the project site vicinity is approximately 10.8 inches, with January through March comprising the wettest months and June through August the driest (Weather.com 2010).

Existing on-site drainage is generally to the south, with flows from the project site ultimately discharging to San Diego Bay. The western portion of the project site (approximately between Florida and Kansas streets) drains generally south and west to Balboa Park, and enters the Florida Drive branch of Switzer Creek. These flows continue to the south and west and enter San Diego Bay south of the Marriott Marina (approximately three miles south-southwest of the project site). The eastern portion of the project site (approximately between Kansas Street and Boundary Street) drains generally east to I-805, before turning south and entering Chollas Creek near the I-15/SR-94 interchange. Chollas Creek continues to the west and south and enters San Diego Bay near the 28th Street Pier (approximately four miles south of the project site). Calculated existing 50-year peak storm¹ flows from the project site are approximately 298 cubic feet per second (PDC 2010a). The project site and vicinity are predominantly developed, and include extensive existing storm drain systems in the City of San Diego and other jurisdictions.

The project Preliminary Drainage Report (PDC 2010a in Appendix E) includes an assessment of the function and capacity of the existing on-site storm drain system. Specifically, five separate drainage areas (or systems) are identified within the project site, as outlined below (refer to Figures 3-1a through 3-1c for geographic locations).

¹ A 50-year storm is defined as an event with a 2 percent chance of occurring in any given year.

System 100

This area includes drainage between Texas Street and Park Boulevard (with Park Boulevard located west of the western project site boundary), with drainage occurring primarily through a 36-inch diameter reinforced concrete pipe (RCP) in Alabama Street. Portions of the storm drain system and one of the associated inlets are undersized (for a 50-year storm), resulting in ponding and flows across University Avenue and Alabama Street during larger storms.

System 200

System 200 includes drainage between the east side of Texas Street and Hamilton Street, with drainage entering an RCP box culvert at the University Avenue/Arizona Street intersection. The existing box culvert does not have adequate capacity to convey 50-year flows, and one of the associated inlets is undersized (for a 50-year storm), resulting in localized ponding during larger storms.

System 300

The drainage area for System 300 extends between Hamilton and 30th streets, with flows entering a 30-inch storm drain on Arnold Avenue. Several inlets and pipes within this system do not have adequate capacity (for a 50-year storm), with associated ponding and potential surcharging occurring in one or more pipes during larger storms. Excess flows from this system also contribute to the issues described above in System 200.

System 400

System 400 includes drainage in the area between 30th and Illinois streets, with all associated inlets and pipelines/culverts exhibiting sufficient existing capacity for a 50-year storm.

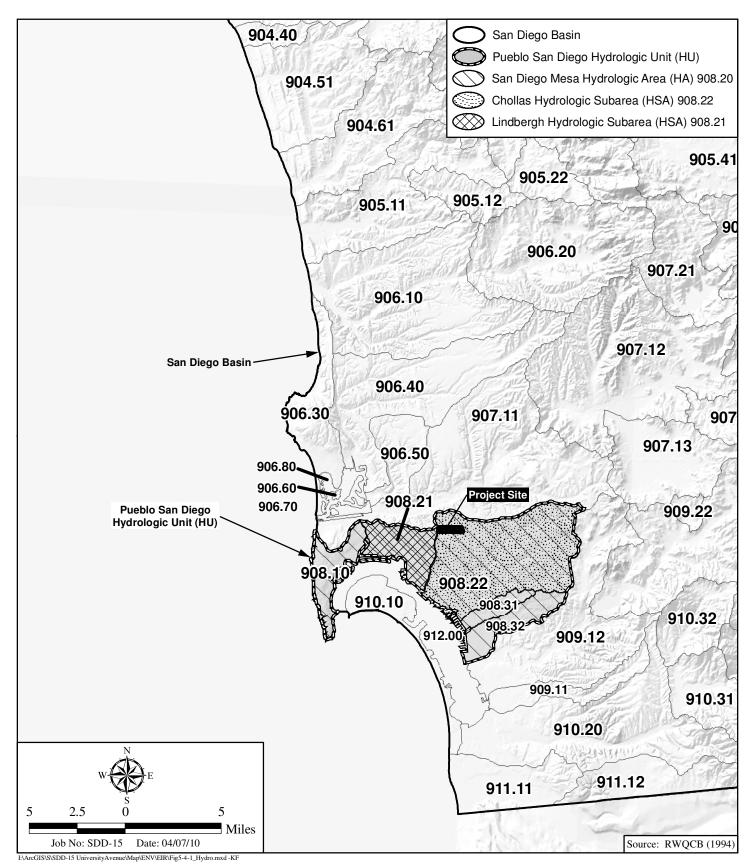
System 500

This system extends between Illinois and Bancroft streets and flows into a 30-inch storm drain near Boundary Street. One associated inlet does not have adequate existing capacity, although all associated pipelines/culverts exhibit adequate capacity for a 50-year storm.

Flooding Hazards

The project site and surrounding areas have been mapped for flood hazards by the Federal Emergency Management Agency (FEMA). The entire project site and adjacent areas are mapped as Zone X, or areas determined to be outside the 500- and 100-year floodplains (FEMA 1997a and 1997b). The closest mapped 100-year floodplain is located approximately 1.3 miles to the south along the Florida Drive branch of Switzer Creek (FEMA 1997a).

As noted above under Watershed and Drainage Characteristics, a number of existing local storm drain facilities are undersized, with associated potential for localized ponding and flooding during larger storm events.



Project Location within Local Hydrologic Designations

UNIVERSITY AVENUE MOBILITY PLAN EIR

Figure 5.4-1

Groundwater

The project site is not within or adjacent to any mapped regional groundwater basins and no known local aquifers occur in the project vicinity (California Department of Water Resources [DWR] 2003; San Diego County Water Authority [SDCWA] 1997). The closest regional groundwater basins are associated with the Sweetwater River (Sweetwater Valley Basin) and the San Diego River (Mission Valley Basin), and are located approximately 7 miles south and 1.4 miles north of the site, respectively. Perched groundwater could potentially be present within the project site, and generally consists of one or more unconfined aquifers supported by impermeable or semi-permeable strata. Such aquifers are typically limited in volume and extent, but are variable with conditions including seasonal precipitation and irrigation.

Water Quality

Surface Water

Surface water within the project site consists primarily of runoff from storm events and dry weather flows, such as landscape irrigation. No known water quality data are available for the site or immediate vicinity, with storm flows subject to variations in water quality due to local conditions such as runoff volumes/rates and land use. A summary of typical pollutants and related sources for urban storm water runoff is provided in Table 5.4-1, *Summary of Typical Pollutant Sources for Urban Storm Water Runoff*. Based on the predominantly urban nature of the project site and vicinity, on-site surface water quality is expected to be generally moderate to poor.

Current water quality information for applicable receiving waters includes quantitative data from the following sources: (1) State Surface Water Ambient Monitoring Program (SWAMP) studies for the Pueblo San Diego HU; (2) monitoring associated with the Watershed Urban Runoff Management Program (WURMP) for San Diego Bay, conducted under the Clean Water Act (CWA) NPDES Municipal Permit (as outlined below under Regulatory Framework); and (3) Total Maximum Daily Load (TMDL) monitoring conducted in Chollas Creek per RWQCB Order R9-2004-0277. The results of water quality monitoring from the noted efforts are summarized below, followed by discussions of Basin Plan beneficial use/water quality objectives and impaired water assessments conducted under the CWA.

SWAMP Monitoring

Monitoring conducted under the SWAMP periodically rotates among watersheds, with the Pueblo San Diego HU most recently monitored in 2005/2006 (SWAMP 2008). While these efforts do not encompass water quality data from areas within the project site, they include one downstream sampling location along Chollas Creek near National Avenue (approximately 3.8 miles south-southwest of the project site), and one location along a tributary to Chollas Creek at Federal Boulevard (approximately 4 miles east-southeast of the project site). The noted samples were evaluated for water chemistry and water and sediment toxicity. Because only two sites were sampled, the associated data are not necessarily representative of water quality in the Pueblo San Diego HU as a whole.

Table 5.4-1
SUMMARY OF TYPICAL POLLUTANT SOURCES
FOR URBAN STORM WATER RUNOFF

Pollutants	Typical Pollutant Sources		
Sediment and Floatables	Streets, driveways, landscaping, construction, atmospheric deposition, erosion		
Pesticides and Herbicides	Landscaping, roadsides, utility right-of-ways, soil wash-off		
Organic Materials	Landscaping, trash collection/disposal areas, animal wastes		
Oxygen-demanding	Landscaping, animal wastes, trash collection/disposal areas, leaky		
Substances	sanitary sewer lines or septic systems		
Metals	Automobiles, bridges, atmospheric deposition, industrial areas, soil erosion, corroding metal surfaces, combustion processes		
Oil and	Roads, driveways, parking lots, vehicle maintenance areas, gas stations,		
Grease/Hydrocarbons	illicit dumping to storm drains		
Bacteria and Viruses	Roads, leaky sanitary sewer lines or septic systems, sanitary sewer cross- connections, animal wastes		
Nitrogen and Phosphorus	Landscaping fertilizers, atmospheric deposition, automobile exhaust, soil erosion, animal wastes, detergents		

Source: EPA 1999

Both tested sites, however, regularly exceeded water chemistry standards for numerous constituents including phosphorus, ammonia, selenium, pH, and conductivity. Toxicity to test organisms was observed in water samples from both sites, while sediment samples did not display toxicity.

San Diego Bay WURMP Monitoring

The San Diego Bay WURMP was initiated in 2002 based on associated requirements in the NPDES Municipal Permit. The current WURMP (San Diego Unified Port District [SDUPD] et al. 2008) encompasses the entire San Diego Bay Watershed Management Area (which includes the Pueblo San Diego HU), with the related jurisdictions coauthoring annual reports that assess current water quality conditions and trends (as well as identifying measures to address related issues and regulatory requirements). The following summary information from the 2009-2010 WURMP Annual Report is provided for the Pueblo San Diego HU (SDUPD et al. 2010).

During the 2009-2010 monitoring season in the Pueblo San Diego HU, identified high priority water quality problems (HPWQPs) were "[g]enerally similar to previous years and correspond to the HPWQPs identified in the WURMP document." (SDUPD et. al 2011). Identified high priority constituents included total suspended solids (TSS), turbidity, total/fecal coliform and enterococci bacteria, dissolved copper, and bifenthrin (a synthetic pyrethroid pesticide). Dissolved zinc and lead, permethrin (a synthetic pyrethroid pesticide), MBAS (methylene blue activated substances such as commercial detergents), biochemical oxygen demand (BOD), and chemical oxygen demand (COD) were listed as medium priority constituents, while pH was identified as a "potential constituent of concern" (SDUPD et al. 2011).

Samples collected during bioassessment monitoring were assigned Index of Biotic Integrity (IBI) ratings of very poor, and a number of beneficial use impairments were concluded to exist or have the potential to exist in association with elevated pollutant levels. Bioassessment testing involves evaluating (among other criteria) the taxonomic richness (i.e., number of taxonomic groups) and diversity (i.e., species diversity within taxonomic groups) of benthic macroinvertebrate (BMI) communities. IBI ratings are based on numerical scores assigned to factors such as species composition and richness, and are used to determine the health (integrity) of aquatic communities (biotics) in a given river or stream.

Persistent toxicity to amphipod (shrimp-like crustacean) test species was observed, with the increasing trend in toxicity likely attributable to synthetic pyrethroid pesticides. Additional information regarding pesticide monitoring/occurrences in the Chollas Creek watershed portion of the Pueblo San Diego HU is provided in the following discussion of Chollas Creek TMDL monitoring (with additional discussion of TMDLs also provided below under the discussion of CWA 303[d] requirements).

Chollas Creek TMDL Monitoring

TMDLs for Chollas Creek were adopted for diazinon (a pesticide) on August 14, 2002 (pursuant to RWQCB Order R9-2002-0123); dissolved copper, lead, and zinc on June 13, 2007 (per RWQCB Order R9-2007-0044); and for indicator bacteria (total/fecal coliform and Enterococci bacteria) on February 10, 2010 (pursuant to RWQCB Resolution R9-2010-0001). The use of diazinon was banned nationally per direction by the EPA, with the numeric targets for diazinon in Chollas Creek intended to protect aquatic life from both short-term (acute) and long-term (chronic) exposure.

Numerous urban land uses and activities within the Chollas Creek watershed contribute copper, lead, and zinc to the creek, including roadways and commercial/industrial sites. Full implementation of the TMDLs for dissolved metals are required to be completed within 20 years of the associated Basin Plan amendment (October 22, 2008), with the compliance schedule structured in a phased manner such that 80 percent of the reductions are required in the first 10 years, and 100 percent of the reductions are required within 20 years. Wet and dry weather TMDLs for indicator bacteria are required to be achieved within 10 years of the February 10, 2010 Basin Plan amendment date, with wet weather TMDLs potentially subject to a maximum 10-year extension (and no potential extension available for dry weather TMDLs).

TMDL compliance monitoring is conducted annually for diazinon and dissolved metals in the Chollas Creek watershed, and will be implemented for indicator bacteria. During the 2009-2010 season, monitoring was conducted at the following two locations: (1) the base of the north fork of Chollas Creek (site SD8[1]), approximately three miles south of the project site; and (2) the base of the south fork of Chollas Creek (site DPR2), approximately 4.5 miles south of the project site (Weston Solutions, Inc. [Weston] 2010). TMDL Monitoring was conducted during three storm events in 2009-2010 (November 29 and December 7, 2009; and February 6, 2010), with test results for pesticides, metals, and other pollutants summarized below.

• While organophosphate pesticides (diazinon and malathion) were detected at both test sites, concentrations were generally low and "Significantly decreasing trends were observed for diazinon in both the north and south forks." (Weston 2010). This condition

is likely attributable to the nationwide ban on retail diazinon sales implemented in 2005, with related concentrations and frequency of occurrence likely to continue declining as residual supplies of diazinon are exhausted. No related acute or chronic survival toxicity was observed for amphipods, although one instance of associated reproductive toxicity was noted. This condition may be attributable to the fact that the noted toxicity occurred during the first storm event following an extended dry period, and may thus have been influenced by the associated buildup of pollutants.

- Dissolved copper concentrations exceeded the acute thresholds for the first two
 monitored storm events at the SD8(1) and DPR2 sites, while dissolved zinc exceeded the
 acute threshold for the first two monitored storm events at the SD8(1) site. Dissolved
 lead concentrations were below the acute threshold at both monitoring sites for all three
 storm events.
- Dissolved copper concentrations exceeded the chronic threshold at both monitoring sites for all three storm events, and dissolved lead concentrations exceeded the chronic threshold for the first two storm events at both monitoring sites. Dissolved zinc concentrations exceeded the chronic threshold for the last storm event at the SD8(1) site.
- In addition to the TMDL monitoring summarized above, the Chollas Creek 2009-2010 testing program involved a number of additional pollutants, including polycyclic aromatic hydrocarbons (PAHs), chlorinated pesticides, and polychlorinated biphenyls (PCBs). PAHs were detected during all three storm events at both sites, with observed levels higher at the SD8(1) site for the first two storms, and higher at the DPR2 site for the last storm. Chlorinated pesticides (e.g., chlordane) were detected at low levels during all three storm events at both sites. PCBs were not detected at the SD8(1) site, but were observed at low concentrations at the DPR2 site during the last storm event.

Based on the above data, the 2009-2010 Annual Monitoring Report identifies the following pollutant trends for Chollas Creek: (1) significantly increasing trends for dissolved copper and zinc in the north and south forks (SD8[1] and DPR2 sites), although the report notes that "When compared to historical data, increasing trends were relatively shallow and have flattened over time..."; and (2) significantly decreasing trends for diazinon in the north and south forks.

Beneficial Uses and Water Quality Objectives

The San Diego Basin Plan (RWQCB 1994) establishes beneficial uses and water quality objectives for surface and groundwater resources. Beneficial uses are defined in the Basin Plan as "the uses of water necessary for the survival or well being of man, plus plants and wildlife." Existing and potential beneficial uses for applicable inland surface waters identified in the Basin Plan are summarized below, with detailed beneficial use definitions provided in the project WQTR (refer to PDC 2010a in Appendix F).

- <u>Chollas Creek (Hydrologic Subarea 908.22)</u>. Identified existing beneficial uses include REC-2, WARM, and WILD, with potential beneficial uses limited to REC-1.
- <u>Switzer Creek (Hydrologic Subarea 908.21)</u>. No existing or potential beneficial uses are listed.

Existing and potential beneficial uses for applicable groundwater basins identified in the Basin Plan are summarized below.

<u>San Diego Mesa HA (Hydrologic Area 908.20)</u>. No existing or potential beneficial uses are listed.

Existing and potential beneficial uses for downstream coastal waters identified in the Basin Plan are summarized below.

 <u>San Diego Bay</u>. Identified existing beneficial uses include IND; NAV; REC-1; REC-2; COMM; BIOL; EST; WILD; RARE; MAR; MIGR; SPWN; and SHELL.

Water quality objectives are identified in the Basin Plan as "the limits or levels of water quality constituents or characteristics which are established for the reasonable protection of beneficial uses or the prevention of nuisance within a specific area." The establishment of water quality objectives is required by states under Section 303 of the CWA, and Basin Plan objectives satisfy all applicable requirements of the CWA and the State Porter-Cologne Water Quality Act. Water quality objectives may include both qualitative standards and quantitative objectives for identified constituents. Identified numeric water quality objectives for surface waters in the San Diego Mesa HA are limited to turbidity (20 Nephelometric Turbidity Units [NTU]) and color (20 color units), with no established numeric objectives for groundwater quality (RWQCB 1994). Basin Plan beneficial uses and water quality objectives are used, along with other considerations, to identify Section 303(d) impaired waters and related TMDL requirements as outlined below.

303(d) Impaired Water Bodies and Total Maximum Daily Loads

The State Water Resources Control Board (SWRCB) and RWQCB produce bi-annual assessments of statewide water quality conditions. These assessments are focused on CWA Section 303(d) impaired water listings and scheduling of TMDL requirements. TMDLs establish the maximum amount of an impairing substance or stressor that a water body can assimilate and still meet water quality standards, and allocate that load among pollution contributors. States are required to identify and document any and all polluted surface water bodies, with the resulting documentation referred to as the *Clean Water Act Section 303(d) List of Water Quality Limited Segments*, or more commonly the 303(d) list. The 303(d) list is the primary vehicle for protecting water quality in impaired waters bodies and for protecting beneficial uses. The most current (2006) approved 303(d) list identifies impaired receiving waters including Chollas Creek and San Diego Bay (Table 5.4-2, *Receiving Water Bodies 303(d) List Summary*). As previously described, TMDLs have been established along Chollas Creek for diazinon; dissolved copper, lead, and zinc; and indicator bacteria.

Table 5.4-2 RECEIVING WATER BODIES 303(d) LIST SUMMARY				
Water Body Name	Pollutant/Stressor ¹	Estimated Size Affected		
Chollas Creek	Copper	3.5 miles		
	Indicator Bacteria	3.5 miles		
	Lead	3.5 miles		
	Zinc	3.5 miles		
San Diego Bay Shoreline, near Switzer Creek	Chlordane ²	5.5 acres		
	Lindane/Hexachlorocyclohexane (HCH) ²	5.5 acres		
	polycyclic aromatic hydrocarbons (PAHs) ²	5.5 acres		
San Diego Bay Shoreline, near Chollas Creek ³	Benthic Community Effects	9 acres		
	Sediment Toxicity	9 acres		

Identified potential pollutant/stressor sources for Chollas Creek and the San Diego Bay shoreline near Chollas Creek include point/nonpoint sources. Identified potential pollutant/stressor sources for the San Diego Bay shoreline near Switzer Creek include point/nonpoint sources, urban runoff/storm sewers, boatyards, and other sources. TMDLs have been adopted for all listed pollutants/stressors associated with Chollas Creek.

Chlordane and HCH are organochlorine pesticides, while PAHs are produced from sources such as fossil fuel combustion.

Additional portions of San Diego Bay are listed for pollutants including polychlorinated biphenyls (PCBs), copper, indicator bacteria, mercury and zinc. TMDLs are currently being developed for the San Diego Bay Shoreline at the mouth of Chollas and Switzer creeks. Source: SWRCB (2007)

Groundwater

No known groundwater quality data are available for the project site or immediate vicinity. Based on regional data from the DWR (2003) and the SDCWA (1997), generally moderate to poor groundwater quality is documented in the Sweetwater and Mission Valley basins. Specifically, documented TDS levels range between approximately 1,700 to 3,000 milligrams per liter (mg/l) for the Lower Sweetwater Basin, and 1,000 to 3,000 mg/l for the Mission Valley Basin.

Regulatory Framework

The proposed project is subject to a number of federal, state, and local regulatory requirements related to potential hydrologic and water quality issues. Specifically, these include applicable elements of the federal CWA and NPDES, the RWQCB Basin Plan, and related City standards as summarized below.

CWA/NPDES Standards

Specific CWA/NPDES requirements applicable to the project include: (1) the General Construction Activity Storm Water Permit (Construction General Permit, NPDES No. CAS000002); (2) the General Groundwater Extraction Waste Discharge Permit For Discharge to San Diego Bay (Groundwater Permit, NPDES No. CAG919001); and (3) the San Diego Municipal Permit (Municipal Permit, NPDES No. CAS0108758).

General Construction Activity Permit

Conformance with the Construction General Permit is required prior to development of applicable sites exceeding one acre, with this permit issued by the SWRCB under Order No. 2009-0009-DWO. Specific conformance requirements include implementing a Storm Water Pollution Prevention Plan (SWPPP), an associated Construction Site Monitoring Program (CSMP), employee training, and minimum BMPs, as well as a Rain Event Action Plan (REAP) for applicable projects (e.g., those in Risk Categories 2 or 3, as outlined below). Under the Construction Permit, project sites are designated as Risk Level 1 through 3 based on site-specific criteria (e.g., sediment and receiving water risk), with Risk Level 3 sites requiring the most stringent controls. Based on the site-specific risk level designation, the SWPPP and related plans/efforts identify detailed measures to prevent and control the off-site discharge of pollutants in storm water runoff. Depending on the risk level, these may include mandatory technologybased action levels, effluent limitations, and advanced treatment systems (ATS). Specific pollution control measures require the use of best available technology economically achievable (BAT) and/or best conventional pollutant control technology (BCT) levels of treatment, with these requirements implemented through applicable BMPs. While site-specific measures vary with conditions such as risk level, proposed grading, and slope/soil characteristics, detailed guidance for construction-related BMPs is provided in the permit and related City standards (as outlined below), as well as additional sources including the EPA National Menu of Best Management Practices for Storm Water Phase II (USEPA 2010), and Storm Water Best Management Practices Handbooks (California Stormwater Quality Association [CASQA] 2009).

General Groundwater Extraction Waste Discharge Permit

Conformance with the noted Groundwater Permit is required prior to any applicable discharge of extracted groundwater, pursuant to RWQCB Order No. R9-2007-0034. Groundwater discharge is subject to the specific numeric and narrative discharge criteria identified in the permit conditions and the RWQCB Basin Plan. Compliance with these standards typically involves using BMPs for a number of physical and/or chemical parameters, such as testing/treatment of extracted groundwater prior to disposal and associated monitoring and reporting.

Municipal Permit

The Municipal Permit identifies waste discharge requirements for urban runoff related to applicable new development, redevelopment, and existing development sites under the jurisdiction of co-permittees (e.g., the City). The intent of these requirements is to protect environmentally sensitive areas and provide conformance with pertinent water quality standards, including the CWA and the RWQCB Basin Plan. Identified requirements involve using a number of planning, design, operation, treatment, and enforcement measures to reduce pollutant discharges from individual development projects (and the municipal storm drain system as a whole) to the maximum extent practicable (MEP). Specifically, this includes: (1) using planning efforts to provide water quality protection; (2) requiring coordination between jurisdictions to provide watershed-based water quality protection; (3) implementing applicable low impact development (LID),² source control, priority project, and/or treatment control BMPs to avoid,

² The LID process is intended to mimic predevelopment hydrologic conditions by using design practices and techniques to effectively capture, filter, store, evaporate, detain and infiltrate runoff close to its source.

reduce and/or mitigate effects from erosion and sedimentation, hydromodification³ and urban runoff; and (4) using appropriate monitoring, reporting, and enforcement efforts to ensure proper implementation, documentation and (as appropriate) modification of permit requirements.

Basin Plan Standards

The San Diego Basin Plan is implemented pursuant to the State Porter-Cologne Water Quality Control Act (California Water Code, Division 7), which is the primary water quality control law for the State of California. As previously described, the Basin Plan includes a number of beneficial use designations and water quality objectives that provide direction and requirements related to water quality concerns, and are used as part of the CWA Section 303(d) and TMDL process.

City of San Diego Standards

City hydrologic standards include conformance with applicable sources such as the City *Drainage Design Manual* (1984), which includes specifications for runoff calculations, storm drain system design, and drainage/hydraulic studies.

Pursuant to the City Storm Water Management and Discharge Control Ordinance (SDMC §43.03 et seq.), all new development in the City is required to comply with the storm water pollution prevention measures identified in Chapter 14, Article 2, Divisions 1 (grading) and 2 (storm water runoff control and drainage) of the Land Development Code. These measures require that development projects prevent erosion, sedimentation, and pollutant discharge to the MEP. Both temporary (construction) and permanent erosion, sedimentation, and water pollution control measures are required to be implemented (as appropriate) to the satisfaction of the City Manager, including efforts such as: (1) erosion prevention; (2) sediment control; (3) phased grading; (4) LID, source control, priority project, and/or treatment control BMPs; (5) hydromodification avoidance/control; and (6) monitoring, maintenance, and (as necessary) modification of adopted measures. These requirements are implemented through conformance with applicable water quality standards including pertinent elements of the City Grading Ordinance, City Storm Water Standards, Urban Runoff Management Programs (URMPs), and the Standard Urban Storm Water Mitigation Plan (SUSMP), as outlined below.

In addition to the above requirements, the project is also subject to applicable provisions of several City ordinances/standards and planning documents, including the General Plan (City of San Diego 2008a).

City Grading Ordinance

The City Grading Ordinance (San Diego Municipal Code §142.0101 et seq.) incorporates a number of requirements related to hydrology and water quality, including BMPs necessary to control storm water pollution during project construction and operation. Specifically, these include elements related to slope design, erosion/sediment control, and revegetation requirements.

³ Hydromodification is defined in the Municipal Permit as the change in natural watershed hydrologic processes and runoff characteristics (infiltration and overland flow) caused by urbanization or other land use changes that result in increased stream flows, sediment transport and morphological changes in the channels receiving the runoff.

City Storm Water Standards

The City Storm Water Standards (City of San Diego 2011b) provide detailed information regarding compliance with permanent and construction storm water requirements for all new development projects in the City of San Diego. These standards were most recently updated in January 2011, and reflect applicable requirements in the previously described NPDES Municipal and Construction General permits, as well as related documents such as the URMPs and SUSMP described below. Specific guidelines in the Storm Water Standards include requirements for completing and submitting a *Storm Water Requirements Applicability Checklist* (to determine BMP requirements); identifying pollutants and conditions of concern; determining appropriate BMP categories, types, locations and design; and establishing BMP implementation and maintenance requirements. The identification and analysis of project-related pollutants, BMPs, and implementation/maintenance criteria is conducted as part of the required WQTR. The principal goals of the WQTR are to identify and describe the permanent BMPs required to address identified pollutants and related impacts to water quality, and to assess project conformance with City Storm Water Standards and associated NPDES requirements.

Urban Runoff Management Plans

The NPDES Municipal Permit requires co-permittees to implement URMPs to reduce runoff and contaminant discharges to the MEP. The URMPs were conducted on a jurisdictional basis for the first two years, and included a watershed-based approach for subsequent efforts. The latter approach is being implemented for the project site watershed through the San Diego Bay WURMP (SDUPD et al. 2008). The primary goals of the San Diego Bay WURMP are to reduce pollutant discharge and meet applicable Municipal Permit requirements through cooperative and collaborative strategic planning efforts by the stakeholders (with associated monitoring efforts previously described under the discussion of Water Quality). The City of San Diego also adopted a Jurisdictional URMP (JURMP) on March 20, 2008 to document local efforts related to improving water quality. Specific requirements addressed in the City JURMP include water quality control measures related to TMDL, development/redevelopment, construction, existing development, illicit discharges, public education, effectiveness evaluations, and fiscal analyses.

Standard Urban Storm Water Mitigation Plan

The Model SUSMP (RWQCB 2002) was initially developed by the co-permittees to reduce impacts to receiving waters from development runoff. Specifically, the SUSMP identified a number of permanent BMP requirements for applicable public and private projects, with these measures intended to protect and enhance local and regional surface water quality. An updated Countywide Model SUSMP was adopted on February 9, 2010 to reflect current NPDES requirements including minimum standards for LID measures, runoff control, and hydromodification concerns (Project Clean Water 2010).

General Plan

Applicable goals related to hydrology and water quality in the General Plan Public Facilities, Services and Safety Element include: (1) protecting water resources through pollution prevention and interception efforts; and (2) reducing pollutants in urban runoff and storm water to the MEP. Pertinent goals related to water resources in the General Plan Conservation Element include: (1) protecting and restoring water bodies including reservoirs, coastal waters, creeks, bays, and wetlands; and (2) preserving the natural attributes of floodplains and floodways without endangering life and property.

5.4.2 <u>Impact</u>

Issue 1: Would the proposal result in an increase in impervious surfaces and associated increased runoff?

Impact Thresholds

Based on the City Significance Determination Thresholds (2011a), significant impacts related to increases in impervious surfaces and runoff would result if the Project would generate:

- Increased flooding on- or off-site that would impose flood hazards on other properties; or
- Substantial changes to stream-flow velocities or quantities affecting downstream properties or environmental resources.

Impact Analysis

Impervious Surfaces/Runoff Rates and Amounts

The project Preliminary Drainage Report (PDC 2010b in Appendix E) concludes that "[t]he net impervious coverage of the site is expected to decrease slightly over existing conditions...", and assumes that pre- and post-development 50-year peak storm flows from the site are equal. Based on these conditions, no associated increase in on- or off-site flooding/flood hazards, or substantial changes to stream-flow velocities or quantities would result from project implementation.

It should also be noted that the project is expected to be exempt from the Final Hydromodification Plan (HMP) requirements associated with the NPDES Municipal Permit (County of San Diego 2009). This conclusion is based on the following considerations: (1) project implementation is expected to slightly reduce the total area of impervious surfaces; (2) the project is not considered a "priority project" as it does not trigger "significant redevelopment", and would qualify for designation as "reconfiguring an existing road"; and (3) the project is anticipated to qualify as a "grandfathered" project, based on the fact that 30 percent design was completed prior to adoption of the Final HMP (PDC 2011).

Storm Drain System Capacity

As described under Existing Conditions, a number of existing on-site storm drain facilities do not have adequate capacity for 50-year storm flows, with minor localized ponding and flooding occurring at several inlets and adjacent streets. While the proposed project would not increase on- or off-site storm flows, the described capacity situation would be exacerbated somewhat in portions of the proposed improvement area due to the identified replacement or modification of certain facilities. A summary of post-development conditions and design options for the five

previously described drainage systems within the project site is provided below, with additional discussion provided in the Preliminary Drainage Report (PDC 2010b in Appendix E).

System 100

The proposed project would install a raised median in the System 100 area, which would increase the ponding elevation and make the existing ponding worse. The Drainage Report (PDC 2010b) identifies design features, namely curb cuts in the median that would convey surface flows to the existing storm drain system without increasing the ponding elevation. The location, size, and type of median curb cuts would be determined during the final design phase of the project, but incorporation of this design feature would ensure that flood impacts associated with storm drain capacity would be less than significant.

System 200

The proposed project would install a raised median in the System 200 area, with similar effects to ponding as noted for System 100. The Drainage Report (PDC 2010b) identifies design features, including median curb cuts and/or breaks that would convey surface flows to the existing storm drain system without increasing the ponding elevation within the roadways or off-site properties. The location, size, and type of median curb cuts/breaks would be determined during the final design phase of the project, but incorporation of one or both of these design features would ensure that flood impacts associated with storm drain capacity would be less than significant.

System 300

System 300 currently has a number of inlets and pipes that do not have adequate capacity (as described in Section 5.4.1), although implementation of the proposed project would not exacerbate this situation. Accordingly, no significant impacts related to storm drain capacity in System 300 would result from the proposed project.

System 400

While no existing capacity issues were identified for System 400, two inlets would likely be replaced to accommodate a proposed curb extension. Both the existing and potential replacement inlets have adequate capacity for a 50-year storm, and no associated impacts related to storm drain system capacity would result from the noted replacements.

System 500

As described in Section 5.4.1, one inlet in System 500 does not have adequate existing capacity for a 50-year storm event. Implementation of the proposed project would not exacerbate this situation, however, and no associated significant impacts would result.

Significance of Impact

Based on the post-development drainage conditions and incorporation of design features described above, the proposed project would not result in any significant impacts related to increases in impervious surfaces/runoff, hydromodification, or storm drain system capacity.

Mitigation, Monitoring, and Reporting

Because no significant impacts related to impervious surfaces, runoff, and storm drain capacity would occur, no mitigation measures would be required.

5.4.3 <u>Impact</u>

Issue 2: Would the proposed project result in substantial alteration to on- and off-site drainage patterns due to changes in runoff flow rates or volumes?

Impact Threshold

Based on the City Significance Determination Thresholds (2011a), significant impacts related to drainage alteration and runoff rates or volumes would result if the project would generate:

 Modifications to existing drainage patterns that adversely affect existing vegetation (e.g., by reducing habitat functions and values or altering habitat types), substantially change stream-flow velocities or quantities such that streambed characteristics are altered, or result in adverse impacts to downstream properties or environmental resources.

Impact Analysis

Implementation of the proposed project would result in a number of median improvements, curb extensions, inlet modifications/replacements, and new or retrofitted storm drain pipelines. Overall existing drainage patterns and directions would be retained, however, with the project Preliminary Drainage Report (PDC 2010b in Appendix E) concluding that "[p]roposed drainage patterns will mimic existing drainage patterns very closely..." The project also would not result in any increase of existing 50-year peak storm flows as noted above in Section 5.4.2. Based on these conditions, no associated modifications to existing vegetation/habitats, streambed characteristics, or downstream properties/resources would result from project implementation.

Significance of Impact

Based on the post-development drainage and storm water flow conditions described above, the proposed project would not result in any significant impacts related to on- or off-site drainage patterns or runoff rates/volumes.

Mitigation, Monitoring, and Reporting

Because no significant impacts related to drainage patterns and runoff would occur, no mitigation measures would be required.

5.4.4 <u>Impact</u>

Issue 3: Would the proposed project result in an increase in pollutant discharge, including downstream sedimentation to receiving waters during or following construction? Would the proposed project discharge identified pollutants to an already impaired water body?

Impact Threshold

The City Significance Determination Thresholds (2011a) note that compliance with the Water Quality Standards for public projects is the responsibility of the particular department implementing the project. Adherence to the City's Storm Water Standards is the Water Quality significance threshold. The thresholds further note that if it is determined that BMPs are to be used to protect another specific environmental resource (biological resources, etc.) and these BMPs are above what is required for the project to achieve compliance with the City's Water Quality Standards, the BMPs should be regarded as mitigation measures. The BMPs should be discussed and included as mitigation under the heading of the resource they are meant to protect.

Impact Analysis

Potential water quality impacts associated with the proposed project would involve both short-term (construction) and long-term (operation) issues as described below.

Short-term Construction

Potential water quality impacts related to project construction include erosion/sedimentation, the on-site use and storage of construction-related hazardous materials (e.g., fuels), the generation of demolition-related pollutants, and the disposal of extracted groundwater (if required).

Erosion/Sedimentation

Erosion and sedimentation are not anticipated to be major concerns during project construction, as grading, excavation and exposure of disturbed areas (e.g., through pavement removal) would be limited to relatively small portions of the site. The project would be required to implement a SWPPP, however, and to conform with other applicable regulatory requirements including NPDES and City standards (as previously described in Section 5.4.1 under Regulatory Framework). Graded, excavated, and filled areas associated with construction activities would ultimately be stabilized through efforts such as compaction and installation of pavement and landscaping, although erosion potential in disturbed areas would be higher in the short-term than for existing conditions. The project SWPPP would include erosion and sediment control measures to ensure conformance with the NPDES Construction Permit and related City standards. While final BMPs would be determined during the SWPPP process based on

site-specific conditions, they would likely include the following types of standard measures from sources including the Construction Permit and related City Storm Water Standards:

- Implement seasonal grading restrictions during the rainy season (October 1 to May 1) for applicable locations/conditions.
- Prepare and implement a CSMP to ensure appropriate monitoring, testing, BMP effectiveness, and conformance with applicable discharge requirements.
- Prepare and implement a REAP, if applicable (i.e., depending on the identified risk level), to ensure that active construction areas/activities have adequate erosion and sediment controls in place within 48 hours of the onset of any likely precipitation event (i.e., 50 percent or greater probability of producing precipitation, per National Oceanic and Atmospheric Administration projections).
- Properly manage storm water and non-storm water flows to minimize runoff.
- Use phased grading schedules to limit the area subject to erosion at any given time.
- Use erosion control/stabilizing measures such as geotextiles, mats, fiber rolls, and soil binders.
- Use sediment controls to protect the site perimeter and prevent off-site sediment transport, including measures such as appropriate timing of BMP deployment (e.g., upon completion of grading/excavation); use of temporary inlet filters, silt fences, fiber rolls, gravel bags, concrete washouts, sediment basins, street sweeping, stabilized construction access points and sediment stockpiles; and properly fitted covers for sediment transport vehicles.
- Store BMP materials in applicable on-site areas to provide "standby" capacity adequate to ensure complete protection of exposed areas and prevent off-site sediment transport.
- Implement appropriate BMPs in graded/excavated areas not actively worked for seven or more consecutive calendar days.
- Provide training for personnel responsible for BMP installation and maintenance.
- Use solid waste management efforts such as proper containment and disposal of construction debris.
- Comply with local dust control requirements such as regular application of water or chemical palliatives.
- Install permanent landscaping, with emphasis on native and/or drought-tolerant varieties, as soon as feasible during or after construction.
- Implement appropriate monitoring and maintenance efforts (e.g., prior to and after storm events) to ensure proper BMP function and efficiency.
- Implement sampling/analysis, monitoring/reporting and post-construction management programs per NPDES and/or City requirements.
- Implement additional BMPs as necessary to ensure adequate erosion and sediment control.

Based on implementation of appropriate erosion and sediment control BMPs as part of, and in conformance with, applicable regulatory requirements, potential erosion and sedimentation impacts from project construction would be effectively avoided or addressed. As noted in Section 5.4.1 under Regulatory Framework, detailed BMP requirements under the pending new Construction Permit would be determined after submittal of related application documents, and would take priority over the more general types of measures noted above.

Construction-related Hazardous Materials

Project construction would involve the on-site use and/or storage of hazardous materials such as fuels, lubricants, solvents, concrete, paint, and portable septic system wastes. The accidental discharge of such materials during project construction could potentially result in significant impacts if such materials reach downstream receiving waters, including impaired segments of Chollas Creek and San Diego Bay as previously described. Implementation of a SWPPP would be required under NPDES and City guidelines, and would include measures to avoid or address potential impacts related to the use and potential discharge of construction-related hazardous materials. While final BMPs would be determined during the regulatory process based on site-specific conditions, they would likely include the following types of standard measures:

- Restrict paving operations during wet weather.
- Properly contain and dispose of paving wastes and slurry (e.g., use of properly designed and contained concrete washout areas).
- Minimize the amount of hazardous materials stored onsite and restrict storage/use locations to areas at least 50 feet from storm drain inlets.
- Use raised (e.g., on pallets), covered and/or enclosed storage facilities for all hazardous materials.
- Maintain accurate and current written inventories/labels for stored hazardous materials.
- Use berms, ditches and/or impervious liners (or other applicable methods) in storage, maintenance and fueling areas to provide a containment volume of 1.5 times the volume of stored/used materials, and to prevent discharge in the event of a spill.
- Place warning signs in areas of hazardous material use or storage and near storm drains to avoid inadvertent hazardous material disposal.
- Properly maintain all construction equipment and vehicles.
- Implement proper controls for concrete and finishing compounds, such as avoiding overuse, containing runoff, and protecting storm drain inlets.
- Provide training for applicable employees in the proper use, handling, and disposal of hazardous materials, as well as appropriate action to take in the event of a spill.
- Store absorbent and clean-up materials in readily accessible on-site locations.
- Properly locate and maintain construction-related trash and wastewater facilities.
- Post regulatory agency telephone numbers and a summary guide of clean-up procedures in a conspicuous location on the job site.
- Regularly (at least weekly) monitor and maintain hazardous material use/storage facilities and operations to ensure proper working order.

Based on the described use of BMPs in conformance with applicable NPDES and City guidelines, potential water quality impacts from construction-related hazardous materials would be effectively avoided or addressed. As previously noted, detailed BMP requirements under the pending new Construction Permit would be determined after submittal of related application documents, and would take priority over the more general types of measures noted above.

Demolition-related Debris Generation

Project development would involve the demolition of existing pavement in applicable areas, and could potentially generate pollutants such as particulates (e.g., dust). The introduction of

demolition-related pollutants into local surface waters or storm drains could result in potentially significant downstream water quality effects (including effects to impaired segments of Chollas Creek and San Diego Bay). Project construction would require the implementation of a SWPPP pursuant to the previously described NPDES and City standards. The Project SWPPP would include measures to address potential effects associated with pollutant generation from demolition activities, with detailed requirements to be determined as part of the SWPPP process. A number of standard BMPs would likely be applicable, however, including the following:

- Use particulate control measures downstream of concrete demolition activities (similar to the sediment control efforts described above under erosion/sedimentation).
- Restrict construction debris storage areas to appropriate locations at least 50 feet from storm drain inlets.
- Use appropriate storage facilities for applicable construction debris, including adequately sized watertight dumpsters, covers to preclude rain from contacting waste materials, impervious liners, and surface containment features such as berms or ditches to prevent run-on/runoff and infiltration.
- Employ a licensed waste disposal operator to regularly (at least once a week) remove and dispose of construction debris in an authorized off-site location.
- Recycle appropriate construction debris for on- or off-site use whenever feasible.
- Implement appropriate controls for concrete sawing or grinding activities, such as slurry and debris containment.
- Use dust-control measures such as watering to reduce particulate generation for pertinent locations/activities (e.g., concrete removal).

Based on the required implementation of a project SWPPP under applicable NPDES and City guidelines, potentially significant impacts associated with demolition-related contaminant generation would be effectively avoided or addressed. As previously noted, detailed BMP requirements under the pending new Construction Permit would be determined after submittal of related application documents, and would take priority over the more general types of measures noted above.

Disposal of Extracted Groundwater

While shallow groundwater is generally not expected to be encountered during proposed activities, perched groundwater could potentially occur onsite. If such aquifers are encountered, associated extraction and disposal would be required to conform with applicable NPDES Groundwater Permit criteria (as outlined in Section 5.4.1 under Regulatory Framework). While specific BMPs to address potential water quality concerns from disposal of extracted groundwater would be determined based on individual project characteristics (e.g., the presence of pollutants in local aquifers), they are likely to include the following types of standard industry measures:

- Test extracted groundwater for appropriate pollutants prior to discharge.
- Treat extracted groundwater prior to discharge if required to provide conformance with applicable discharge criteria (e.g., through methods such as filtration, aeration, adsorption, disinfection, and/or conveyance to a municipal wastewater treatment plant).

Based on the required conformance with applicable regulatory standards and the implementation of related BMPs, potentially significant water quality impacts related to disposal of extracted groundwater would be effectively avoided or addressed.

Long-term Operation and Maintenance

Potential long-term water quality impacts from the proposed project would be associated primarily with the generation of pollutants from sources such as vehicle operation and landscape maintenance activities. Potential long-term erosion and sedimentation impacts would be minor, based on the fact that the entire project site would be paved or landscaped. Long-term roadway operation and maintenance typically results in the generation of a number of pollutants, with anticipated and potential pollutants identified in the project WQTR including sediment, nutrients, heavy metals, organic compounds, trash and debris, oxygen demanding substances, oil and grease, and pesticides. Heavy metals and organic compounds are identified as the primary pollutants of concern, based on the previously described City storm water standards and 303(d) listings/adopted TMDLs for downstream receiving waters including Chollas Creek and San Diego Bay. Urban pollutants accumulate in streets and drainage facilities, and are picked up in runoff generated during storm events and/or by urban sources such as irrigation. Pollutant loadings are typically higher during initial storm runoff generation (i.e., the "first flush"), and during the first storm event of the rainy season due to accumulation during the drier months.

Based on the nature of the project design and completion of the City Storm Water Applicability Checklist, the project WQTR concludes that the proposed project does not meet the criteria for designation as a "priority project." Accordingly, project implementation would be subject to standard storm water measures as outlined in the City checklist, but would not require individual priority project or treatment control BMPs (refer to Section 4 and Appendix 1 of the WQTR in Appendix F of this EIR). The implementation of standard storm water measures would include the following LID (as previously defined) and source control BMPs.

Low Impact Development BMPs

Specific LID BMPs identified in the project WQTR include the following measures:

- Minimize the impervious footprint through efforts such as: (1) limiting streets, sidewalks and other applicable facilities to the minimum widths required to conform with safety and design guidelines; and (2) minimizing the use of impervious surfaces in landscaped areas.
- Minimize soil compaction in landscaped areas through measures such as scarifying subsoils at least 6 inches below the topsoil layer, and reusing existing topsoil where appropriate.

The identified LID BMPs would help improve long-term water quality within and downstream from the Project site by maintaining predevelopment hydrologic conditions to the MEP.

Source Control BMPs

Source control BMPs are intended to avoid or minimize the introduction of pollutants into the storm drain and natural drainage systems by reducing the potential generation of pollutants at the point of origin to the MEP. The following source control BMPs are identified in the project WQTR:

- Employ integrated pest management (IPM) techniques, such as: (1) use of pest-resistant native or drought-tolerant varieties in landscaped areas to reduce irrigation requirements and chemical applications (e.g., fertilizers, pesticides and herbicides); and (2) provision of IPM educational materials to City maintenance personnel.
- Use efficient irrigation system and landscaping design measures such as: (1) tailoring irrigation schedules to site-specific needs (i.e., to prevent over-watering); and (2) using moisture/pressure sensors, flow reducers and/or automatic shutoff devices to preclude irrigation during precipitation or in the event of broken sprinkler heads or lines.
- Install storm drain stencils, signs and/or tiles that meet current City criteria at appropriate locations (such as storm drain inlets and catch basins) to discourage illicit discharges.

The above measures would help reduce long-term urban contaminant generation by avoiding and/or reducing the discharge of identified urban pollutants.

Significance of Impact

Based on the above discussions and additional information provided in the project WQTR (PDC 2010a in Appendix F), implementation of the described short- and long-term measures, as well as conformance with applicable regulatory requirements, would comply with existing NPDES, City of San Diego, and Basin Plan water quality criteria. Accordingly, associated potentially significant water quality impacts would be effectively precluded.

Mitigation, Monitoring, and Reporting

Because no significant impacts related to water quality would occur, no mitigation measures would be required.

5.5 HEALTH AND PUBLIC SAFETY

An Initial Site Assessment/Hazardous Materials Technical Study (Ninyo & Moore 2009) was prepared for the project. Portions of this section are based on this report. The report is included as Appendix G of this EIR.

5.5.1 Existing Conditions

On-site Conditions

Based on a review of historical photographs, commercial development has been present along University Avenue within the project site since at least 1928. Historical uses north and south of University Avenue within the project site have included residential development since at least 1928. I-805, which is located to the east of the project site, was developed after 1964.

Facilities of potential environmental concern within the project site that were identified during a review of historical photographs and Sanborn[®] fire insurance maps include "gas and oil" facilities (which are typically associated with historical gas stations utilizing underground storage tanks [USTs]), auto repair shops, dry cleaning businesses, machine shops, various buildings labeled as being utilized for paint storage, and other miscellaneous facilities, such as the Dixieline Lumber/Supply industrial facility formerly located along the east side of Ohio Street. Ninyo & Moore conducted a project area reconnaissance in May and July 2009 to document facilities of potential environmental concern. Such facilities noted in the project site generally included dry cleaners and automotive-related facilities, such as gas stations, auto repair shops, and car washes.

Field reconnaissance and records searches identified a total of 40 properties that currently or previously contained facilities of potential environmental concern within the project site. Although 40 properties were identified, most of these facilities are located on commercial and/or residential properties and not within the street right-of-way where project improvements would occur. One exception is a crude oil UST that was identified in the 1920 Sanborn[©] map in the sidewalk adjacent to the south of the former Peerless Laundry Co. facility, located on the northwestern corner of Ohio Street and University Avenue. This UST was not depicted on subsequent Sanborn[©] maps. It is likely that other USTs for storage of petroleum products, such as heating oil and fuels, are or were formerly located in the street right-of-way and/or underneath sidewalks. A "hazardous liquid pipeline" also was identified in the records search crossing the project site in a generally north-south direction at approximately Utah Street (general location).

In addition to the above-mentioned facilities of potential environmental concern, commonly encountered environmental conditions include asbestos-containing materials, PCB-containing transformers, lead-based paint, and other miscellaneous hazardous materials. Commonly encountered potentially asbestos-containing materials in street rights-of-way include insulated subsurface natural gas lines and cementitious water lines (e.g., transite). Some electrical transformers (pad or pole-mounted) and light ballasts within the project site may contain PCBs. Painted curbs and poles, as well as roadway striping, may contain lead-based paint. In addition, other hazardous materials may be present in the street rights-of-way, including, but not limited to, potentially mercury-containing fluorescent light tubes and/or vapor lights.

Database Search

A computerized search of federal, state, regional, and local environmental regulatory agency databases was performed by Track Info on May 20, 2009 (Appendix G of EIR). The databases document facilities permitted to use or store hazardous materials or generate hazardous wastes, and properties documented as being associated with unauthorized releases of hazardous materials or wastes (i.e., contaminated properties). The review was conducted for facilities located up to one-quarter mile from the project site.

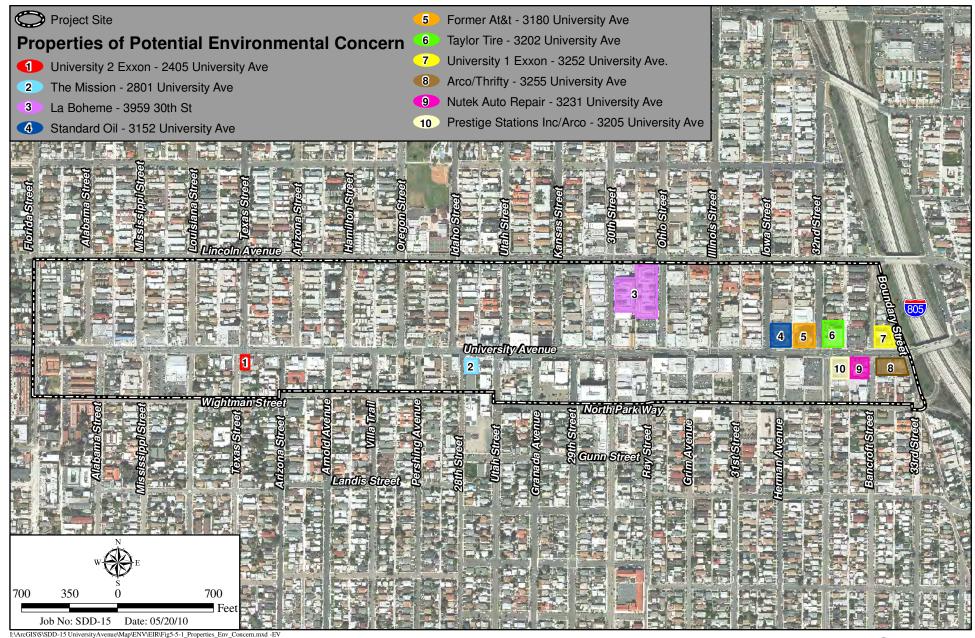
Ten properties within the project site were listed in databases as being associated with unauthorized releases of hazardous materials and are shown in Table 5.5-1, Properties of Potential Environmental Concern, and Figure 5.5-1, Properties of Potential Environmental Concern. These properties primarily include leaking underground storage tank (LUST) cases, such as those associated with current and/or former gas stations/auto repair facilities.

PROPERTIES OF POTENTIAL ENVIRONMENTAL CONCERN			
No.1	Facility	Location	Potential Concern
1	Current: gas station Historic: dry cleaners	2405 University Avenue (southeastern corner of University Avenue/Texas St.)	LUST (cleanup completed in 1989; case closed)
2	Historic: painting warehouse	2801 University Avenue (southeastern corner of University Avenue/28 th Street)	LUST (case still open)
3	Current: condominiums	3959 30 th Street (southwestern corner of Lincoln Avenue/Ohio Street)	Details not available (status not reported)
4	Historic: auto repair/gas and oil	3152 University Avenue (northeastern corner of University Avenue/Iowa Street)	LUSTs (cleanups completed in 1998 and 2003; cases closed)
5	Historic: gas and oil	3180 University Avenue (northwestern corner of University Avenue/32 nd Street)	Gasoline spill (cleanup completed in 2003; case closed)
6	Historic: auto repair	3202 University Avenue (northeastern corner of University Avenue/32 nd Street)	LUSTs (cleanups completed in 1989 and 2001; cases closed)
7	Current: gas station	3252 University Avenue (northeastern corner of University Avenue/Bancroft Street)	LUSTs (cleanups completed in 1988, 2000, and 2004; cases closed) LUST (2004; leak stopped; case still open)
8	Current: gas station Historic: auto repair/gas and oil	3255 University Avenue (southeastern corner of University Avenue/Bancroft Street)	LUSTs (cleanups completed in 1987 and 1998; cases closed)
9	Current: auto repair Historic: gas and oil	3231 University Avenue (southwestern corner of University Avenue/Bancroft Street)	LUST (discovered in 1997; remedial action under way; case still open)
10	Historic: gas and oil	3205 University Avenue (southeastern corner of University Avenue/32 nd Street)	LUSTs (cleanups completed in 1984 and 1996; cases closed) LUST (discovered in 2008; remedial action under way; case still open)

Table 5 5-1

Source: Ninyo & Moore 2009

No. corresponds to numbers on Figures 5.6-1.



Properties of Potential Environmental Concern

UNIVERSITY AVENUE MOBILITY PLAN PROJECT

Figure 5.5-1

Facilities listed as generators of hazardous waste and/or permitted users of hazardous materials were found to be relatively common for commercial properties along University Avenue. Permitted facilities generally included medical offices, dental offices, pharmacies/drugstores, auto repair facilities, and some retail stores. Due to the quantity of the listings and the fact that they are not necessarily associated with impacts from hazardous materials or wastes, permitted facilities are not individually depicted on Figure 5.5-1, unless they were also listed on an unauthorized release database.

Sensitive Receptors

No sensitive receptors to hazardous materials/waste impacts, such as schools or hospitals, are located within the project site. Two sensitive receptors are, however, identified adjacent to the project site, including Jefferson Elementary School, located south of the project site between 28th Street and Utah Street, and North Park Christian Fellowship Preschool located south of the project site, east of 29th Street. North Park Elementary School also is located north of the project site, at the northwestern corner of Lincoln Avenue and Idaho Street; however, this school is currently closed.

Multi-Jurisdiction Hazard Mitigation Plan

The County of San Diego has prepared a Multi-Jurisdiction Hazard Mitigation Plan (2010), which discusses the goals and objectives of the City of San Diego with regard to potential public safety hazards, such as coastal storms, erosion, and tsunamis; dam failures; earthquakes; floods; rain-induced landslides; liquefaction; structure/wildlife hazards; and human-made hazards. This 2010 plan is an update to the finalized 2004 plan. The City has developed the following six goals with regard to hazards:

- Goal 1: Promote public understanding, support, and demand for hazard mitigation.
- Goal 2: Improve hazard mitigation coordination and communication with federal, state, local, and tribal governments.
- Goal 3: Reduce the possibility of damage and losses to existing assets, particularly people, critical facilities/infrastructure, and state-owned facilities, due to structural fire/wildfire, coastal storms/erosion/tsunami, earthquake, dam failure, flood, landslide, and other human-made hazards.
- Goal 4: Reduce the possibility of damage and losses to existing assets, particularly people, critical facilities/infrastructure, and state-owned facilities due to severe weather (e.g., El Niño storms, thunderstorms, lightning, tsunami, and extreme temperature).
- Goal 5: Reduce the possibility of damage and losses to existing assets, particularly people, critical facilities/infrastructure, and state-owned facilities due to geological hazards.
- Goal 6: Reduce the high probability of damage and losses to existing assets, particularly people, critical facilities/infrastructure, and state-owned facilities due to floods.

5.5.2 <u>Impact</u>

Issue 1: Would the proposed project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or environment?

Impact Thresholds

In accordance with the City Significance Determination Thresholds (2011a), hazardous materials/public safety impacts may be significant if the project would:

- Be located on or near known contamination sources and, as a result, create a significant hazard to the public or environment;
- Be located within 1,000 feet of a known contamination site and, as a result, create a significant hazard to the public or environment;
- Be located within 2,000 feet of a known "border zone property" (also known as a "Superfund" site) or a hazardous waste property subject to corrective action pursuant to the Health and Safety Code;
- Excavate in an area with an opened or closed County of San Diego Department of Environmental Health (DEH) site file which would disturb contaminated soils; or
- Be located on a site presently or previously used for agricultural purposes.

Impact Analysis

The project would not generate or require the handling, storage, and/or treatment of hazardous materials/wastes beyond the short-term construction phase activities. Project construction would involve the on-site use and/or storage of hazardous materials such as fuels, lubricants, solvents, concrete, paint, and portable septic system wastes. As discussed in Section 5.4, *Hydrology and Water Quality*, implementation of a SWPPP and other regulatory requirements and City guidelines for the use and storage of hazardous materials would address measures to avoid or address potential impacts related to the use and potential discharge of construction-related hazardous materials. Based on compliance with these regulatory requirements, potential impacts from construction-related hazardous materials would be effectively avoided or addressed.

The project site is not located within 2,000 feet of a Superfund site or on the State Department of Toxic Substances Control Cortese List, pursuant to Section 65962.5 of the California Government Code. Several facilities on the DEH's Environmental Assessment Case Listing however, are located within the project site. As identified in Table 5.5-1, 10 properties associated with releases of hazardous materials are located within the project site. Six of these cases have been issued closure, and therefore, do not pose any further public safety risk. The other four LUST cases remain open, which indicates that soil and/or groundwater may have been contaminated by the release. While the project is not expected to encroach into the groundwater table due to the limited excavation required for the proposed improvements, construction activities could potentially encounter contaminated soil. Due to the proximity of these recorded contamination sites (within 1,000 feet) and the potential to encounter associated hazardous materials during project construction, potentially significant impacts related to hazardous materials may occur during the construction of the project.

In addition, it is possible that unknown USTs may be present within street rights-of-way and may potentially be encountered during project construction. Other hazardous materials, such as asbestos-containing materials, PCBs, lead-based paint, and mercury also may be present within the street rights-of-way. As discussed in Section 5.5.1, asbestos-containing materials within street rights-of-way could be present in utility pipelines; electrical transformers and light ballasts could contain PCBs; and painted curbs, poles, and roadway striping could contain lead-based paint. In addition, other hazardous materials may be present in the street rights-of-way, including, but not limited to, potentially mercury-containing fluorescent light tubes and/or vapor lights. These hazardous materials could potentially be encountered during construction activities. Associated impacts would be potentially significant.

There are neither existing agricultural operations nor potential for farming operations within or near the project site. Aerial photographs from as far back as 1928 do not show any farming operations within the vicinity of the study area. While agricultural activities may have occurred in the project area prior to the commercial/residential development, urban development would likely have resulted in the disturbance and redistribution of potential agricultural contaminants. Based on the urban development and the length of time that has passed since historical agricultural use (if any), it is not likely that residual agricultural contaminants would persist in soil at concentrations that would impact the project. Accordingly, no impacts would occur with regard to agricultural pesticides/herbicides.

Significance of Impact

Impacted soils and/or subsurface features (e.g., USTs) may be present within street rights-of-way and could be disturbed during construction of the project. In addition, other hazardous materials, such as asbestos-containing materials, PCBs, lead-based paint, and other hazardous building materials may be present within the street rights-of-way, which could be encountered during project construction. Such disturbances may result in potentially significant impacts to human health and public safety.

Mitigation, Monitoring, and Reporting

The following mitigation measures would reduce impacts from hazardous materials to public safety and the environment to less than significant levels:

Mitigation Measure 5.5-1: Prior to bid opening award, the applicant shall provide verification, in letter form, to the Mitigation Monitoring and Coordination Section (MMC) that the County of San Diego, Department of Environmental Health has reviewed and approved the proposed Health and Safety Work Plan for the treatment and disposal of hazardous materials or contaminated soils that may be encountered within the project site.

The work plan would contain specific procedures for encountering both expected and unexpected contaminants. The plan would prescribe safe work practices, contaminant monitoring, personal protective equipment, emergency response procedures, and safety training requirements for the protection of construction workers and third parties. The health and safety plan would meet the requirements of 29 CFR 1910 and 1926 and all other applicable federal, state, and local requirements.

5.5.3 <u>Impact</u>

Issue 2: Would the proposed project impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Impact Threshold

There is no specified significance threshold within the City Significance Determination Thresholds (2011a) for the issue relating the emergency response/evacuation plans; however, this document contains an Initial Study Checklist question related to such. Under the following Initial Study Checklist question, public safety impacts would be significant if the project would:

• Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.

Impact Analysis

Construction and implementation of the project would not impair or physically interfere with the implementation of any adopted emergency response plans or emergency evacuation plans, as discussed below.

Construction of the project could require temporary detours and/or lane closures that could temporarily disrupt travel along existing roadways within the construction zone. Emergency access to all properties along the project site, however, would be maintained throughout the construction period. In addition, a TMP would be prepared and implemented during project construction. Elements of the TMP would include, but are not limited to, the following:

- Development of a Public Awareness Campaign.
- Proper identification of detour routes and lane closures within the construction area.
- Placement of appropriate signs, cones, and barricades near construction.
- Scheduling of construction activities during off-peak periods, to the extent possible.
- Development of plans that ensure emergency, residence, and business access.

With implementation of a TMP, the project would not impede access to publicly or privately owned land during construction and would not interfere with emergency response. Therefore, no significant public safety impacts related to emergency services would occur during construction.

Once the project is built, the proposed transit lanes would likely improve emergency response times to accidents and emergency incidents, which would benefit public safety. When emergency vehicles utilizing sirens and lights are approaching, other vehicles would be able to yield more easily by moving to the right into the transit-only lanes. This would open up the left-hand lanes for emergency vehicles and allow then to move more freely and quickly along University Avenue. Accordingly, no significant impact would occur during project implementation.

Significance of Impact

No significant impacts associated with implementation of any adopted emergency response plans or emergency evacuation plans would occur during or following construction of the project.

Mitigation, Monitoring, and Reporting

No mitigation measures would be required.

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5.6 VISUAL EFFECTS AND NEIGHBORHOOD CHARACTER

5.6.1 Existing Conditions

Visual Setting and Site Characteristics

The project site is located within the North Park community, which is one of the City's older urbanized communities, with original subdivisions recorded circa 1900. The community is mostly comprised of single- and multi-family residential development, with commercial uses primarily concentrated along University Avenue, El Cajon Boulevard, and 30th Street. Many of the single-family residential neighborhoods are characterized by craftsman-style homes, tree-lined streetscapes, and wider streets. Some of the single-family development was replaced with apartments during the 1980s and 1990s. The community is topographically varied with generally level areas interspersed with small canyons and south-facing slopes that descend to Mission Valley to the north.

The stretch of University Avenue within the project site includes the CBD between Idaho Street and Iowa Street that contains various commercial uses, and is more pedestrian-oriented than the peripheral street segments. Multi-family residential uses are interspersed among commercial and mixed-uses along the project site, but are more prevalent at the western extent.

Within the project site, University Avenue contains three to four travel lanes, curbs and gutters, sidewalks, and some street landscaping. On-street parking is provided along portions of both sides of the University Avenue, as well as on side streets. In addition, within the project site, multiple bus stops with shelters and benches, as well as bicycle racks, occur along University Avenue. A number of intersections within the project site are signalized with pedestrian crosswalks. Unsignalized pedestrian crosswalks are located at Pershing Avenue and Arnold Avenue; overhead flashing lights are provided at these crosswalks. A community monument sign is located in a center median in the CBD on the block between 29th Street and 30th Street.

Views

Public views of the project site are primarily available from University Avenue. On the western end of the project site, University Avenue extends up a hill that peaks at Park Boulevard. Viewers on University Avenue at Park Boulevard have the most expansive views of the project site, as they would look downhill to the east and across the low point of University Avenue. Smaller topographic variations along University Avenue within the project site, east of Park Boulevard, also allow for views of the surface of University Avenue from high points such as near Oregon Street and Texas Street.

University Avenue crosses I-805 near the eastern end of the project site, just east of Boundary Street. I-805 sits lower in elevation than University Avenue, and its alignment angles to the north as it intersects with University Avenue. The combination of topographic variation and alignment orientation obstructs views of University Avenue from the freeway.

Intervening buildings generally block views of the University Avenue from the north and south. Intermittent views are available from roadways that intersect with University; however, the duration of views range between less than half a block to approximately one block and are focused on the intersection as viewers approach University Avenue. Figure 5.6-1, *Viewshed and Photograph Location Map*, identifies the locations from which the project site would be visible, and is based on analysis of topographic data and aerial photographs.

Scenic Resources

There are no designated or eligible scenic highways in the area, nor any designated scenic resources or landmarks. North Park Community Park is located approximately 700 feet north of the project site, between Oregon Street and Idaho Street, south of Howard Avenue, and north of Polk Avenue. Buildings on the north side of Lincoln Avenue obstruct views toward the project site from this park. Balboa Park is located within 0.5 mile south of the project site, but Balboa Park is not within the project viewshed; buildings and topography block views from the park toward the project site.

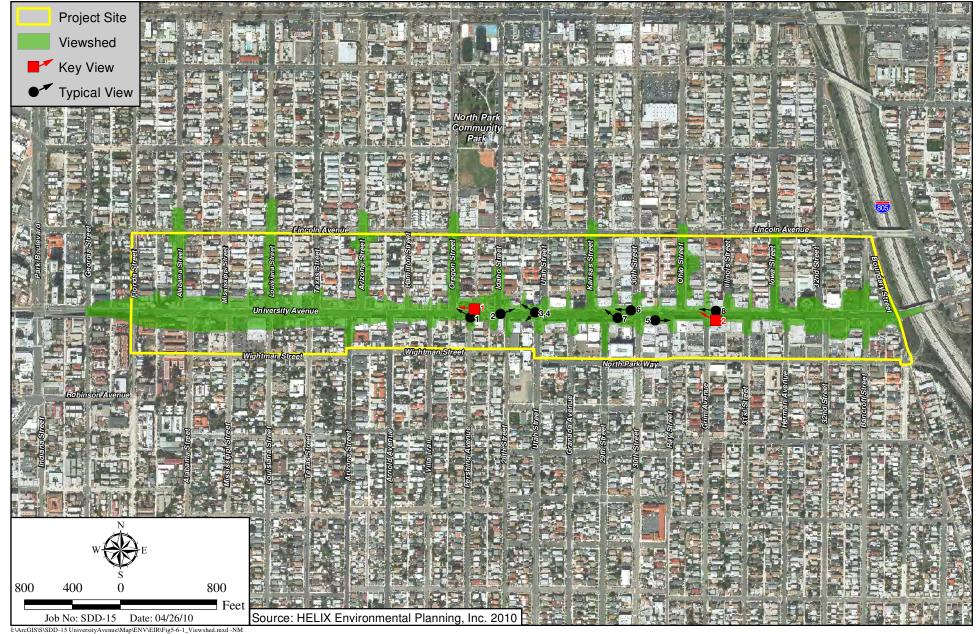
A community identification sign is located on University Avenue between 29th Street and 30th Street. This sign, which says "North Park," is in the center median, and is between 15 and 20 feet tall. It has a tile-mosaic base, and is supported by one pole in the center of the sign. The sign is green with white letters, and extends over the two center traffic lanes. Although not a designated landmark, the sign is a local monument important to the community.

Neighborhood Character

Figure 5.6-1 shows the locations of where the photographs discussed below were taken.

The visual character of the project site and vicinity is urban, comprised of relatively narrow streets (one or two travel lanes in each direction, or one travel lane plus one parking lane in each direction), vehicles, sidewalks, and buildings of varied height, setback, architectural style, and color. Trees and some areas of landscape contribute to the visual environment as well, although the area primarily is paved, with rectilinear lines, smooth textures, and a variety of colors (see Photograph 1 on Figure 5.6-2a, *Existing Conditions*, which was taken looking northwest along University Avenue at Pershing Avenue, for example). The size, height, and style of the buildings within the project site and immediate vicinity vary and include house-type one-story high buildings, churches reaching several stories, office buildings of multiple stories, and apartment buildings or mixed-use buildings four or five stories high. For example, Photograph 2 on Figure 5.6-2a, which was taken looking northeast from University Avenue just west of 28th Street, includes a mixed-use/residential building that is generally four stories tall with some higher extensions. Photograph 3 on Figure 5.6-2b, *Existing Conditions*, depicts a view looking northwest at the same building from the intersection of University Avenue/Utah Street. The various colors of buildings are visible in this view.

The buildings in the area are not arranged symmetrically. Most of the parking for the buildings occurs on-street or in lots located behind buildings and accessed via side streets rather than University Avenue. Some parking lots, however, abut University Avenue, as pictured in



Viewshed and Photograph Location Map

UNIVERSITY AVENUE MOBILITY PLAN PROJECT

Figure 5.6-1



Photograph 1: Intersection of Pershing Avenue at University Avenue, looking from southeast to northwest



Photograph 2: From south side of University Avenue just west of 28th Street looking northeast

Source: HELIX Environmental Planning, Inc. 2010

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Existing Conditions

UNIVERSITY AVENUE MOBILITY PLAN PROJECT

Figure 5.6-2a



Photograph 3: University Avenue at Utah Street looking northwest



Photograph 4: Business at southwest corner of Utah Street and University Avenue

Source: HELIX Environmental Planning, Inc. 2010 I:\ArcGIS\S\SDD-15 UniversityAvenue\Map\ENV\EIR\ Fig5-6-2b_Photos.indd -EV

Existing Conditions

UNIVERSITY AVENUE MOBILITY PLAN PROJECT

Figure 5.6-2b

Photograph 4 on Figure 5.6-2b, which illustrates a restaurant on a lot at the southwest corner of University Avenue and Utah Street (also note the bright and varied colors of the buildings). Street furniture and utilities also contribute to the diversity of the neighborhood character, including street signs, traffic signals, bicycle racks, bus stops and bus stop benches, trash receptacles, and utilities in mesh enclosures. Between Granada Avenue and Ohio Street, the sidewalk is paved with red concrete (refer to Photograph 5 on Figure 5.6-2c, *Existing Conditions*). Photograph 5 was taken on the south sidewalk on University Avenue, looking east at Ray Street, and Ohio Street extends northward in the distance, from the location of the traffic signals and orange cones that are a small feature in the center of the photograph. The wider sidewalk in this location creates a plaza area, with benches and a trash receptacle visible in the photograph. Several street trees are also located along the roadway.

The bus stops between Granada Avenue and Ohio Street include colorful, tiled cubes and decorated umbrella-like shelters, as seen in Photograph 6 on Figure 5.6-2c. This photograph was taken on the north side of University Avenue just west of 30^{th} Street. The tiled cubes provide places for people to sit while waiting for the bus. The colors of the tiles on the cubes are repeated in the color of the tiles accenting the red concrete of the sidewalk. The North Park community identification sign also is visible in this photograph.

Photograph 7 on Figure 5.6-2d, *Existing Conditions*, is a view that encompasses several of the elements illustrated in the previous photographs. The photograph was taken looking northwestward from the south side of University Avenue between 29th Street and 30th Street. The North Park community identification sign is present in the center of the view. Several trees are visible in front of the buildings that line the north side of University Avenue. The mixed-use building seen in Photographs 2 and 3 (Figures 5.6-2a and 5.6-2b, respectively) is visible on the left side of Photograph 7. The buildings in this view are colorful and the rooflines are articulated.

Photograph 8 on Figure 5.6-2d is a view looking west along University Avenue at a point east of Photograph 7, near Grim Street. The colorful buildings north and south of University Avenue are visible on each side of the photograph. The North Park sign is visible in this photograph as well, but is a small-scale feature in the background of the view.

The various street elements, such as bus stop canopies, benches, and other street furniture, create a human-scaled neighborhood character within the project site. Although many of the buildings are relatively large in scale, most have entrances, street walls, or articulations at a scale that reinforces a pedestrian orientation. Overall, the diverse visual elements combine to create an urbanized, but human-scaled neighborhood character.

5.6.2 <u>Impact</u>

Issue 1: Would the proposed project result in a substantial obstruction of any vista or scenic view from a public viewing area?

Impact Thresholds

The City's Significance Determination Thresholds (2011a) regarding visual impact criteria establishes thresholds for potential impacts to public views from designated open space areas, roads or parks, and for project impacts to visual landmarks or scenic vistas (Pacific Ocean, downtown skyline, mountains, canyons, waterways). Visual impacts would be significant if the project would:

- Substantially block a view through a designated public view corridor as shown in an adopted community plan, the General Plan, or the Local Coastal Program; or
- Cause substantial view blockage from a public viewing area of a public resource (such as the ocean) that is considered significant by the applicable community plan.

Impact Analysis

As discussed in Section 5.6.1, there are no designated view corridors located within the project site or vicinity. Therefore, the project would not substantially block views through a designated public view corridor. Additionally, the project would not result in any impacts to the North Park community identification sign located on University Avenue between 29th Street and 30th Street. While this North Park sign is not a designated landmark, it is important in the local community. The project would not include any components that would obstruct or block any portions of the sign or change the look of the sign to viewers.

The project consists of roadways improvements that would be confined to University Avenue between Florida Street and Boundary Street, and side streets extending from Lincoln Avenue to north and Wightman Avenue and North Park Way to the south. The proposed improvements would not be at a scale that would result in a substantial blockage of views from public viewing areas. The proposed project feature of largest scale (in terms of height) would be the two new traffic signals. However, traffic signals are very narrow in width and would not substantially block views, and would be consistent with views of other existing traffic signals along the project site.

For these reasons, the project would not result in significant impacts associated with blockage of public views from designated open space areas, roads, parks, or to significant visual landmarks or scenic vistas. Impacts related to views would be less than significant.

Significance of Impact

Visual impacts related to public view blockage would be less than significant.



Photograph 5: South side of University Avenue just west of Ray Street, looking east



Photograph 6: North side of University Avenue just west of 30th Street, looking west

Source: HELIX Environmental Planning, Inc. 2010

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Existing Conditions

UNIVERSITY AVENUE MOBILITY PLAN PROJECT

Figure 5.6-2c



Photograph 7: North Park community identity sign on University Avenue between 29th Street and 30th Street, looking northwest



Photograph 8: University Avenue westbound at Grim Avenue

Source: HELIX Environmental Planning, Inc. 2010

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Existing Conditions

UNIVERSITY AVENUE MOBILITY PLAN PROJECT

Figure 5.6-2d

Mitigation, Monitoring, and Reporting

No mitigation measures would be required.

5.6.3 <u>Impact</u>

Issue 2: Would the proposed project severely contrast with the surrounding neighborhood character?

Impact Thresholds

According to the City's Significance Determination Thresholds (2011a), Neighborhood Character impacts would be significant if the project would:

- Exceed the allowable height or bulk regulations and the height and bulk of the existing patterns of development in the vicinity of the project by a substantial margin;
- Have an architectural style or use building materials in stark contrast to adjacent development where the adjacent development follows a single or common architectural theme (e.g., Gaslamp Quarter, Old Town);
- Result in the physical loss, isolation, or degradation of a community identification symbol or landmark (e.g., a stand of trees, coastal bluff, historic landmark) that is identified in the General Plan, applicable community plan, or local coastal program; or
- Be located in a highly visible area (e.g., on a canyon edge, hilltop or adjacent to an interstate highway) and would strongly contrast with the surrounding development or natural topography through excessive height, bulk, signage, or architectural projections.

Impact Analysis

The neighborhood character of University Avenue and the project site is urban, comprised of paved roadways, vehicles, sidewalks, and buildings of varied height, setback, architectural style, and color. Trees and some areas of landscape contribute to the visual environment as well, although the site and immediate vicinity primarily consist of hardscape surfaces.

The proposed improvements include a number of elements that would be visibly noticeable (refer to Figures 5.6-3, *Key View 1, Simulation 1*, and 5.6-4, *Key View 2, Simulation 2*, for simulations of proposed improvements¹). These include a 10-foot-wide raised median along University Avenue, two new traffic signals, turn pockets, re-striping of the roadway, landscaping within the center of the raised median (if approved by the local MAD), transit-only lanes, transit stop consolidation, pedestrian crosswalks, curb extensions, and parking relocation and re-striping. While these improvements would be visually noticeable, they would be visually compatible with the existing streetscape because they are common roadway and streetscape elements typical of urban corridors. These improvements would be visually similar to existing elements in the project area. The visual environment with the proposed improvements would not

¹ The visual simulations pictured in Figures 5.6-3 and 5.6-4 show landscaping in the raised median. Landscaping within the proposed raised medians would be provided only if the local MAD accepts the project. Otherwise, the raised medians would consist of hardscape surface.

severely contrast with the surrounding neighborhood character. The proposed improvements are not located in an area that is considered highly visible.

The project does not propose the construction of any buildings or structures, and thus, would not result in construction of any buildings that exceed allowable height or bulk regulations. The project would not introduce any structures that exceed the height and bulk of existing patterns of development in the vicinity. Proposed improvements would be at surface level (occurring in the roadway) or low-profile, except for the two proposed traffic lights. The traffic lights would, however, be of the same size and scale as existing traffic lights along the project site. As discussed above, the proposed improvements would be compatible with the existing neighborhood character, and would be of similar style to the existing architecture along the project corridor. Materials, colors, and treatments of improvements would be consistent with existing infrastructure in the area.

The project would not result in the physical loss, isolation, or degradation of a community identification symbol or landmark. The North Park community identification sign, while not a designated landmark, is considered locally important. The proposed improvements would not result in any changes to the sign, or any obstructions of the sign. The street signs that would be constructed at the two new signalized intersections would be shaped like the other street signs in the area (to match the shape of the community sign).

For these reasons, the project would not severely contrast with the surrounding neighborhood character. Impacts related to neighborhood character would be less than significant.

Significance of Impact

Neighborhood character impacts resulting from the project would be less than significant.

Mitigation, Monitoring, and Reporting

No mitigation measures would be required.



Source: HELIX Environmental Planning, Inc. 2010 E:\ArcGIS\\$\SDD-15 UniversityAvenue\Map\ENV\EIR\Fig5-6-3_PhotoSim.indd -NM

Key View 1, Simulation 1

UNIVERSITY AVENUE MOBILITY PLAN PROJECT

Figure 5.6-3



Key View 2 Existing Conditions: Northwestward view on University Avenue near Grim Avenue



Simulation 2: Proposed Configuration

Source: HELIX Environmental Planning, Inc. 2010 E:\ArcGIS\S\SDD-15 UniversityAvenue\Map\ENV\EIR\Fig5-6-4_PhotoSim.indd -NM

Key View 2, Simulation 2

UNIVERSITY AVENUE MOBILITY PLAN PROJECT

Figure 5.6-4

5.7 GREENHOUSE GAS EMISSIONS

This section provides an evaluation of potential greenhouse gas (GHG) emissions impacts associated with the proposed project. The following discussion is based on the Air Quality and Greenhouse Gas Technical Report prepared by SRA in April 2011 (Appendix D).

5.7.1 Existing Conditions

Global temperatures are moderated by naturally occurring atmospheric gases, including water vapor, carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O), as well as hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). These "greenhouse" gases (GHG) allow solar radiation (sunlight) into the Earth's atmosphere, but prevent radiative heat from escaping, thus warming the Earth's atmosphere. GHG are emitted by both natural processes and human activities. Concentrations of GHG have increased in the atmosphere since the industrial revolution. Human activities that generate GHG emissions include combustion of fossil fuels (CO₂ and N₂O); natural gas generated from landfills, fermentation of manure and cattle farming (CH₄); and industrial processes such as nylon and nitric acid production (N₂O).

GHGs have varying global warming potential (GWP). The GWP is the potential of a gas or aerosol to trap heat in the atmosphere; it is the cumulative radiative forcing effect of a gas over a specified time horizon resulting from the emission of a unit mass of gas relative to a reference gas. The reference gas for GWP is CO_2 ; therefore, CO_2 has a GWP of 1. The other main greenhouse gases that have been attributed to human activity include CH_4 , which has a GWP of 21, and N_2O , which has a GWP of 310.

The United Nations Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHG needed to stabilize global temperatures and climate change impacts. IPCC concluded that a stabilization of GHGs at 400 to 450 ppm CO_2 equivalent $(CO_2e)^1$ concentration is required to keep global mean warming below 3.6° Fahrenheit (2° Celsius), which is assumed to be necessary to avoid the dangerous impacts of climate change.

The State of California GHG Inventory, performed by the California ARB, compiled statewide anthropogenic (i.e., human) GHG emissions and sinks. It includes estimates for CO_2 , CH_4 , N_2O , SF_6 , HFCs, and PFCs. The current inventory covers the years 1990 to 2004. Total GHG emissions in California were calculated at 425.3 millions of metric tons (MMT) CO_2e for the year 1990 and 463.7 MMT CO_2e for the year 2004. Data sources used to calculate this GHG inventory include California and federal agencies, international organizations, and industry associations. The calculation methodologies are consistent with guidance from the IPCC.

In addition to the State of California GHG Inventory, a more specific regional GHG inventory was prepared by the University of San Diego School of Law Energy Policy Initiative Center. This San Diego County Greenhouse Gas Inventory (SDCGHGI) is a detailed inventory that takes into account the unique characteristics of the region in calculating emissions. The SDCGHGI

¹ When accounting for GHG, all types of GHG emissions are expressed in terms of CO₂ equivalents (CO₂e) and are typically quantified in metric tons (MT) or millions of metric tons (MMT).

calculated GHG emissions for 1990, 2006, and projected 2020 emissions. Based on this inventory and the emission projections for the region, the study found that emissions of GHG must be reduced by 33 percent below "business as usual" in order for San Diego County to achieve 1990 emission levels by 2020. "Business as usual," or forecasted emissions, is defined as the emissions that would occur in the absence of mandated reductions by Assembly Bill (AB) 32 (refer to "Regulatory Framework," below). Construction of buildings using Title 24 building standards or the County's 2006 building code would create "business as usual" emissions. Total GHG emissions in San Diego County for the year 2006 are estimated at 34 MMT CO₂e.

Regulatory Framework

International and Federal Regulations

International and federal legislation have been enacted to deal with GHG issues. In 1988, the United Nations and the World Meteorological Organization established the IPCC to assess the scientific, technical, and socioeconomic information relevant to understanding the scientific basis for human-induced climate change, its potential impacts, and options for adaptation and mitigation. The most recent reports of the IPCC have emphasized the scientific consensus that real and measurable changes to the climate are occurring, that they are caused by human activity, and that significant adverse impacts on the environment, the economy, and human health and welfare are unavoidable.

In October 1993, President Clinton announced his Climate Change Action Plan (CCAP), which had a goal of returning GHG emissions to 1990 levels by 2000. On March 21, 1994, the U.S. joined a number of countries around the world in signing the United Nations Framework Convention on Climate Change (UNFCCC). Under the UNFCCC, governments agreed to gather and share information on GHG emissions, national policies, and best practices; launch national strategies for addressing GHG emissions and adapting to expected impacts, including the provision of financial and technological support to developing countries; and cooperate in preparing for adaptation to the impacts of GHG emissions. Recently, the U.S. Supreme Court declared in the court case of Massachusetts et al. vs. the EPA et al., 549 C.S. 497 (2007) that the EPA does have the ability to regulate GHG emissions.

On April 17, 2009, the EPA issued its proposed endangerment finding for GHG emissions. On December 7, 2009, the USEPA Administrator signed two distinct findings regarding GHGs under Section 202(a) of the CAA:

- Endangerment Finding: The Administrator finds that the current and projected concentrations of the six key well-mixed GHGs—CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆—in the atmosphere threaten the public health and welfare of current and future generations.
- **Cause or Contribute Finding:** The Administrator finds that the combined emissions of these well-mixed GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution which threatens public health and welfare.

The endangerment findings do not themselves impose any requirements on industry or other entities. This action is, however, a prerequisite to finalizing the EPA's proposed GHG emission standards for light-duty vehicles, which were jointly proposed by the EPA and the U.S. Department of Transportation's National Highway Safety Administration on September 15, 2009.

On March 10, 2009, in response to the FY2008 Consolidated Appropriations Act (H.R. 2764; Public Law 110–161), the EPA proposed a rule that requires mandatory reporting of GHG emissions from large sources in the U.S. The proposed rule would collect accurate and comprehensive emissions data to inform future policy decisions. The EPA is proposing that suppliers of fossil fuels or industrial GHG, manufacturers of vehicles and engines, and facilities that emit 25,000 metric tons or more per year of GHG emissions submit annual reports to the USEPA. The gases covered by the proposed rule are CO₂, CH₄, N₂O, HFC, PFC, SF₆, and other fluorinated gases, including nitrogen trifluoride (NF₃) and hydrofluorinated ethers (HFE).

The federal Corporate Average Fuel Economy (CAFE) standard determines the fuel efficiency of certain vehicle classes in the United States. In 2007, as part of the Energy and Security Act of 2007, CAFE standards were increased for new light-duty vehicles to 35 miles per gallon by 2020. In May 2009, President Obama announced plans to increase CAFE standards to require light-duty vehicles to meet an average fuel economy of 35.5 mpg by 2016.

State Regulations

California AB 1493, enacted on July 22, 2002, required the ARB to develop and adopt regulations that reduce GHG emitted by passenger vehicles and light duty trucks. Regulations adopted by ARB would apply to 2009 and later model year vehicles. ARB estimated that the regulation would reduce climate change emissions from light-duty passenger vehicle fleet by an estimated 18 percent in 2020 and by 27 percent in 2030. Once implemented, emissions from new light-duty vehicles are expected to be reduced in San Diego County by 21 percent by the year 2020. In 2005, the ARB requested a waiver from the EPA to enforce the regulation, as required under the CAA. The Administrator of the EPA sent Governor Schwarzenegger a letter in December 2007, indicating that the waiver was denied. On March 6, 2008, the waiver denial was formally issued in the Federal Register. Governor Schwarzenegger and several other states immediately filed suit against the federal government to reverse that decision. On January 21, 2009, ARB requested that the EPA reconsider denial of the waiver. EPA scheduled a rehearing on March 5, 2009 and is considering the case.

Executive Order S-3-05, signed by Governor Schwarzenegger on June 1, 2005, calls for a reduction in GHG emissions to 1990 levels by 2020 and for an 80-percent reduction in GHG emissions by 2050. Executive Order S-3-05 also calls for the California EPA to prepare biennial science reports on the potential impact of continued GHG emissions on certain sectors of the California economy. The first of these reports, "Our Changing Climate: Assessing Risks to California," and its supporting document "Scenarios of Climate Change in California: An Overview," were published by the California Climate Change Center in 2006.

In September 2006, California AB 32, the California Global Warming Solutions Act, was enacted. AB 32 directs the ARB to do the following:

- Make publicly available a list of discrete early action GHG emission reduction measures that can be implemented prior to the adoption of the statewide GHG limit and the measures required to achieve compliance with the statewide limit.
- Make publicly available a GHG inventory for 1990 and determine target levels for 2020.
- On or before January 1, 2010, adopt regulations to implement the early action GHG emission reduction measures.
- On or before January 1, 2011, adopt quantifiable, verifiable, and enforceable emission reduction measures by regulation that will achieve the statewide GHG emissions limit by 2020, to become operative on January 1, 2012, at the latest. The emission reduction measures may include direct emission reduction measures, alternative compliance mechanisms, and potential monetary and non-monetary incentives that reduce GHG emissions from any sources or categories of sources that ARB finds necessary to achieve the statewide GHG emissions limit.
- Monitor compliance with and enforce any emission reduction measure adopted pursuant to AB 32.

Senate Bill (SB) 97, enacted in 2007, amends the CEQA statute to clearly establish that GHG emissions and the effects of GHG emissions are appropriate subjects for CEQA analysis. It directed the State Office of Planning and Research (OPR) to develop draft CEQA guidelines "for the mitigation of GHG emissions or the effects of GHG emissions" by July 1, 2009 and directs the California Natural Resources Agency to certify and adopt the CEQA guidelines by January 1, 2010. The OPR developed its draft CEQA guidelines on April 13, 2009, and on December 30, 2009, the California Natural Resources Agency adopted the amendment of regulations based on OPR's proposed revisions to CEQA to address GHG emissions.

Executive Order S-01-07 was enacted by the Governor on January 18, 2007. Essentially, the order mandates the following: (1) that a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020; and (2) that a Low Carbon Fuel Standard (LCFS) for transportation fuels be established for California. It is assumed that the effects of the LCFS would be a 10-percent reduction in GHG emissions from fuel use by 2020. On April 23, 2009, ARB adopted regulations to implement the LCFS.

AB 32 required that by January 1, 2008, ARB determine what the statewide GHG emissions level was in 1990, and approve a statewide GHG emissions limit that is equivalent to that level, to be achieved by 2020. ARB adopted its Scoping Plan in December 2008, which provided estimates of the 1990 GHG emissions level and identified sectors for the reduction of GHG emissions. The ARB has estimated that the 1990 GHG emissions level was 427 MMT net CO₂e (ARB 2007b). The ARB estimates that a reduction of 173 MMT net CO₂e emissions below "business as usual" would be required by 2020 to meet the 1990 levels (ARB 2007b). This amounts to a 15-percent reduction from today's levels, and a 30-percent reduction from projected business as usual levels in 2020 (ARB 2008).

SB 375, enacted in 2008, requires that regions within the state that have a metropolitan planning organization must adopt a sustainable communities strategy as part of their regional transportation plans. The strategy must be designed to achieve certain goals for the reduction of GHG emissions. The bill finds that GHG emissions from autos and light trucks can be substantially reduced by new vehicle technology, but even so it will be necessary to achieve significant additional GHG reductions from changed land use patterns and improved transportation. Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32. SB 375 provides that new CEQA provisions be enacted to "encourage developers to submit applications and local governments to make land use decisions that will help the state achieve its goals under AB 32," and that "current planning models and analytical techniques used for making transportation infrastructure decisions and for air quality planning should be able to assess the effects of policy choices, such as residential development patterns, expanded transit service and accessibility, the walkability of communities, and the use of economic incentives and disincentives."

Local Regulations

In its role as CEQA lead agency, the City is responsible for evaluating a project's impacts from GHG emissions under CEQA. As part of its efforts to identify GHG reduction targets and establish a framework for evaluating impacts to the global climate, the City adopted its *Climate Protection Action Plan* in 2005. The *Climate Protection Action Plan* set a goal of a 15-percent reduction in GHG emissions by 2010. The City identified various sectors that contribute to GHG emissions, and actions to reduce those emissions to meet its goals. The City has adopted policies in both its *Climate Protection Action Plan* and General Plan that directly address GHG emissions in that it includes a sustainability focus to meet the goals of AB 32 through policies to target growth in compact walkable neighborhoods, to promote a balanced transportation system, to promote sustainable development and building practices, to support clean technology industries, and to promote resource conservation and management.

According to the *General Plan Action Plan* (City 2009b), more detailed development and programs designed to reduce the climate change impacts caused by the community at large and the City as an organization will be developed through an update to the City's Climate Protection Action Plan and collaboration with SANDAG and other local organizations and institutions.

5.7.2 Impact

- Issue 1: Would the proposed project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?
- Issue 2: Would the proposed project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHG?

Impact Thresholds

The City's Significance Determination Thresholds (2011a) do not identify quantitative thresholds for determining significance of GHG emissions. For the purpose of determining

significance, the analysis below is based on guidance contained in Appendix G of the State CEQA Guidelines. Specific guidance on addressing GHG emissions is included in the latest adopted amendments to the State CEQA Guidelines (adopted in December 2009), which became effective on March 18, 2010. Based on Appendix G of the State CEQA Guidelines, GHG emission impacts would be significant if the project would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; and/or
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

In addition to the above significance threshold, draft guidance from both SCAQMD and the County of San Diego Department of Planning and Land Use recommends amortizing construction GHG emissions over a 30-year period to account for their contribution to project lifetime GHG emissions. The California Air Pollution Control Officers Association (CAPCOA) suggests a 900-MT level above which reporting would be required for the purpose of GHG inventories.

The CAPCOA report references the 900-MT of CO_2 (GHGs) guideline as a conservative threshold for requiring further analysis and mitigation. The City of San Diego currently does not yet have adopted GHG Thresholds of Significance for CEQA. As an interim standard, the CAPCOA report "Model Policies for Greenhouse Gases in General Plans" dated June 2009 is being applied to determine whether a GHG analysis or mitigation would be required.

This emission level is based on the amount of vehicle trips, the typical energy and water use associated with projects, and other factors.

The California CARB has developed a year 2020 "business-as-usual" forecast model which represents the GHG emissions that would be expected to occur without any GHG project reducing features or mitigation. In order to reduce potential impacts to below a level of significance projects t must reduce the 2020 business-as-usual model by 28.3 percent.

These are interim thresholds and nonetheless, a good faith effort has been made to evaluate whether GHG impacts from the project are potentially significant, taking into account the type and location of the proposed development, the best available scientific data regarding GHG emissions, and the current statewide goals and strategies for reduction of GHG emissions. It is important to note that the San Diego Air Pollution Control District has not provided any guidance on the quantification of GHG emissions or emissions thresholds for the San Diego Region.

Impact Analysis

GHG emissions associated with the project primarily would include those from construction activities. The project is not expected to increase operational emissions since it entails surface transportation improvements that would not generate additional traffic trips or include other operational sources of GHG emissions.

Construction Impacts

GHG emissions would be associated with the construction phase of the project through use of heavy equipment and vehicle trips. Table 5.7-1, *Phase 1 Construction GHG Emissions*, presents a summary of construction GHG emissions for Phase 1 construction activities. Emissions associated with subsequent phases would be similar in magnitude to emissions from Phase 1 construction because the construction requirements and activities would be similar.

Table 5.7-1 PHASE 1 CONSTRUCTION GHG EMISSIONS					
Source	CO ₂ e Emissions (Metric Tons per Year)	CO ₂ e Emissions, Amortized Over 30 Years, Metric Tons			
Heavy Equipment	1,298	43			
Truck Traffic	81	3			
Worker Travel	83	3			
TOTAL	1,462	49			

Source: SRA 2011

GHG emissions generated during project construction would be temporary and limited to the construction phases of the project. As noted above, draft guidance recommends amortizing construction emissions over a 30-year period to account for their contribution to project lifetime GHG emissions. If emissions are amortized over a 30-year period, construction emissions would be estimated at 49 MT CO₂e per year, which is substantially less than the 900 MT threshold suggested by CAPCOA as a screening threshold below which facilities would not be required to quantify emissions. Project construction, therefore, would result in less than significant GHG impacts.

Operational Impacts

The project includes improvements to a transportation corridor. The operation of the project would not generate operational GHG emissions because only nominal increases from operational energy use or water consumption would occur. In addition, the project would not generate any additional traffic. While the project would not increase vehicle trips, there is a potential that it would increase congestion at the intersections evaluated for CO "hot spots" (refer to Section 5.3, *Air Quality*). Increases in delays could increase vehicle idling, which may result in some increases in GHG emissions. These increases would be reduced through implementation of mitigation measures identified in Section 5.2, *Transportation/Circulation/Parking*, of this EIR. Increases in GHG emissions associated with idling vehicles also would be offset by the project's goals to reduce automobile trips, promote use of transit, and improve walkability in the North Park Central Business District.

Because the project is designed to promote transit use, reduce vehicle miles traveled, and to reduce pedestrian/automobile conflicts to encourage walkability, the project would be consistent

with the goals of the City's General Plan policies to reduce climate change impacts. The project would therefore not result in significant operational GHG impacts.

Significance of Impact

The proposed project would not generate substantial levels of GHG emissions. As a result, no significant impacts would occur and there would be no conflicts with GHG reduction plans or policies.

Mitigation, Monitoring, and Reporting

No mitigation measures would be required.

Section 6.0

SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

6.0 SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

Based on the analysis contained in Section 5.0, the proposed project would result in potentially significant impacts to Transportation/Circulation/Parking and Health and Public Safety. All project impacts except some related to Transportation/Circulation/Parking would be mitigated to below a level of significance through implementation of mitigation measures indentified in this EIR. Specific significant impacts which cannot be avoided if the proposed project is implemented are discussed below.

6.1 TRANSPORTATION/CIRCULATION/PARKING

The proposed project would result in significant impacts related to Transportation/Circulation/ Parking which could be unavoidable. Specifically, the project would result in significant direct and/or cumulative traffic impacts to roadway segments under Existing Plus Project, Near-term With Project and Year 2030 With Project conditions.

6.1.1 Roadway Segments (Direct and Cumulative)

Existing Plus Project Conditions

The proposed project would result in significant direct traffic impacts to the following roadway segment under Existing Plus Project (Phase 1) conditions:

• University Avenue between Bancroft Street and Boundary Street (LOS F)

There is no feasible mitigation to reduce significant direct impacts to below a level of significance for this roadway segment. Therefore, direct project impacts to this roadway segment would remain significant and unmitigable.

Near-term (Year 2013) With Project Conditions

The proposed project would result in significant direct traffic impacts to the following roadway segments under Near-term (Year 2013) With Project (Phase 1) conditions:

- El Cajon Boulevard between Illinois Avenue and the I-805 SB ramps (LOS E); and
- University Avenue between Bancroft Street and Boundary Street (LOS F).

There is no feasible mitigation to reduce significant impacts to below a level of significance for these two roadway segments. Therefore, direct project impacts to these roadway segments would remain significant and unmitigable.

Year 2030 With Project Conditions

The proposed project would result in significant cumulative traffic impacts to the following roadway segments under Year 2030 With Project conditions:

- El Cajon Boulevard between Illinois Avenue and the I-805 SB ramps (LOS E);
- Lincoln Avenue between Oregon Street and Utah Street (LOS E); and
- North Park Way between Utah Street and 30th Street (LOS E).

There is no feasible mitigation to reduce significant cumulative impacts to below a level of significance for these two roadway segments. Therefore, cumulative project impacts to these roadway segments would remain significant and unmitigable.

Section 7.0

SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

7.0 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126(c) of the State CEQA Guidelines requires an evaluation of significant irreversible environmental changes which would be involved should the proposed project be implemented. Irreversible environmental changes typically fall into three categories: (1) primary impacts, such as the use of nonrenewable resources (i.e., biological habitat, agricultural land, mineral deposits, water bodies, energy resources and cultural resources); (2) secondary impacts, such as highway improvements which provide access to previously inaccessible areas; and (3) environmental accidents associated with a project. Section 15126.2(c) of the State CEQA Guidelines state that irretrievable commitments of resources are evaluated to assure that current consumption is justified.

Implementation of the proposed project would not result in significant irreversible impacts to biological, agricultural, mineral, or cultural resources. The project site is currently developed and paved and therefore, contains no natural vegetation or agriculatural resources. No significant mineral deposits underlie the project site, nor are there any significant cultural resources present on site. In addition, no water bodies are located on site or in the project vicinity.

The proposed project would entail the commitment of energy and non-renewable resources, such as energy in the form of electricity, energy derived from fossil fuels, capital, construction materials (i.e., concrete and asphalt) and labor during the construction phase of the project. Use of these resources would have an incremental effect on the regional consumption of these commodities. A negligible increase in energy demand also would occur following construction activities for operation of the proposed traffic signals.

The project would not involve any road or highway improvements that would provide access to previously inaccessible areas. Further, no major environmental accidents or hazards are anticipated to occur as a result of project implementation, as discussed in Section 5.5, *Health and Public Safety*.

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Section 8.0

GROWTH INDUCEMENT

8.0 GROWTH INDUCEMENT

In accordance with Section 15126(d) of the State CEQA Guidelines, an EIR must include an analysis of the growth-inducing impact of the proposed project. The growth inducement analysis must address: (1) 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; and (2) the potential for the project to encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. This second issue involves the potential for the project to induce further growth by the expansion or extension of existing services, utilities, or infrastructure. The State CEQA Guidelines further state that "[i]t must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment" (Section 15126.2[d]).

The project proposes several multi-modal transportation improvements along University Avenue between Florida Street and Boundary Street, including improvements to roadways, transit, pedestrian access, and modifications to parking and utilities. The project is intended to improve mobility within the project area for pedestrians and transit users, as well as reduce conflicts between transportation modes, including pedestrians, bicycles, and motorized traffic.

During project construction, demand for various construction trade skills and labor would increase. It is anticipated that this demand would be met by the local labor force and would not require importation of a substantial number of workers that could cause an increased demand for temporary or permanent housing in this area.

The project would not construct new housing or uses that would create additional employment opportunities. Therefore, the project would not increase the demand for housing in the North Park community, the City, or the San Diego region. The project site and surrounding areas are built out with commercial and residential developments. Despite a lack of undeveloped land, via increased density and/or redevelopment of non-residential uses, the area is proposed to increase in population with time. This growth is already planned, and would not be a direct or indirect result of the proposed project.

The project would not include or require new infrastructure or utilities or roadway extensions to areas that are not currently served by local utilities and services. In addition, development of the proposed project would not remove any physical barriers to growth. Therefore, growth inducement would not result from the proposed project.

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Section 9.0

CUMULATIVE IMPACTS

9.0 CUMULATIVE IMPACTS

Section 15130 of CEQA requires that an EIR address cumulative impacts of a project when the project's incremental effect would be cumulatively considerable. Cumulatively considerable means that the incremental effects of an individual project would be considerable when viewed in connection with the effects of past, current, or probable projects.

According to Section 15130 of the CEQA Guidelines, the discussion of cumulative effects "...need not provide as great a detail as is provided of the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness." The evaluation of cumulative impacts is required by Section 15130 to be based on either: "(A) a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or (B) a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or areawide conditions contributing to the cumulative effect. Any such planning document shall be referenced and made available to the public at a location specified by the Lead Agency."

The basis and geographic area for the analysis of cumulative impacts is dependent on the nature of the issue and the project. For analysis of cumulative impacts which are localized (e.g., noise and public services), a list of past, approved, and pending projects was identified. A brief description of these projects is presented in Table 9-1, Cumulative Projects, below.

CUMULATIVE PROJECTS					
Project Name	Location	Description	Status		
North Park Retail	32 nd Street/University Avenue	3 new commercial buildings on a 0.72-acre site	Construction		
Park Terrace	Polk Avenue/Park Boulevard	0.48-acre, mixed-use development with 42 units and ground floor commercial - retail	Approved		
Iowa Mixed Use	Iowa Street/University Avenue	1.35-acre, mixed-use development with 136 units and ground floor commercial-retail	Approved		
Boulevard Apartments	3137 El Cajon Boulevard	0.24-acre, mixed-use development with 24 affordable housing units and ground floor commercial	Completed		
Arbor Crest - South	3783-3825 Florida Street	72 affordable housing units on a 1.0-acre site	Approved		
The Boulevard	El Cajon Boulevard/ Alabama Street	1.54-acre, mixed-used development with 175 housing units	Approved		
Mid-City Rapid Transit Project	Park Boulevard and El Cajon Boulevard	Implementation of a limited-stop rapid bus service that includes transit signal priority treatments, limited enhanced rapid bus stations, and other roadway improvements	Approved		

Table 9-1

Table 9-1(cont.) CUMULATIVE PROJECTS					
Project Name	Location	Description	Status		
Greater North Park Community	Greater North Park	Update of the 1986 Greater North	In process		
Plan Update	Community Plan area	Park Community Plan			
Master Storm Water	City-wide	Development of a long-term	In process		
Maintenance Program		municipal storm drain maintenance			
		program			

9.1 CUMULATIVE EFFECTS FOUND TO BE SIGNIFICANT

9.1.1 Transportation/Circulation/Parking

Section 5.2, *Transportation/Circulation/Parking*, contains a detailed cumulative traffic and circulation analysis. Potential cumulative traffic impacts resulting from the project were analyzed under Year 2030 conditions. The Year 2030 cumulative scenario represents implementation of the full project along with other approved, pending, or planned projects in the project vicinity and buildout of the North Park community and accounts for 2030 traffic conditions in the project vicinity. Cumulative impacts to roadways segments and intersections that would occur under Year 2030 conditions are discussed below.

Roadway Segments

Year 2030 Conditions

The following five roadway segments would experience increases in V/C with the project that would exceed the significance threshold of greater than 0.01 or 0.02 (for segments that would operate at LOS E or F, respectively), resulting in potentially significant Year 2030 cumulative impacts:

- El Cajon Boulevard between Illinois Avenue and the I-805 SB ramps (LOS E);
- Lincoln Avenue between Oregon Street and Utah Street (LOS E);
- North Park Way between Utah Street and 30th Street (LOS E);
- North Park Way between 30th Street and Ray Street (LOS F): and
- North Park Way between 31st Street to 32nd Street (LOS F).

Although the increase in V/C for the segments of North Park Way between 30th Street and Ray Street and between 31st Street and 32nd Street would exceed the City's significance thresholds, Year 2030 cumulative impacts to these two roadway segments are not considered significant because (1) the roadway segments are built to its ultimate classification, (2) the closest signalized intersections on both ends of the segments would operate at LOS D or better under Year 2030 With Project conditions, and (3) the roadway segments are calculated to operate at LOS D using the HCM peak hour arterial analysis.

There are no feasible mitigation measures to reduce Year 2030 cumulative impacts to below a level of significance for the following roadway segments:

- El Cajon Boulevard between Illinois Avenue and the I-805 SB ramps (LOS E);
- Lincoln Avenue between Oregon Street and Utah Street (LOS E); and
- North Park Way between Utah Street and 30th Street (LOS E).

Therefore, cumulative impacts to these roadway segments would remain significant and unmitigable.

Intersections

Year 2030 Conditions

The following five intersections would experience increases in delays with the project that exceed the significance thresholds of greater than 1.0 or 2.0 seconds (for intersections that would operate at LOS E or F, respectively), resulting in significant Year 2030 cumulative impacts:

- North Park Way/I-805 SB ramps/Boundary Street (LOS F during the PM peak period);
- Lincoln Avenue/Ohio Street (LOS E during the PM peak period);
- Lincoln Street/Illinois Street (LOS E during the PM peak period);
- El Cajon Boulevard/30th Street (LOS F during the PM peak period); and
- El Cajon Boulevard/I-805 SB ramps (LOS E during the PM peak period).

Implementation of Mitigation Measures 5.2-1 and 5.2-3 through 5.2-6 are identified in Section 5.2 that would reduce cumulative impacts to these intersections to less than significant levels (refer to Table 5.2-17).

9.2 CUMULATIVE EFFECTS FOUND NOT TO BE SIGNIFICANT

Based on analyses contained in Section 5.0 of this EIR, the project's contribution to impacts in combination with other cumulative projects with respect to Land Use, Air Quality, Hydrology/Water Quality, Health and Public Safety, Visual Effects and Neighborhood Character, and GHG emissions would not be cumulatively considerable, as discussed below.

9.2.1 Land Use

The project entails multi-modal transportation improvements within the existing right-of-way of University Avenue. As discussed in Section 5.1, *Land Use*, the proposed project would not conflict with the land use or zoning designations for the site and would not change land uses or preclude future development/redevelopment of the area as designated in adopted land use plans. The proposed project is compatible with surrounding uses, and would not combine with cumulative projects to result in a significant cumulative land use impact.

9.2.2 Air Quality

It is possible that construction of the proposed project (Phase 1 or subsequent phases) could coincide with construction of the cumulative projects in the project area. Even if construction activities were concurrent, the project's contribution to short-term, construction-related air emissions would not be cumulatively considerable. As discussed in Section 5.3, *Air Quality*, air emissions generated during project construction would be relatively minor and substantially below the screening level thresholds (refer to Table 5.3-4 in Section 5.3). Additionally, the cumulative projects would be subject to the same air quality thresholds and would be required to implement measures during construction, as required, to ensure that short-term air emissions would not be significant. Project construction, therefore, would not result in a significant cumulative air quality impact.

With regard to long-term operational cumulative impacts associated with ozone precursors (NO_x and/or ROCs), significant cumulative impacts do not generally occur if a project is consistent with the General Plan, and has been accounted for in the ozone attainment assumptions contained within the RAQS. The project would not promote growth or develop new roadways in areas where there are no existing roadways, and would be consistent the General Plan, as well as the assumptions in the RAQS for emissions associated with the project. Therefore, the project would not result in a significant cumulative air quality impact.

With regard to CO "hot spots," the predicted CO concentrations for buildout conditions (Year 2030) would be substantially below the one-hour and eight-hour NAAQS and CAAQS for CO (refer to Table 5.3-5 in Section 5.3). Therefore, no exceedances of the CO standard are predicted, and the project would not cause or contribute to a significant cumulative air quality impact.

9.2.3 <u>Hydrology/Water Quality</u>

As described in Section 5.4, *Hydrology/Water Quality*, implementation of the proposed project would require conformance with a number of regulatory requirements related to hydrology and water quality, including applicable elements of the CWA, NPDES, City storm water standards, and RWQCB Basin Plan. Based on such conformance, all identified project-level hydrology and water quality impacts would be effectively avoided or addressed.

To the extent that there would be other active grading and construction projects underway at the same time as the project, proposed construction would contribute to existing cumulative water quality impacts associated with erosion, sediment transport, and potential spills or runoff of solid and liquid wastes, fuels, lubricants, etc. The project-related contribution to short-term water quality impacts would be minimized through conformance with applicable regulatory standards, as outlined in Section 5.4. Specifically, these measures would include implementation of mandatory storm water pollution prevention plans and erosion controls pursuant to local storm water and grading ordinances, as well as related federal NPDES permit standards. Such regulatory conformance would effectively avoid or reduce project-related contributions to adverse cumulative water quality impacts from proposed construction.

The proposed project would not result in any increase of impervious surfaces or associated runoff, with no associated cumulative impacts. Long-term operation and maintenance of the project would result in the generation associated contaminants that could, in concert with other existing and future development projects, incrementally contribute to cumulative water quality issues. Implementation of the project would include a number of avoidance and minimization measures related to long-term water quality impacts, including implementation of appropriate LID and source control BMPs (with treatment BMPs not required, as described in Section 5.4). These measures would ensure project conformance with applicable federal, state, and local regulatory standards related to water quality. Based on the above conformance and the regional/watershed-based approach associated with water quality measures, as well as the fact that similar conformance also would be required for all identified cumulative projects, no substantial contribution to cumulative water quality impacts would result from implementation of the proposed project.

9.2.4 <u>Health and Public Safety</u>

Various properties of potential environmental concern occur within the project site. In addition, it is possible that subsurface features (e.g., USTs) may still be present within street rights-of-way and may be disturbed during construction of the project. Other hazardous materials, such as asbestos-containing materials, PCBs, lead-based paint, and mercury also may be present within the street rights-of-way, and may be encountered during project construction. Although the proposed project could potentially result in significant direct impacts with regard to health and public safety, implementation of Mitigation Measures 5.5-1 through 5.5-6 identified in Section 5.5, *Health and Public Safety*, would reduce such impacts to less than significant levels. Cumulative projects also may result in similar impacts; however, these projects would be subject to similar mitigation measures and abatement requirements, as required. With implementation of project-level mitigation, the project would not contribute to cumulatively considerable health and public safety impacts.

9.2.5 Visual Effects and Neighborhood Character

As discussed in Section 5.6, *Visual Effects and Neighborhood Character*, the project would not result in significant impacts to neighborhood character/visual effects. The project would not have a significant cumulative effect on neighborhood character by opening up a new area for development or changing the overall character of the project area. The project site and surrounding neighborhood is located within a developed, urban area, and no conversion of undeveloped land would occur as a result of the project. The proposed improvements would be consistent with the character of the neighborhood since they would consist of surface transportation improvements within in an existing road right-of-way and would not result in any changes to the overall character of the project area. Furthermore, only three of the identified cumulative projects are located within the same viewshed as the project, including new commercial retail buildings (North Park Retail), a mixed-use development (Iowa Mixed Use), and the Greater North Park Community Plan Update. The commercial buildings and mixed-use development would be compatible uses within the project area and in combination with the proposed project, would not change the overall character of the area. Therefore, the project would not result in significant cumulative impacts related to visual effects/neighborhood character.

9.2.6 Greenhouse Gas Emissions

It is difficult to estimate impacts associated with GHG emissions of cumulative projects to assess the potential for cumulative impacts. Emissions for reasonably foreseeable future projects with related impacts are dependent on the individual projects and project design, and cannot be determined at this time. As discussed in Section 5.7, *Greenhouse Gas Emissions*, the project is designed to promote and encourage transit use, reduce vehicle miles traveled, and reduce pedestrian/automobile conflicts to encourage walkability. The project, therefore, would be consistent with the goals of the City's General Plan policies to reduce climate change impacts, as well as the goals of AB 32. Accordingly, the project's effect on GHG emissions would not be cumulatively considerable.

Section 10.0

EFFECTS FOUND NOT TO BE SIGNIFICANT

10.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

Based upon initial environmental review, the City has determined that the project would not have the potential to cause significant impacts associated with the following issue areas:

- Agricultural Resources
- Biological Resources
- Historical Resources
- Geology
- Mineral Resources
- Noise

Paleontological Resources

- Population and Housing
- Public Facilities and Services
- Public Utilities
- Recreation

These topics are briefly addressed below.

10.1 AGRICULTURAL RESOURCES

The project site consists of an existing transportation corridor in a highly urbanized area and is surrounded on all sides by developed land. There are neither existing agricultural operations, nor the potential for farming operations, in the vicinity. Therefore, no impacts to agricultural resources would occur as a result of project implementation.

10.2 BIOLOGICAL RESOURCES

The project site and surrounding area are completely built out and located within a highly urbanized area. Some trees and landscaped areas are located along University Avenue and side streets within the study site; however, no sensitive habitats or species are present. The project may result in impacts to some of the trees and landscaped areas, but such impacts would not be considered significant as they are not sensitive biological resources. In addition, the project would include the installation of landscaping within portions of the proposed center median along University Avenue (if approved by the local MAD). Planting materials within the median would consist of drought-tolerant plants. No significant impacts to biological resources would occur as a result of the proposed project.

10.3 HISTORICAL RESOURCES

A records search for the project site and immediate vicinity (a 0.25-mile radius) was performed by South Coastal Information Center at San Diego State University in August 2009. The records search identified 30 previous cultural resource studies addressing the project site or immediate vicinity. Although no recorded resources occur within the project site, five cultural resources have been recorded within 0.25 mile of the project site. In addition, a Sacred Lands File records search was conducted by the NAHC. No Native American cultural resources were identified within 0.5 mile of the project site.

The North Park Theatre, located at 2891 University Avenue, is listed in the San Diego Register of Historic Resources. A total of 31 other properties eligible for listing in the San Diego Register of Historic Resources, California Register of Historic Resources, or National Register of Historic

Places are located within the project site. An historic bridge and group of buildings also are located near the project site.

Because no archaeological resources were located within or immediately surrounding the project site, no known archaeological resources would be impacted by construction of the project. Significant impacts may occur if buried unknown resources are impacted during project grading; however, as the project site and surrounding area is completely built out (i.e., grading has previously occurred within the area), it is unlikely that buried resources would be encountered. Moreover, the proposed project does not entail extensive grading or excavation (with such activities expected to be limited to fill materials associated with existing development). Therefore, no significant impacts to archaeological resources would occur as a result of project implementation.

With regard to listed and eligible historical properties, the project would not impact any such properties. Construction of the project would be limited to public rights-of-way and would not encroach into historical properties. Therefore, no significant impacts to historical resources would occur as a result on the proposed project.

10.4 GEOLOGY

The project site and vicinity are located within an area designated as Geologic Hazard Category 52 in the City of San Diego Seismic Safety Study (City of San Diego 2008b). This designation is listed under the category of "Other Terrain" and defined as "Other level areas, gently sloping to steep terrain, favorable geologic structure, Low risk." As noted above under the discussion of Paleontological Resources, grading and excavation operations for the proposed project would be minor in extent and likely limited to existing fill deposits. The referenced Seismic Safety Study depicts a fault structure extending generally north-south through the center of the project area, although this fault is not identified as active or potentially active. Active faults are defined as those exhibiting historic seismicity or displacement of Holocene age materials (less than approximately 11,000 years old), while potentially active faults have no historic seismicity and displace Pleistocene age (between approximately 11,000 and 2 million years old), but not Holocene age deposits. Based on the described Geologic Hazard Category designation and the nature of the project site and proposed development, no significant impacts related to geology are anticipated from project implementation.

10.5 MINERAL RESOURCES

The project would not result in significant impacts to mineral resources. The California Department of Conservation, Division of Mines and Geology classifies the Western San Diego region based on occurrence of concrete-grade aggregate deposits (Open-File Report 96-04, 1996). The City of San Diego Significance Determination Guidelines (City of San Diego 2007) indicate that impacts to mineral resources are considered significant only in areas with identified mineral resource significance, classified Mineral Resource Zone (MRZ) 2. The project site is classified as MRZ-3, in which the occurrence of minerals is known or inferred but their significance as resources is not conclusive. Furthermore, the project site is presently developed. The potential impacts to any deposits in this area are therefore considered not significant.

10.6 NOISE

The project would be constructed in phases; Phase 1 construction is anticipated to require 13 months to complete. The following equipment is anticipated for the construction of Phase 1: one pettibone crane, one backhoe, one loader, one curb machine, one paver, one striping machine, three delivery trucks (maximum per day), and two 7- to 15- cubic yard capacity dump trucks. Subsequent phases would require similar construction requirements and activities. This equipment is typical for surface roadway improvement projects and would not exceed the City construction noise ordinance average sound level limit of 75 decibels at analyzed receivers. In compliance with the City of San Diego Noise Ordinance, construction activities would be limited to between the hours of 7 a.m. and 7 p.m. Thus, construction noise impacts would not exceed the City construction noise ordinances and would not be significant.

The project site is located in a developed, urbanized area consisting of roadways and adjacent commercial and residential uses. The project entails construction of surface transportation improvements within the existing roadway of University Avenue. Additionally, as discussed in Section 5.2, *Transportation/ Circulation/Parking*, the project would not generate any new traffic trips (automobile or bus), but would redistribute and divert some automobile trips along University Avenue. Therefore, the project would not increase traffic noise levels along University Avenue.

Although the project would divert some traffic trips from University to El Cajon Boulevard, Lincoln Avenue, and North Park Way, the diverted traffic trips on these parallel roadways would not result in increases in traffic volumes large enough to significantly increase traffic noise along El Cajon Boulevard, Lincoln Avenue, or North Park Way. The number of additional trips on these roadways compared to existing volumes would not significantly increase traffic noise levels along these three roadways.

10.7 PALEONTOLOGICAL RESOURCES

The proposed project site is completely built out with existing urban development, including roadways and adjacent commercial and residential uses. While the project site is underlain by geologic formations that exhibit moderate or high potential for paleontological resources (e.g., the Lindavista Formation), no associated significant impacts are anticipated from project implementation. Specifically, the proposed project does not entail extensive grading or excavation (with such activities expected to be limited to fill materials associated with existing development), and is not expected to exceed the thresholds identified in the City *CEQA Significance Determination Thresholds* (City of San Diego2011a). These guidelines identify significant potential impacts to paleontological resources that require monitoring under the following conditions: (1) more than 1,000 cubic yards of grading/excavation that extend more than 10 feet deep in formations with high paleontological resource potential; and (2) more than 2,000 cubic yards of grading/excavation that extend more than 10 feet deep in formations with high paleontological resource potential; and the limited nature of proposed grading/excavation, no significant impacts to paleontological resources are anticipated form moderate paleontological resource potential.

10.8 POPULATION/HOUSING

Proposed improvements would be constructed within the existing roadway of University Avenue and would not displace any existing housing or businesses. The project would not provide infrastructure improvements that currently limit population or housing growth, nor would it construct new houses or businesses that would foster population growth. Therefore, no significant impacts to population or housing would occur as a result of project implementation.

10.9 PUBLIC FACILITIES AND SERVICES

The proposed project would not impact public facilities and services such as schools, parks, and libraries, and police and fire protection. Public service impacts are generally caused by increases in population that lead to the demand for upgraded or new public service facilities. As detailed in Section 8.0, Growth Inducement, and Section 10.8, Population and Housing, the project would not increase population within the City. The project would not cause any other physical impact to a school, park, or library facility and would not necessitate the construction of additional police and fire stations. Therefore, the project would not have a significant impact on public facilities and services including schools, parks, and libraries, and police and fire protection.

10.10 PUBLIC UTILITIES

There are several existing utility lines located in University Avenue right-of-way within the project site, as well as the rights-of-way of adjacent side streets. Existing utilities include water, sewer, gas, telecommunications, and electrical lines, as well as curbs and gutters with an associated drainage system. Fire hydrants, traffic signals, and street lights also are located within street right-of-way. The City Public Utilities Department provides water and wastewater services in the project site. Electricity and natural gas service in the City are provided by San Diego Gas & Electric. The City maintains streetlights and traffic signals within the project site.

The project would include the installation of new traffic signals at two intersections and the removal of traffic signals at one intersection. This would equate to a minor net increase to electricity usage due to the project. Landscaping would be installed within portions of the center, raised median along the length of University Avenue within the project area (if approved by the local MAD). Project landscaping would consist of drought-tolerant plants. Accordingly, a slight increase in water use would be required. These slight increases in electricity and water demands, however, would not necessitate construction of new or expanded public utilities. The project would not place increased permanent or temporary demands on other utilities.

While no major power line (e.g., high-voltage regional transmission lines), gas line, water line, or wastewater line relocations are planned, the project would require the relocation of several of the local utility facilities, including the following:

- Storm drain inlet conflict with proposed curb and pedestrian ramp at the northwestern corner of University Avenue/Oregon Street
- Storm drain inlet conflicts with proposed curbs at:
 - northwestern and northeastern corners of University Avenue/Utah Street
 - northwestern and northeastern corners of University Avenue/30th Street
 - southwestern corner of University Avenue/Ray Street

The project may require additional relocation of several utilities, including the following:

- Possible storm drain inlet conflicts with proposed curbs at:
 - northeastern corner of University Avenue/Alabama Street
 - northwestern corner of University Avenue/Arizona Street
 - northeastern corner of University Avenue/Idaho Street
 - northwestern corner of University Avenue/Ohio Street
- Possible fire hydrant conflict with proposed curb at:
 - northeastern corner of University Avenue/Alabama Street
 - northeastern corner of University Avenue/Arizona Street
 - southeastern corner of University Avenue/Utah Street
 - southeastern corner of University Avenue/Granada Street
 - southeastern corner of University Avenue/29th Street
 - southeastern corner of University Avenue/30th Street
 - northeastern corner of University Avenue/Ohio Street
 - northwestern corner of University Avenue/Iowa Street

These relocations are considered minor and therefore would not result in significant impacts.

Notices to relocate would be required for each company that owns or operates existing utility facilities that are in conflict with areas of proposed work. As a matter of standard practice, utility providers do not prepare plans for utility relocation until they know that a particular roadway design will be implemented (i.e., until the City certifies the environmental document and approves a project). The specific locations where utility lines would be relocated are therefore unknown at this time, and would be determined during final project design. It is anticipated, however, that the relocations would occur within the roadway right-of-way or, at a minimum, within the evaluated project site. It is therefore not anticipated that such relocations would be confirmed through a conformity review at the time utility relocation plans are available. If additional CEQA documentation (e.g., an addendum) is necessary, it would be prepared at that time.

Construction of the proposed project would generate debris and waste associated with construction. Such waste would be disposed of in conformance with applicable local and state regulations pertaining to solid waste, including permitting capacity of the landfill serving the project area. Following construction, the project would not generate substantial amounts of solid waste. Transit patrons utilizing the bus stops would generate some trash, but trash receptacles would be provided at each station, just as they are at the existing bus stops. Maintenance and collection of waste at the bus stops would be provided by San Diego MTS. Additionally, landscaping debris would be generated by landscape maintenance within the proposed raised medians (if landscaping is approved by the MAD). The amount of solid waste generated during construction and following construction would not be substantial and would not exceed the thresholds in the City's Significance Determination Thresholds (2011a).

10.11 RECREATION

The proposed project would not result in the construction of any new homes or businesses that would increase demand for recreational facilities. In addition, the project would not impact any existing recreational facilities within or surrounding the project site. Therefore, no impacts to Recreation would occur in association with the project.

Section 11.0

ALTERNATIVES

11.0 ALTERNATIVES

11.1 INTRODUCTION

In considering the appropriateness of a project, CEQA mandates that alternatives to its implementation be discussed. Section 15126.6(a) of the State CEQA Guidelines requires the discussion of "a range of reasonable alternatives to a project, or the location of a project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." Section 15126.6(f) further states that "the range of alternatives in an EIR is governed by the 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice." Thus, the following discussion focuses on those alternatives that are capable of reducing or eliminating significant environmental impacts, even if they would impede the attainment of some project objectives, or would be more costly. In accordance with Section 15126.6(f)(1) of the State CEQA Guidelines, among the factors that may be taken into account when addressing the feasibility of alternatives are (1) site suitability; (2) economic viability; (3) availability of infrastructure; (4) general plan consistency; (5) other plans or regulatory limitations; (6) jurisdictional boundaries; and (7) whether the proponent can reasonably acquire, control, or otherwise have access to an alternative site.

This chapter presents potential alternatives to the project and evaluates them as required by CEQA. Each major issue area included in the project's detailed impact analysis (see Chapter 5.0, *Environmental Analysis*, of this EIR) is included in the analysis of the alternatives. In accordance with State CEQA Guidelines Section 15126.6(d), "the EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project."

The State CEQA Guidelines also require EIRs to identify the Environmentally Superior Alternative from among the alternatives (including the proposed project). The Environmentally Superior Alternative is identified in Section 11.6 of this chapter.

11.2 SUMMARY OF PROJECT OBJECTIVES AND SIGNIFICANT EFFECTS

In developing the alternatives to be addressed in this section, consideration was given to their ability to meet most of the basic objectives of the project. These objectives were identified in Chapter 3.0 of this EIR and include the goals to:

- Improve mobility within the project site for pedestrians and transit users;
- Reduce pedestrian/automobile conflicts within the project site; and
- Reduce automobile traffic trips within the project site.

Based on analysis in Section 5.0, the proposed project would result in significant direct and cumulative impacts to Transportation/Circulation/Parking and significant direct impacts to Health and Public Safety. All direct and cumulative significant impacts would be mitigated to below a level of significance, except for some impacts related to Transportation/Circulation/Parking. The alternatives that were developed and evaluated were developed to reduce the

number of specific roadway segments and intersections that would be significantly impacted by the proposed project.

11.3 ALTERNATIVES CONSIDERED BUT REJECTED

11.3.1 <u>Alternative Location</u>

Off-site alternatives should be considered if another site is feasible and would reduce or avoid the significant impacts of the proposed project. Factors to be considered when identifying an off-site alternative include project objectives, the size of the site, its location, the General Plan and/or Community Plan land use designation, and availability of infrastructure. The project proposes surface transportation improvements along a portion of University Avenue in the North Park community. Because the project consists of improvements within an existing roadway that would serve residents, businesses, and visitors along a specific roadway corridor (University Avenue), implementing the improvements at another location is not applicable. Therefore, an off-site location is not considered as an alternative for further analysis.

11.3.2 Community Plan Improvements Alternative

Under the Community Plan Improvements Alternative, roadway improvements to University Avenue that are identified in the adopted Greater North Park Community Plan would be constructed. Specifically, these include the following:

- University Avenue between Utah Street and Boundary Street would be reconfigured as a two-way couplet system throughout the Central Business District. University Avenue would be reconfigured to carry two EB lanes and one WB lane, and Lincoln Avenue would be reconfigured to carry the opposite (i.e., one EB lane and two WB lanes).
- University Avenue between Florida Street and Utah Street would have a curb to curb width of 60 feet to allow for four lanes of traffic.
- University Avenue between Bancroft Avenue and Boundary Street would be widened by 10 feet to allow for an exclusive EB to SB right-turn lane at the intersection of University Avenue/Boundary Street.

This alternative would not meet the objectives of the project to reduce pedestrian/automobile conflicts, reduce automobile trips, promote use of transit, and improve walkability in the North Park Central Business District. Additionally, the City has initiated the process to update the Community Plan, and the two-way couplet system will not be included in the Community Plan update (refer to Section 5.1, Land Use). For these reasons, the Community Plan Improvements Alternative was rejected and not considered as an alternative for further analysis.

11.4 NO PROJECT ALTERNATIVE

11.4.1 Description

Pursuant to Section 15126.6(e)(3)(B) of the State CEQA Guidelines, the No Project Alternative is the "circumstances under which the project does not proceed." For purposes of this EIR, the No Project Alternative assumes that University Avenue between Florida Street and Boundary Street would remain in its current configuration. Accordingly, no new traffic signals would be installed; the traffic signal at University Avenue/Ohio Street would not be removed; and the other existing traffic signals would not be modified. A raised median would not be constructed. No turn-pockets would be added along this roadway segment, and University Avenue would not be re-striped to accommodate the proposed raised median and transit improvements. In addition, no transit improvements would occur. Specifically, no transit-only lanes would be installed, transit stops would not be consolidated, and no new transit stops would be constructed. Pedestrian improvements, such as the installation of enhanced crosswalks and curb extensions and re-striping of existing crosswalks, also would not occur. Under the No Project Alternative, the existing on-street parking along University Avenue would not be removed, and replaced with on-street parking spaces along side streets. Impacts associated with this alternative, as compared to the proposed project, are described below.

11.4.2 Environmental Analysis

Land Use

The No Project Alternative would not improve transit or pedestrian facilities. This alternative would not result in benefits to the community, including reduced conflicts between transportation modes (i.e., vehicles, pedestrians, and bicycles); improved mobility for pedestrians and transit users; and improved traffic flows. The No Project Alternative would not increase the efficiency of transit use in the Project area because it would not construct the transit-only lanes along either side of University Avenue or consolidate transit stops. Transit use would not become a more attractive option to people who need to travel within the project area and vicinity. Accordingly, although the No Project Alternative would not necessarily conflict with the General Plan or Community Plan, it would not help meet the goals and objectives of these plans. Therefore, land use impacts would be greater under the No Project Alternative when compared to the proposed project.

Transportation/Circulation/Parking

The No Project Alternative would not redistribute and divert traffic trips within the project area, as no improvements to University Avenue would occur. Traffic conditions would remain the same as the Existing, Near-term (Year 2013) Without Project, and Year 2030 Without Project conditions presented in Section 5.2, with a number of facilities operating at LOS E or F.

Existing

Roadway Segments

Under the No Project Alternative, all analyzed segments of University Avenue and three segments of North Park Way would continue to operate at LOS F as they currently do under existing conditions (refer to Table 5.2-2). These segments include:

- University Avenue between Centre Street and Park Boulevard (LOS F);
- University Avenue between Park Boulevard and Florida Street (LOS F);
- University Avenue between Florida Street and Mississippi Street (LOS F);
- University Avenue between Mississippi Street and Texas Street (LOS F);
- University Avenue between Texas Street and Arnold Avenue (LOS F);
- University Avenue between Arnold Avenue and Idaho Street (LOS F);
- University Avenue between Idaho Street and Utah Street (LOS F);
- University Avenue between Utah Street and 30th Street (LOS F);
- University Avenue between 30th Street and Grim Avenue (LOS F);
- University Avenue between Grim Avenue and 32nd Street (LOS F);
- University Avenue between 32nd Street and Bancroft Street (LOS F);
- University Avenue between Bancroft Street and Boundary Street (LOS F);
- University Avenue between Boundary Street and the I-805 NB ramps (LOS F);
- University Avenue between the I-805 NB ramps and Wabash Avenue (LOS F);
- University Avenue between Wabash Avenue and Lincoln Avenue (LOS F);
- North Park Way between 30th Street and Ray Street (LOS E);
- North Park Way between Ray Street and 31st Street (LOS F); and
- North Park Way between 31st Street and 32nd Street (LOS F).

With implementation of Phase 1 of the project under Existing Plus Project (Phase 1) conditions, the LOS of three of these segments of University Avenue would improve from F to C or D (refer to Table 5.2-7). The same three segments of North Park Way would continue to operate at LOS E or F. With the full project under Existing Plus Full Project conditions, these same segments would continue to operate at LOS E or F. Compared to the proposed project, direct traffic impacts to roadway segments resulting from the No Project Alternative would be slightly less under Phase 1 conditions, but the same with the full project.

Intersections

Under the No Project Alternative, the following intersection would continue to operate at LOS E or F as it does in the existing condition (refer to Table 5.2-3):

• North Park Way/I-805 SB ramps/Boundary Street (LOS F during the PM peak period)

This same intersection would operate at LOS F with implementation of Phase 1 and the full project (refer to Tables 5.2-8 and 5.2-9). With the proposed project, delays at analyzed intersections would decrease at 26 intersections under Existing Plus Project (Phase 1) conditions and at 19 intersections under Existing Plus Full Project conditions, resulting in improved

intersection operations in the project area. Under the No Project Alternative, these improved intersection operations would not occur.

Overall, direct traffic impacts would be greater with the No Project Alternative compared to the proposed project under Existing and Existing Plus Project conditions.

Near-term (Year 2013)

Roadway Segments

Under the No Project Alternative, the following roadway segments would operate at LOS E or F under near-term conditions (refer to Table 5.2-10):

- University Avenue between Centre Street and Park Boulevard (LOS F);
- University Avenue between Park Boulevard and Florida Street (LOS F);
- University Avenue between Florida Street and Mississippi Street (LOS F);
- University Avenue between Mississippi Street and Texas Street (LOS F);
- University Avenue between Texas Street and Arnold Avenue (LOS F);
- University Avenue between Arnold Avenue and Idaho Street (LOS F);
- University Avenue between Idaho Street and Utah Street (LOS F);
- University Avenue between Utah Street and 30th Street (LOS F);
- University Avenue between 30th Street and Grim Avenue (LOS F);
- University Avenue between Grim Avenue and 32nd Street (LOS F);
- University Avenue between 32nd Street and Bancroft Street (LOS F);
- University Avenue between Bancroft Street and Boundary Street (LOS F);
- University Avenue between Boundary Street and the I-805 NB ramps (LOS F);
- University Avenue between the I-805 NB ramps and Wabash Avenue (LOS F);
- University Avenue between Wabash Avenue and Lincoln Avenue (LOS F);
- North Park Way between 30th Street and Ray Street (LOS E);
- North Park Way between Ray Street and 31st Street (LOS F);
- North Park Way between 31st Street and 32nd Street (LOS F);
- North Park Way between 32nd Street and Boundary Street (LOS E); and
- El Cajon Boulevard between Illinois Street and the I-805 SB ramps (LOS E).

As discussed in Section 5.2, *Transportation/Circulation/Parking*, in the near-term (2013) without the project, all analyzed segments of University Avenue (between Centre Street and Lincoln Avenue) would operate at LOS F (refer to Table 5.2-10). This equates to three more segments of University Avenue that would operate at an unacceptable LOS under the No Project Alternative when compared to the proposed project. The same four segments on North Park Way would operate at an unacceptable LOS under near-term (Year 2013) with and without project conditions, although one segment (North Park Way between 30th Street and Ray Street) that would operate at LOS F with the project would operate at LOS E without the project. Additionally, the same segment of El Cajon Boulevard (between Illinois Street and I-805 SB ramps) would operate at LOS E with and without the project. Compared to the proposed project, direct traffic impacts to roadway segments resulting from the No Project Alternative would be greater under near-term conditions.

Intersections

Under the No Project Alternative, the following intersection would operate at LOS E or F under near-term conditions (refer to Table 5.2-11):

• North Park Way/I-805 SB ramps/Boundary Street (LOS F during the PM peak period)

Only one intersection (North Park Way/I-805 SB ramps/Boundary Street) would operate at an unacceptable LOS (E or F) during the PM peak period under the No Project Alternative, whereas two intersections would operate at an unacceptable LOS under the proposed project (refer to Table 5.2-11). Additionally, delays at 24 of the analyzed intersections would decrease with the project under near-term conditions, resulting in improved intersection operations in the project vicinity. Under the No Project Alternative, these improved intersection operations would not occur.

Overall, direct traffic impacts resulting from the No Project Alternative would be similar, but slightly greater compared to the proposed project.

Year 2030

Roadway Segments

Under the No Project Alternative, the following roadway segments would operate at LOS E or F under Year 2030 conditions (refer to Table 5.2-12):

- University Avenue between Centre Street and Park Boulevard (LOS F);
- University Avenue between Park Boulevard and Florida Street (LOS F);
- University Avenue between Florida Street and Mississippi Street (LOS F);
- University Avenue between Mississippi Street and Texas Street (LOS F);
- University Avenue between Texas Street and Arnold Avenue (LOS F);
- University Avenue between Arnold Avenue and Idaho Street (LOS F);
- University Avenue between Idaho Street and Utah Street (LOS F);
- University Avenue between Utah Street and 30th Street (LOS F);
- University Avenue between 30th Street and Grim Avenue (LOS F);
- University Avenue between Grim Avenue and 32nd Street (LOS F);
- University Avenue between 32nd Street and Bancroft Street (LOS F);
- University Avenue between Bancroft Street and Boundary Street (LOS F);
- University Avenue between Boundary Street and the I-805 NB ramps (LOS F);
- University Avenue between the I-805 NB ramps and Wabash Avenue (LOS F);
- University Avenue between Wabash Avenue and Lincoln Avenue (LOS F);
- North Park Way between Utah Street and 30th Street (LOS E);
- North Park Way between 30th Street and Ray Street (LOS E);
- North Park Way between Ray Street and 31st Street (LOS F);
- North Park Way between 31st Street and 32nd Street (LOS F);
- North Park Way between 32nd Street and Boundary Street (LOS E); and
- El Cajon Boulevard between Illinois Street and the I-805 SB ramps (LOS E).

In 2030, all analyzed segments of University Avenue and North Park Way, and one segment of El Cajon Boulevard (Illinois Street to I-805 SB ramps) would operate at LOS E or F without the project (refer to Table 5.2-12). Under Year 2030 With Project conditions, however, 3 of the 15 analyzed segments of University Avenue would operate at an acceptable LOS. All analyzed segments of North Park Way and the segment of El Cajon Boulevard would continue to operate at LOS E or F with the project. Lincoln Avenue between Oregon Street and Utah Street would operate at LOS D under the No Project Alternative and LOS E with the proposed project. Compared to the proposed project, the No Project Alternative would result in more segments operating at LOS E or F.

Intersections

Under the No Project Alternative, the following 11 intersections would operate at LOS E or F under Year 2030 conditions (refer to Table 5.2-13):

- University Avenue/Arizona Street (LOS F during the PM peak period);
- University Avenue/Villa Terrace (LOS E during the PM peak period);
- University Avenue/Oregon Street (LOS E during the PM peak period);
- University Avenue/Pershing Avenue (LOS E during the PM peak period);
- University Avenue/Idaho Street (LOS F during the PM peak period);
- University Avenue/Iowa Street/Herman Avenue (LOS E during the PM peak period);
- University Avenue/Boundary Street (LOS F during the PM peak period);
- North Park Way/I-805 SB ramps/Boundary Street (LOS F during the PM peak period);
- El Cajon Boulevard/Texas Street (LOS E during the PM peak period);
- El Cajon Boulevard/30th Street (LOS E during the PM peak period); and
- El Cajon Boulevard/I-805 SB ramps (LOS E during the PM peak period).

Of these, the following six intersections along University Avenue would operate at an acceptable LOS with the proposed project in 2030, but would operate at an unacceptable LOS during the PM peak period under the No Project Alternative:

- University Avenue/Arizona Street (LOS F during the PM peak period);
- University Avenue/Villa Terrace (LOS E during the PM peak period);
- University Avenue/Oregon Street (LOS E during the PM peak period);
- University Avenue/Pershing Avenue (LOS E during the PM peak period);
- University Avenue/Idaho Street (LOS F during the PM peak period); and
- University Avenue/Iowa Street/Herman Avenue (LOS E during the PM peak period).

In addition, the intersection of University Avenue/Boundary Street would operate at LOS F during the PM peak period under the No Project Alternative, but would improve to LOS E with the project.

The following 4 of the 11 intersections listed above would operate at an unacceptable LOS with or without the project; however, delays would be less under the No Project Alternative when compared to the proposed project:

- North Park Way/I-805 SB ramps/Boundary Street (LOS F during the PM peak period);
- El Cajon Boulevard/Texas Street (LOS E during the PM peak period);
- El Cajon Boulevard/30th Street (LOS E during the PM peak period); and
- El Cajon Boulevard/I-805 SB ramps (LOS E during the PM peak period).

The intersections of Lincoln Avenue/Ohio Street and Lincoln Avenue/Illinois Street would operate at an acceptable LOS under the No Project Alternative, but at an unacceptable LOS with the proposed project.

Additionally, delays at 23 of the analyzed intersections would decrease with the project under Year 2030 conditions, resulting in improved intersection operations in the project vicinity. Under the No Project Alternative, these improved intersection operations would not occur.

Overall, cumulative traffic impacts would be greater under the No Project Alternative when compared to the proposed project.

Air Quality

The No Project Alternative would not involve construction of improvements along University Avenue and some side streets. Accordingly, no short-term, construction-related air quality impacts would occur.

Because additional roadway segments and intersections would operate at an unacceptable LOS under the No Project Alternative when compared to the proposed project, there is the potential for greater long-term air quality impacts under the No Project Alternative compared to the proposed project. Additionally, the No Project Alternative would not construct (among other proposed features) the proposed transit and pedestrian improvements that would promote and encourage increased transit use and walkability in the community that would result in reduced air emissions. Therefore, the No Project Alternative would potentially result in greater long-term air quality impacts compared to the proposed project.

Hydrology/Water Quality

Hydrology of the project area would remain the same under the No Project Alternative. Some deficiencies in the drainage system currently exist along University Avenue within the project area. Under the No Project Alternative, no improvements to the drainage system would take place. Therefore, the current deficiencies would continue under this alternative.

Water quality impacts would be similar under both the No Project Alternative and the proposed project because neither the No Project Alternative nor the proposed project would not result in an increase in impervious surfaces or associated runoff.

Health and Public Safety

Under the No Project Alternative, there would be no potential to encounter hazardous materials, such as impacted soils, subsurface features (e.g., USTs), asbestos-containing materials, PCBs, lead-based paint, and/or other hazardous materials that may be present within street rights-of-way, because no construction would occur.

Visual Effects and Neighborhood Character

No impacts to visual quality or neighborhood character would occur under the No Project Alternative because the proposed improvements would not occur.

Greenhouse Gas Emissions

The No Project Alternative would not construct the proposed improvements along University Avenue and some side streets. Accordingly, no impacts associated with greenhouse gas emissions during construction would occur.

Because additional intersections would operate at an unacceptable LOS under the No Project Alternative when compared to the proposed project, there is a potential for greater CO concentrations from vehicles at congested intersections under the No Project Alternative. Emission increases associated with idling vehicles would continue to be the same under this alternative as existing conditions. The No Project Alternative would not meet the project's objectives to reduce automobile trips, promote use of transit, and improve walkability in the North Park Central Business District. Therefore, this alternative would not be consistent with the goals of the General Plan policies or AB 32 to reduce greenhouse gas emissions impacts.

11.5 NO TRANSIT-ONLY LANES ALTERNATIVE

11.5.1 Description

Under the No Transit-only Lanes Alternative, all improvements described in Chapter 3.0, *Project Description*, would be constructed, except University Avenue would contain four mixed-flow general lanes (two in each direction), instead of one-mixed flow general purpose lane and one transit lane in each direction. Similar to the proposed project, the No Transit-only Lanes Alternative would be constructed in phases. Phase 1 improvements would be the same as the proposed project except for the transit-only lanes. Subsequent phases would be completed when funding is available.

11.5.2 Environmental Analysis

Land Use

All pedestrian improvements would be the same under both the No Transit-only Lanes Alternative and the proposed project. In addition, the No Transit-only Lanes Alternative would improve transit facilities, but not to the extent of the proposed project. Specifically, this alternative would include the consolidation of bus stops and construction of new bus stops; however, this alternative would not include transit-only lanes. Although this alternative would not necessarily conflict with the General Plan or Community Plan, it would not fully meet the goals and objectives of these plans. Therefore, land use impacts would be greater under the No Transit-only Lanes Alternative when compared to the proposed project.

Transportation/Circulation/Parking

Existing Plus No Transit-only Lanes (Phase 1)

Roadway Segments

Table 11-1, *Existing Plus No Transit-only Lanes Alternative Conditions – Roadway Segments*, shows the ADT, LOS, and V/C for analyzed roadway segments without and with the No Transit-only Lanes Alternative. As shown in Table 11-1, the following roadway segments would operate at LOS E or F under Phase 1 conditions:

- University Avenue between Centre Street and Park Boulevard (LOS F);
- University Avenue between Park Boulevard and Florida Street (LOS F);
- University Avenue between Florida Street and Mississippi Street (LOS F);
- University Avenue between Mississippi Street and Texas Street (LOS F);
- University Avenue between Grim Avenue and 32nd Street (LOS F);
- University Avenue between 32nd Street and Bancroft Street (LOS F);
- University Avenue between Bancroft Street and Boundary Street (LOS F);
- University Avenue between Boundary Street and the I-805 NB ramps (LOS F);
- University Avenue between the I-805 NB ramps and Wabash Avenue (LOS F);
- University Avenue between Wabash Avenue and Lincoln Avenue (LOS F);
- North Park Way between 30th Street and Ray Street (LOS E);
- North Park Way between Ray Street and 31st Street (LOS F); and
- North Park Way between 31st Street and 32nd Street (LOS F).

With the exception of one segment of North Park Way (between 30th Street and Ray Street), none of these roadway segments would be significantly impacted by the No Transit-only Lanes Alternative (Phase 1) because the V/C would either remain the same or decrease with this alternative. As indicated in Table 11-1, the increase in V/C for the segment of North Park Way between 30th Street and Ray Street would_exceed the City's significance thresholds. Impacts to this roadway segment however are not considered significant because (1) the roadway segment is built to its ultimate classification, (2) the closest signalized intersections on both ends of the segment would operate at LOS D or better under Existing With No Transit-only Lanes Alternative conditions, and (3) the roadway segment is calculated to operate at LOS D using the HCM peak hour arterial analysis. Therefore, no significant direct traffic impacts to roadway segments would occur resulting from Phase 1 of the No Transit-only Lanes Alternative.

In comparison, the proposed project would result in one significant and unmitigable direct segment impact under Phase 1 conditions, including the segment of University Avenue between Bancroft Street and Boundary Street.

EXISTING PLUS NO) TRAN	ISIT-O	NLY L		Table 1		E CON	NDITION	S – ROAI	DWAY	SEGMI	ENTS	
Roadway Segments	Existi	ng Cond	litions	Trans	ting Plus sit-only I Phase 1)	lanes	Δ V/C	Signif- icant?	Existing	Plus No T nly Lanes			Signif- icant?
	ADT	LOS	V/C	ADT	LOS	V/C			ADT	LOS	V/C		
El Cajon Boulevard			•	•	•	•	•						
Park Boulevard to Florida Street	19,407	А	0.39	19,407	Α	0.39	0.00	No	19,407	Α	0.39	0.00	No
Florida Street to Texas Street	23,366	В	0.47	23,366	В	0.47	0.00	No	23,366	В	0.47	0.00	No
Texas Street to Oregon Street	27,479	В	0.55	27,479	В	0.55	0.00	No	27,479	В	0.55	0.00	No
Oregon Street to Utah Street	32,486	С	0.65	32,468	С	0.65	0.00	No	32,468	С	0.65	0.00	No
Utah Street to 30 th Street	32,191	С	0.64	32,191	С	0.64	0.00	No	32,191	С	0.64	0.00	No
30 th Street to Illinois Street	39,116	С	0.78	39,116	С	0.78	0.00	No	39,116	С	0.78	0.00	No
Illinois Street to I-805 SB ramps	44,769	D	0.90	44,769	D	0.90	0.00	No	44,769	D	0.90	0.00	No
I-805 SB ramps to I-805 NB ramps	37,099	С	0.74	37,099	С	0.74	0.00	No	37,099	С	0.74	0.00	No
I-805 NB ramps to 33 rd Street	32,385	С	0.65	32,385	С	0.65	0.00	No	32,385	С	0.65	0.00	No
Park Boulevard													
El Cajon Boulevard to Polk Avenue	10,732	А	0.27	10,732	Α	0.27	0.00	No	10,732	Α	0.27	0.00	No
Polk Avenue to University Avenue	13,050	А	0.33	13,050	Α	0.33	0.00	No	13,050	Α	0.33	0.00	No
University Avenue to Robinson Avenue	14,202	А	0.36	14,202	Α	0.36	0.00	No	14,202	Α	0.36	0.00	No
Lincoln Avenue													
Florida Street to Alabama Street	979	А	0.12	979	Α	0.12	0.00	No	1,129	Α	0.14	0.02	No
Alabama Street to Texas Street	1,056	А	0.13	1,056	Α	0.13	0.00	No	1,356	Α	0.17	0.04	No
Texas Street to Oregon Street	2,503	В	0.31	2,503	В	0.31	0.00	No	3,403	А	0.43	0.12	No
Oregon Street to Utah Street	4,250	С	0.53	4,250	С	0.53	0.00	No	4,650	В	0.58	0.05	No
Utah Street to 30 th Street	4,944	А	0.33	5,244	В	0.35	0.02	No	5,394	С	0.36	0.03	No
30 th Street to Illinois Street	5,563	В	0.37	5,863	В	0.39	0.02	No	6,013	В	0.40	0.03	No
Illinois Street to 32 nd Street	5,263	В	0.35	5,263	В	0.35	0.00	No	5,763	В	0.38	0.03	No
32 nd Street to Boundary Street	4,914	А	0.33	4,914	Α	0.33	0.00	No	5,164	В	0.34	0.01	No
Boundary Street to 33 rd Street	4,439	А	0.30	4,439	Α	0.30	0.00	No	4,439	В	0.30	0.00	No

EXISTING PLUS NO	O TRAN	SIT-O	NLY L		le 11-1 LTER			DITION	S – ROAI	DWAY	SEGMI	ENTS	
Roadway Segments	Existi	ng Cond		Trans	ting Plus sit-only L Phase 1)	anes	Δ V/C	Signif- icant?	Existing l or	Plus No T ily Lanes		Δ V/C	Signif- icant?
	ADT	LOS	V/C	ADT	LOS	V/C			ADT	LOS	V/C		
University Avenue													
Centre Street to Park Boulevard	20,037	F	1.34	20,037	F	1.34	0.00	No	20,037	F	1.34	0.00	No
Park Boulevard to Florida Street	20,312	F	1.35	20,312	F	1.35	0.00	No	20,312	F	1.35	0.00	No No
Florida Street to Mississippi Street 21,611 F 1.44 21,611 F 1.44 0.00 No 21,461 C 1.44 -0 Mississippi Street to Taxas Street 20,070 E 1.34 20,070 E 1.34 0.00 No 19,770 B 1.34 0.00													
Mississippi Street to Texas Street	20,070	F	1.34	20,070	F	1.34	0.00	No	19,770	В	1.34	-0.85	No
Texas Street to Arnold Avenue	20,058	F	1.34	20,058	D	0.72	-0.62	No	19,158	В	1.34	-0.86	No
Arnold Avenue to Idaho Street	20,361	F	1.36	20,361	D	0.73	-0.63	No	19,461	В	1.36	-0.87	No
Idaho Street to Utah Street	19,173	F	1.28	19,173	D	0.69	-0.59	No	18,773	В	1.28	-0.81	No
Utah Street to 30 th Street	21,100	F	1.41	20,200	D	0.72	-0.69	No	19,750	В	1.41	-0.92	No
30 th Street to Grim Avenue	21,917	F	1.46	21,017	D	0.75	-0.71	No	20,567	D	1.46	-0.72	No
Grim Avenue to 32 nd Street	19,644	F	1.75	19,644	Е	0.94	-0.81	No	18,944	D	1.75	-1.07	No
32 nd Street to Bancroft Street	25,568	F	2.27	25,568	F	1.22	-1.05	No	25,318	Е	2.27	-1.36	No
Bancroft Street to Boundary Street	25,674	F	1.71	25,674	Е	0.92	-0.79	No	25,674	С	1.71	-1.07	No
Boundary Street to I-805 NB ramps	27,208	F	1.81	27,208	F	1.81	0.00	No	27,208	F	1.81	-1.36	No
I-805 NB ramps to Wabash Avenue	27,271	F	1.82	27,271	F	1.82	0.00	No	27,271	F	1.82	-1.07	No
Wabash Avenue to Lincoln Avenue	17,940	F	1.20	17,940	F	1.20	0.00	No	17,940	F	1.20	0.00	No
North Park Way									-				-
Utah Street to 30 th Street	2,878	А	0.36	3,478	В	0.43	0.07	No	3,778	С	0.47	0.11	No
30 th Street to Ray Street	7,002	Ε	0.88	7,602	Е	0.95	0.07	Yes*	7,902	Е	0.99	0.11	Yes*
Ray Street to 31 st Street	8,385	F	1.05	8,385	F	1.05	0.00	No	8,385	F	1.05	0.00	No
31 st Street to 32 nd Street	8,874	F	1.11	8,874	F	1.11	0.00	No	9,074	F	1.13	0.02	Yes*
32 nd Street to Boundary Street	6,114	D	0.76	6,114	D	0.76	0.00	No	6,114	D	0.76	0.00	No

Source: Wilson & Company 2011b

 Δ V/C = difference in V/C between Existing Plus Project conditions and Existing conditions

* Although the increase in V/C exceeds the significance thresholds, this roadway segment is not considered significant because (1) the roadway segment is built to its ultimate classification, (2) the closest signalized intersections on both ends of the segment would operate at LOS D or better under Existing Plus No Transit-only Lanes conditions, and (3) the roadway segment is calculated to operate at LOS D using the HCM peak hour arterial analysis.

Bold indicates roadway segments that would operate at LOS E or F.

Intersections

Table 11-2, *Existing Plus No Transit-only Lanes Alternative (Phase 1) Conditions – Intersections*, shows the average vehicle delay and LOS at each of the analyzed intersections without and with the No Transit-only Lanes Alternative under Phase 1 conditions. As shown in Table 11-2, none of the analyzed intersections would operate at LOS E or F with Phase 1 of the No Transit-only Lanes Alternative. In comparison, the proposed project would result in potentially significant traffic impacts to one intersection (North Park Way/I-805 SB ramps/Boundary Street) under Phase 1 conditions.

Overall, Phase 1 of the No Transit-only Lanes Alternative would not result in any significant direct traffic impacts compared to one significant unmitigable direct roadway segment impact and one significant direct intersection impact resulting from the proposed project.

Existing Plus No Transit-only Lanes

Roadway Segments

Table 11-1 shows the ADT, LOS, and V/C for analyzed roadway segments without and with the No Transit-only Lanes Alternative. As shown in Table 11-1, the following roadway segments would operate at LOS E or F under Existing Plus No Transit-only Lanes conditions:

- University Avenue between Centre Street and Park Boulevard (LOS F);
- University Avenue between Park Boulevard and Florida Street (LOS F);
- University Avenue between 32nd Street and Bancroft Street (LOS E);
- University Avenue between Boundary Street and the I-805 NB ramps (LOS F);
- University Avenue between the I-805 NB ramps and Wabash Avenue (LOS F);
- University Avenue between Wabash Avenue and Lincoln Avenue (LOS F);
- North Park Way between 30th Street and Ray Street (LOS E);
- North Park Way between Ray Street and 31st Street (LOS F); and
- North Park Way between 31st Street and 32nd Street (LOS F).

These segments of University Avenue would not be significantly impacted by the No Transitonly Lanes Alternative because the V/C would either remain the same or decrease with this alternative. As indicated in Table 11-1, the increase in V/C for the segments of North Park Way between 30th Street and Ray Street and 31st Street and 32nd Street would exceed the City's significance thresholds. Direct impacts to these roadway segments however are not considered significant because (1) the roadway segments are built to their ultimate classification, (2) the closest signalized intersections on both ends of the segments would operate at LOS D or better under Existing With No Transit-only Lanes Alternative conditions, and (3) the roadway segments are calculated to operate at LOS D using the HCM peak hour arterial analysis. Therefore, as with the proposed project, no significant direct impacts would occur to roadway segments resulting from this alternative under Existing Plus Project conditions.

				AM Pea	ak Perio	d				PM Pe	ak Perio	d	
No. ¹	Intersections ²	Exist Condi	0	Existin No Tr only 1 (Pha	ansit- Lanes	Δ Delay (sec)	Signif- icant?	Exis Condi	0	No Ti only I	ng Plus cansit- Lanes (se 1)	Δ Delay (sec)	Signif- icant?
		Delay (sec)	LOS	Delay (sec)	LOS	(sec)		Delay (sec)	LOS	Delay (sec)	LOS	(sec)	
1	University Avenue/Park Boulevard	22.2	С	22.2	С	0.0	No	27.1	C	27.1	С	0.0	No
2	University Avenue/Florida Street	8.1	Α	7.9	А	-0.2	No	14.9	В	15.2	В	0.3	No
3	University Avenue/Alabama Street*	20.6	С	20.6	С	0.0	No	25.4	D	25.4	D	0.0	No
4	University Avenue/Mississippi Street	10.2	В	11.0	В	0.8	No	10.4	В	10.8	В	0.4	No
5	University Avenue/Louisiana Street*	14.8	В	14.8	В	0.0	No	15.2	С	15.2	С	0.0	No
6	University Avenue/Texas Street	14.0	В	14.0	В	0.0	No	21.2	C	21.2	С	0.0	No
7	University Avenue/Arizona Street*	16.2	С	16.2	С	0.0	No	25.4	D	25.4	D	0.0	No
8	University Avenue/Arnold Street*	12.7	В	10.5	В	-2.2	No	16.8	C	7.3	Α	-9.5	No
9	University Avenue/Hamilton Street*	12.3	В	12.3	В	0.0	No	13.2	В	13.2	В	0.0	No
10	University Avenue/Villa Terrace*	12.3	В	12.3	В	0.0	No	20.6	C	20.6	С	0.0	No
11	University Avenue/Oregon Street*	14.4	В	4.3	Α	-10.1	No	16.6	C	6.8	Α	-9.8	No
12	University Avenue/Pershing Avenue*	13.4	В	13.4	В	0.0	No	18.1	C	18.1	С	0.0	No
13	University Avenue/Idaho Street*	14.6	В	14.7	В	0.1	No	19.6	C	19.8	С	0.2	No
14	University Avenue/Utah Street	12.9	В	13.2	В	0.3	No	15.8	В	16.2	В	0.4	No
15	University Avenue/Granada Avenue*	10.8	В	9.1	А	-1.7	No	11.5	В	9.0	А	-2.5	No
16	University Avenue/Kansas Street*	10.3	В	10.2	В	-0.1	No	12.6	В	10.0	Α	-2.6	No
17	University Avenue/29 th Street*	12.3	В	10.2	В	-2.1	No	11.6	В	10.8	В	-0.8	No
18	University Avenue/30 th Street	16.3	В	15.5	В	-0.8	No	23.9	C	24.8	С	0.9	No
19	University Avenue/Ohio Street	3.5	Α	11.3	В	7.8	No	6.2	Α	11.5	В	5.3	No
20	University Avenue/Illinois Street/Grim Avenue	5.1	Α	6.6	А	1.5	No	8.9	Α	14.2	В	5.3	No
21	University Avenue/31 st Street*	10.5	В	10.5	В	0.0	No	11.3	В	11.1	В	-0.2	No
22	University Avenue/Iowa Street/Herman Avenue*	15.3	С	13.0	В	-2.3	No	26.8	D	21.6	С	-5.2	No
23	University Avenue/32 nd Street	14.9	В	16.9	В	2.0	No	14.4	В	17.3	В	2.9	No
24	University Avenue/Bancroft Street*	11.7	В	11.7	В	0.0	No	10.6	В	10.6	В	0.0	No

	EXISTING PLUS NO TRANSIT-ONL	Y LAN		ble 11-2 LTERN		·	SE 1) C	ONDI	FIONS	5 – INT	ERSE	CTION	IS
				AM Pea	ak Perio	d				PM Pea	ak Perio	d	
No. ¹	Intersections ²	Exist Condi	0	No Ti only I	ng Plus cansit- Lanes (se 1)	Δ Delay (sec)	Signif- icant?	Exis Cond		Existin No Tr only 1 (Pha	ansit- Lanes	Δ Delay (sec)	Signif- icant?
		Delay (sec)	LOS	Delay (sec)	LOS	(sec)		Delay (sec)	LOS	Delay (sec)	LOS	(sec)	
25	University Avenue/Boundary Street	29.0	С	22.8	С	-62	No	44.7	D	40.3	D	-4.4	No
26	University Avenue/Wabash Avenue/I-805 NB ramps	16.0	В	16.6	В	0.6	No	26.0	С	26.3	С	0.3	No
27	North Park Way/Utah Street**	7.8	Α	7.8	А	0.0	No	9.1	Α	9.2	А	0.1	No
28	North Park Way/30 th Street	11.0	В	9.8	Α	-1.2	No	15.3	В	14.6	В	-0.7	No
29	North Park Way/32 nd Street	13.6	В	13.6	В	0.0	No	17.1	В	17.1	В	0.0	No
30	North Park Way/I-805 SB ramps/Boundary Street**	13.9	В	13.9	В	0.0	No	105.5	F	105.5	F	0.0	No
31	Lincoln Avenue/Park Boulevard**	9.9	Α	9.9	Α	0.0	No	21.9	С	21.9	С	0.0	No
32	Lincoln Avenue/Florida Street**	7.7	Α	7.7	Α	0.0	No	8.1	Α	8.1	Α	0.0	No
33	Lincoln Avenue/Texas Street*	10.4	В	10.4	В	0.0	No	11.6	В	11.6	В	0.0	No
34	Lincoln Avenue/Oregon Street**	8.0	Α	8.0	Α	0.0	No	8.6	Α	8.6	Α	0.0	No
35	Lincoln Avenue/Idaho Street**	8.1	Α	8.1	Α	0.0	No	9.2	Α	9.2	Α	0.0	No
36	Lincoln Avenue/Utah Street	6.7	Α	6.8	Α	0.1	No	7.1	Α	7.5	Α	0.4	No
37	Lincoln Avenue/30 th Street	13.0	В	12.8	В	-0.2	No	14.7	В	15.1	В	0.4	No
38	Lincoln Avenue/Ohio Street**	8.3	Α	8.3	Α	0.0	No	12.1	В	13.3	В	1.2	No
39	Lincoln Avenue/Illinois Street**	8.1	Α	8.2	А	0.0	No	11.3	В	13.3	В	2.0	No
40	Lincoln Avenue/32 nd Street	7.1	Α	7.1	Α	0.0	No	6.9	Α	6.9	Α	0.0	No
41	Lincoln Avenue/Boundary Street*	11.7	В	11.7	В	0.0	No	13.1	В	13.1	В	0.0	No
42	El Cajon Boulevard/Park Boulevard	23.6	С	23.6	С	0.0	No	29.4	С	29.4	С	0.0	No
43	El Cajon Boulevard/Florida Street	19.2	В	19.2	В	0.0	No	25.2	С	25.2	С	0.0	No
44	El Cajon Boulevard/Texas Street	35.3	D	35.3	D	0.0	No	50.0	D	50.0	D	0.0	No

Table 11-2 (cont.) EXISTING PLUS NO TRANSIT-ONLY LANES ALTERNATIVE (PHASE 1) CONDITIONS – INTERSECTIONS

				AM Pea	ak Perio	d				PM Pea	ak Perio	d	
No. ¹	Intersections ²	Exist Condi	0	Existin No Tr only l (Pha	Lanes	A Delay	Signif- icant?	Exis Condi	0	Existin No Tr only l (Pha	ansit-	A Delay	Signif- icant?
		Delay (sec)	LOS	Delay (sec)	LOS	(sec)		Delay (sec)	LOS	Delay (sec)	LOS	(sec)	
45	El Cajon Boulevard/Oregon Street	15.3	В	15.1	В	-0.2	No	15.3	В	15.3	В	0.0	No
46	El Cajon Boulevard/Utah Street	13.3	В	13.3	В	0.0	No	15.0	В	15.0	В	0.0	No
47	El Cajon Boulevard/30 th Street	25.0	С	25.0	С	0.0	No	42.6	D	42.6	D	0.0	No
48	El Cajon Boulevard/Illinois Street	22.8	С	22.7	С	-0.1	No	27.4	С	27.4	С	0.0	No
49	El Cajon Boulevard/I-805 SB ramps	17.5	В	17.5	В	0.0	No	44.6	D	44.6	D	0.0	No
50	El Cajon Boulevard/I-805 NB ramps	28.7	С	28.7	С	0.0	No	18.8	В	18.7	В	-0.1	No
51	Park Boulevard/Howard Avenue*	10.3	В	10.3	В	0.0	No	11.9	В	11.9	В	0.0	No
52	Park Boulevard/Polk Avenue	8.1	Α	8.1	А	0.0	No	9.7	Α	9.4	Α	-0.3	No

Source: Wilson & Company 2011b

 Δ Delay = difference in delay between Existing Conditions and Existing Plus No Transit-only Lanes (Phase 1) conditions

¹ Number corresponds to the number on Figure 5.2-1.

² All intersections were analyzed as signalized unless otherwise noted by * or **.

* Indicates a one-way or two-way stop-controlled intersection. Delay and LOS are for stopped approach (worst case).

** Indicates all-way stop-controlled intersection.

Bold indicates intersections that would operate at LOS E or F.

Intersections

Table 11-3, *Existing Plus No Transit-only Lanes Alternative Conditions – Intersections*, shows the average vehicle delay and LOS at each of the analyzed intersections without and with full implementation of the No Transit-only Lanes Alternative. As shown in Table 11-3, all intersections would operate at LOS D or better except for the following segment:

• North Park Way/I-805 SB Ramps/Boundary Street (LOS F during the PM peak period)

The resulting traffic impact would not be significant under this alternative because delays would not increase. In comparison, direct traffic impacts at this intersection would be potentially significant with the proposed project.

Overall, under Existing Plus Project conditions, the No Transit-only Lanes Alternative would not result in any significant direct traffic impacts compared to one significant direct intersection impact resulting from the proposed project.

	EXISTING PLUS NO TRANSIT	Γ-ONLŸ		Table ES AL'	-	ATIVE	COND	TIONS	5 – IN'	ΓERSF	CTIO	NS	
				AM Pe	ak Perio	d				PM Pe	ak Perio	d	-
No.1	Intersections ²	Exist Condi	0	No Ti	ng Plus :ansit- Lanes	Δ Delay	Signif- icant?	Exis Cond	0	No Ti	ng Plus :ansit- Lanes	Δ Delay	Signif- icant?
		Delay (sec)	LOS	Delay (sec)	LOS	(sec)	icant:	Delay (sec)	LOS	Delay (sec)	LOS	(sec)	icant:
1	University Avenue/Park Boulevard	22.2	С	22.2	С	0.0	No	27.1	С	27.9	C	0.8	No
2	University Avenue/Florida Street	8.1	Α	18.6	В	10.5	No	14.9	В	22.3	C	7.4	No
3	University Avenue/Alabama Street*	20.6	С	10.0	А	-10.6	No	25.4	D	9.9	А	-15.5	No
4	University Avenue/Mississippi Street	10.2	В	10.4	В	0.2	No	10.4	В	9.5	Α	-0.9	No
5	University Avenue/Louisiana Street*	14.8	В	10.2	В	-4.6	No	15.2	С	9.8	Α	-5.4	No
6	University Avenue/Texas Street	14.0	В	23.2	С	9.2	No	21.2	С	29.7	C	8.5	No
7	University Avenue/Arizona Street*	16.2	С	10.4	В	-5.8	No	25.4	D	10.5	В	-14.9	No
8	University Avenue/Arnold Street*	12.7	В	5.7	Α	-7.0	No	16.8	С	6.9	Α	-9.9	No
9	University Avenue/Hamilton Street*	12.3	В	10.2	В	-2.1	No	13.2	В	10.0	Α	-3.2	No
10	University Avenue/Villa Terrace*	12.3	В	9.7	Α	-2.6	No	20.6	С	10.0	Α	-10.6	No
11	University Avenue/Oregon Street*	14.4	В	5.7	Α	-8.7	No	16.6	С	5.9	Α	-10.7	No
12	University Avenue/Pershing Avenue*	13.4	В	9.8	А	-3.6	No	18.1	С	10.2	В	-7.9	No
13	University Avenue/Idaho Street*	14.6	В	9.9	А	-4.7	No	19.6	С	11.8	В	-7.8	No
14	University Avenue/Utah Street	12.9	В	15.1	В	2.2	No	15.8	В	20.7	C	4.9	No
15	University Avenue/Granada Avenue*	10.8	В	9.3	Α	-1.5	No	11.5	В	9.4	Α	-2.1	No
16	University Avenue/Kansas Street*	10.3	В	10.1	В	-0.2	No	12.6	В	9.9	Α	-2.7	No
17	University Avenue/29 th Street*	12.3	В	10.1	В	-2.2	No	11.6	В	10.7	В	-0.9	No
18	University Avenue/30 th Street	16.3	В	21.0	С	4.7	No	23.9	С	30.5	C	6.6	No
19	University Avenue/Ohio Street	3.5	Α	11.3	В	7.8	No	6.2	Α	11.9	В	5.7	No
20	University Avenue/Illinois Street/Grim Avenue	5.1	А	6.3	Α	1.2	No	8.9	А	8.4	Α	-0.5	No
21	University Avenue/31 st Street*	10.5	В	10.4	В	-0.1	No	11.3	В	11.0	В	-0.3	No
22	University Avenue/Iowa Street/Herman Avenue*	15.3	С	10.6	В	-4.7	No	26.8	D	11.6	В	-15.2	No
23	University Avenue/32 nd Street	14.9	В	15.4	В	0.5	No	14.4	В	22.7	С	8.3	No
24	University Avenue/Bancroft Street*	11.7	В	11.9	В	0.2	No	10.6	В	11.0	В	0.4	No

	EXISTING PLUS NO TRANSIT	-ONLY		ble 11-3 ES AL 1		·	COND	ITION	S – IN	TERSI	ECTIO	NS	
				AM Pea	ak Perio	d				PM Pea	ak Perio	d	
No.1	Intersections ²	Exist Condi	0	Existin No Tr only	ng Plus °ansit-	Δ Delay	Signif-	Exis Condi		Existin No Tr only	ng Plus °ansit-	Δ Delay	Signif-
		Delay (sec)	LOS	Delay (sec)	LOS	(sec)	icant?	Delay (sec)	LOS	Delay (sec)	LOS	(sec)	icant?
25	University Avenue/Boundary Street	29.0	С	15.6	В	-13.4	No	44.7	D	22.5	С	-22.2	No
26	University Avenue/Wabash Avenue/I-805 NB ramps	16.0	В	22.1	С	6.1	No	26.0	С	28.2	С	2.2	No
27	North Park Way/Utah Street**	7.8	Α	7.8	А	0.0	No	9.1	Α	9.1	А	0.0	No
28	North Park Way/30 th Street	11.0	В	10.9	В	-0.1	No	15.3	В	15.3	В	0.0	No
29	North Park Way/32 nd Street	13.6	В	13.6	В	0.0	No	17.1	В	17.1	В	0.0	No
30	North Park Way/I-805 SB ramps/Boundary Street**	13.9	В	13.9	В	0.0	No	105.5	F	105.5	F	0.0	No
31	Lincoln Avenue/Park Boulevard**	9.9	Α	9.9	Α	0.0	No	21.9	С	21.9	С	0.0	No
32	Lincoln Avenue/Florida Street**	7.7	Α	7.7	Α	0.0	No	8.1	Α	8.1	А	0.0	No
33	Lincoln Avenue/Texas Street*	10.4	В	10.4	В	0.0	No	11.6	В	11.6	В	0.0	No
34	Lincoln Avenue/Oregon Street**	8.0	Α	8.0	А	0.0	No	8.6	Α	8.6	А	0.0	No
35	Lincoln Avenue/Idaho Street**	8.1	Α	8.1	Α	0.0	No	9.2	Α	9.2	А	0.0	No
36	Lincoln Avenue/Utah Street	6.7	Α	6.7	Α	0.0	No	7.1	Α	7.1	Α	0.0	No
37	Lincoln Avenue/30 th Street	13.0	В	13.5	В	0.5	No	14.7	В	14.7	В	0.0	No
38	Lincoln Avenue/Ohio Street**	8.3	Α	8.3	Α	0.0	No	12.1	В	12.1	В	0.0	No
39	Lincoln Avenue/Illinois Street**	8.1	Α	8.1	Α	0.0	No	11.3	В	11.3	В	0.0	No
40	Lincoln Avenue/32 nd Street	7.1	Α	7.1	Α	0.0	No	6.9	А	6.9	Α	0.0	No
41	Lincoln Avenue/Boundary Street*	11.7	В	11.7	В	0.0	No	13.1	В	13.1	В	0.0	No
42	El Cajon Boulevard/Park Boulevard	23.6	С	23.6	С	0.0	No	29.4	С	29.4	С	0.0	No
43	El Cajon Boulevard/Florida Street	19.2	В	19.2	В	0.0	No	25.2	С	25.2	С	0.0	No
44	El Cajon Boulevard/Texas Street	35.3	D	35.5	D	0.0	No	50.0	D	50.0	D	0.0	No

Table 11-3 (cont.) EXISTING PLUS NO TRANSIT-ONLY LANES ALTERNATIVE CONDITIONS – INTERSECTIONS

				AM Pea	k Perio	d				PM Pea	ak Perio	d	
No.1	Intersections ²	Exist Condi	0	Existin No Tr only l		∆ Delay	Signif-	Exis Condi	0		ng Plus ransit- Lanes	Δ Delay	Signif-
		Delay (sec)	LOS	Delay (sec)	LOS	(sec)	icant?	Delay (sec)	LOS	Delay (sec)	LOS	(sec)	icant?
45	El Cajon Boulevard/Oregon Street	15.3	В	15.1	В	-0.2	No	15.3	В	15.3	В	0.0	No
46	El Cajon Boulevard/Utah Street	13.3	В	13.3	В	0.0	No	15.0	В	15.0	В	0.0	No
47	El Cajon Boulevard/30 th Street	25.0	С	25.0	С	0.0	No	42.6	D	42.6	D	0.0	No
48	El Cajon Boulevard/Illinois Street	22.8	С	22.7	С	-0.1	No	27.4	С	27.4	С	0.0	No
49	El Cajon Boulevard/I-805 SB ramps	17.5	В	17.5	В	0.0	No	44.6	D	44.6	D	0.0	No
50	El Cajon Boulevard/I-805 NB ramps	28.7	С	28.7	С	0.0	No	18.8	В	18.7	В	-0.1	No
51	Park Boulevard/Howard Avenue*	10.3	В	10.3	В	0.0	No	11.9	В	11.9	В	0.0	No
52	Park Boulevard/Polk Avenue	8.1	Α	8.1	А	0.0	No	9.7	Α	9.4	Α	-0.3	No

Source: Wilson & Company 2011b

 Δ Delay = difference in delay between Existing Conditions and Existing Plus No Transit-only Lanes conditions

¹ Number corresponds to the number on Figure 5.2-1.

² All intersections were analyzed as signalized unless otherwise noted by * or **.

* Indicates a one-way or two-way stop-controlled intersection. Delay and LOS are for stopped approach (worst case).

** Indicates all-way stop-controlled intersection.

Bold indicates intersections that would operate at LOS E or F.

Near-term (Year 2013)

Roadway Segments

Table 11-4, *Near-term (Year 2013) Conditions – Roadway Segments No Transit-only Lanes Alternative*, shows the ADT, LOS, and V/C for analyzed roadway segments under near-term conditions without and with the No Transit-only Lanes Alternative.

Table 11-4 NEAR-TERM (YEAR 2013) CONDITIONS – ROADWAY SEGMENTS NO TRANSIT-ONLY LANES ALTERNATIVE

Roadway Segments	Transi Alt	m Withou t-only Lau ernative	nes	Tran A	term Wi sit-only I lternativ	Lanes ve	Δ V/C	Signifi- cant?
El Caian Daulayand	ADT	LOS	V/C	ADT	LOS	V/C		
El Cajon Boulevard Park Boulevard to Florida Street	21,400	В	0.43	21,400	В	0.43	0.00	No
Florida Street to Texas Street	25,400	B	0.43	25,400	B	0.43	0.00	No
Texas Street to Oregon Street	30,100	C	0.51	30,100	C	0.60	0.00	No
Oregon Street to Utah Street	34,500	C	0.69	34,500	C	0.69	0.00	No
Utah Street to 30 th Street	34,200	C	0.69	34,200	C	0.69	0.00	No
30 th Street to Illinois Street	40.000	C	0.08	40.000	C	0.80	0.00	No
Illinois Street to I-805 SB ramps	45,300	E	0.80	45,300	E	0.80	0.00	No
I-805 SB ramps to I-805 NB ramps	38,800	C E	0.78	38,800	C	0.78	0.00	No
I-805 NB ramps to 33 rd Street	35,100	C	0.70	35,100	C	0.70	0.00	No
Park Boulevard	55,100	C	0.70	55,100	C	0.70	0.00	110
El Cajon Boulevard to Polk Avenue	12,200	А	0.31	12,200	А	0.31	0.00	No
Polk Avenue to University Avenue	14,500	A	0.36	14,500	A	0.36	0.00	No
University Avenue to Robinson Avenue	15,600	B	0.39	15,600	B	0.39	0.00	No
Lincoln Avenue	10,000	2	0.07	10,000	2	0.07	0.00	110
Florida Street to Alabama Street	1,100	Α	0.14	1,100	Α	0.14	0.00	No
Alabama Street to Texas Street	1,200	A	0.15	1,200	A	0.15	0.00	No
Texas Street to Oregon Street	2,800	В	0.35	2,800	В	0.35	0.00	No
Oregon Street to Utah Street	4,800	С	0.60	4,800	С	0.60	0.00	No
Utah Street to 30 th Street	5,600	В	0.37	5,900	В	0.39	0.02	No
30 th Street to Illinois Street	6,300	В	0.42	6,600	В	0.44	0.02	No
Illinois Street to 32 nd Street	5,900	В	0.39	5,900	В	0.39	0.00	No
32 nd Street to Boundary Street	5,500	В	0.37	5,500	В	0.37	0.00	No
Boundary Street to 33rd Street	5,000	В	0.33	5,000	В	0.33	0.00	No

Table 11-4 (cont.)	
NEAR-TERM (YEAR 2013) CONDITIONS – ROADWAY SEGMENTS	
NO TRANSIT-ONLY LANES ALTERNATIVE	

Roadway Segments	Transi Alt	m Withou t-only Lau ternative	nes	Tran	term Wi sit-only I lternativ	Lanes	Δ V/C	Signifi- cant?
	ADT	LOS	V/C	ADT	LOS	V/C		
University Avenue				-				
Centre Street to Park Boulevard	20,300	F	1.35	20,300	F	1.35	0.00	No
Park Boulevard to Florida Street	20,700	F	1.38	20,700	F	1.38	0.00	No
Florida Street to Mississippi Street	22,200	F	1.48	22,200	F	1.48	0.00	No
Mississippi Street to Texas Street	21,000	F	1.40	21,000	F	1.40	0.00	No
Texas Street to Arnold Avenue	22,400	F	1.49	22,400	D	0.80	-0.69	No
Arnold Avenue to Idaho Street	23,100	F	1.54	23,100	D	0.83	-0.71	No
Idaho Street to Utah Street	20,300	F	1.35	20,300	D	0.73	-0.62	No
Utah Street to 30 th Street	22,000	F	1.47	21,100	D	0.76	-0.71	No
30 th Street to Grim Avenue	22,400	F	1.49	21,500	D	0.77	-0.72	No
Grim Avenue to 32 nd Street	22,000	F	1.96	22,000	F	1.05	-0.91	No
32 nd Street to Bancroft Street	28,000	F	2.49	28,000	F	1.34	-1.15	No
Bancroft Street to Boundary Street	28,100	F	1.87	28,100	F	1.01	-0.86	No
Boundary Street to I-805 NB ramps	29,700	F	1.98	29,700	F	1.98	0.00	No
I-805 NB ramps to Wabash Avenue	29,500	F	1.97	29,500	F	1.97	0.00	No
Wabash Avenue to Lincoln Avenue	19,400	F	1.29	19,400	F	1.29	0.00	No
North Park Way	· ·	•	•					
Utah Street to 30 th Street	3,900	С	0.49	4,500	С	0.56	0.07	No
30 th Street to Ray Street	7,700	Е	0.96	8,300	F	1.04	0.08	Yes*
Ray Street to 31 st Street	8,800	F	1.10	8,800	F	1.10	0.00	No
31 st Street to 32 nd Street	9,200	F	1.15	9,200	F	1.15	0.00	No
32 nd Street to Boundary Street	7,000	Е	0.88	7,000	Е	0.88	0.00	No

Source: Wilson & Company 2011a

V/C = difference in V/C between Near-term With No Transit-only Lanes Alternative conditions and Near -term Without No Transit-only Lanes conditions

*Although the increase in V/C exceeds the significance thresholds, this roadway segment is not considered significant because (1) the roadway segment is built to its ultimate classification, (2) the closest signalized intersections on both ends of the segment would operate at LOS D or better under Near-term With No Transit-only Lanes Alternative conditions, and (3) the roadway segment is calculated to operate at LOS D using the HCM peak hour arterial analysis.

Bold indicates roadway segments that would operate at LOS E or F.

As shown in Table 11-4, the following roadway segments would operate at LOS E or F under the No Transit-only Lanes Alternative in near-term conditions:

- El Cajon Boulevard between Illinois Street and the I-805 SB ramps (LOS E);
- University Avenue between Centre Street and Park Boulevard (LOS F);
- University Avenue between Park Boulevard and Florida Street (LOS F);
- University Avenue between Florida Street and Mississippi Street (LOS F);
- University Avenue between Mississippi Street and Texas Street (LOS F);
- University Avenue between Arnold Avenue and Idaho Street (LOS F);
- University Avenue between Grim Avenue and 32nd Street (LOS F);
- University Avenue between 32nd Street and Bancroft Street (LOS F);
- University Avenue between Bancroft Street and Boundary Street (LOS F);
- University Avenue between Boundary Street and the I-805 NB ramps (LOS F);
- University Avenue between the I-805 NB ramps and Wabash Avenue (LOS F);
- University Avenue between Wabash Avenue and Lincoln Avenue (LOS F);

- North Park Way between 30th Street and Ray Street (LOS E);
- North Park Way between Ray Street and 31st Street (LOS F);
- North Park Way between 31st Street and 32nd Street (LOS F); and
- North Park Way between 32nd Street and Boundary Street (LOS E).

With the exception of one segment of North Park Way (30th Street to Ray Street), the V/C would either remain the same or decrease with this alternative under near-term conditions. As indicated in Table 11-4, the increase in V/C for the segment of North Park Way between 30th Street and Ray Street would exceed the City's significance thresholds. Direct impacts to this roadway segment however are not considered significant because (1) the roadway segment is built to its ultimate classification, (2) the closest signalized intersections on both ends of the segment would operate at LOS D or better under Near-term With No Transit-only Lanes Alternative conditions, and (3) the roadway segment is calculated to operate at LOS D using the HCM peak hour arterial analysis. Therefore, no significant direct roadway segment impacts would occur as a result of the No Transit-only Lanes Alternative.

In comparison, the proposed project would result in significant unmitigable direct segment impacts to two roadway segments, including one segment of University Avenue (between Bancroft Street and Boundary Street) and one segment of El Cajon Boulevard (between Illinois Street and I-805 SB ramps).

Intersections

Table 11-5, *Near-term (Year 2013) Conditions – Intersections No Transit-only Lanes Alternative*, shows the average vehicle delay and LOS at each of the analyzed intersections under near-term conditions without and with the No Transit-only Lanes Alternative.

As shown in Table 11-5, all intersections would operate at LOS D or better except for the following intersection:

• North Park Way/I-805 SB ramps/Boundary Street (LOS F during the PM peak period)

This intersection would operate at LOS F with or without the No Transit-only Lanes Alternative, but delays would not change as a result of this alternative. No other intersections would operate at LOS E or F under the No Transit-only Lanes Alternative. Therefore, no significant direct intersection impacts would occur as a result of the No Transit-only Lanes Alternative, while the proposed project would result in significant direct impacts at two intersections (North Park Way/I-805 SB ramps/Boundary Street and El Cajon Boulevard/30th Street).

Overall, the No Transit-only Lanes Alternative would not result in any significant direct traffic impacts compared to two significant unmitigable direct roadway segment impacts and two significant direct intersection impacts resulting from the proposed project.

	NEAR-TERN NO '	Λ (YEAF FRANSI	R 2013		DITIO				NS				
				AM Pog	ık Period	1		[PM Por	ak Perio	d	
No. ¹	Intersections ²	Near-t Withou Transit Lan Altern	it No -only es	Near Witl Trans La	-term h No it-only	Δ Delay (sec)	Signif- icant?	Near- Witho Transi La Alterr	out No it-only nes native	Near- With Transi Lan Altern Delay	term n No it-only nes	Δ Delay (sec)	Signif- icant?
		Delay (sec)	LOS	(sec)	LOS			Delay (sec)	LOS	(sec)	LOS		
1	University Avenue/Park Boulevard	39.7	D	39.7	D	0.0	No	41.8	D	41.8	D	0.0	No
2	University Avenue/Florida Street	12.3	В	14.1	В	1.8	No	18.3	В	18.1	В	-0.2	No
3	University Avenue/Alabama Street*	9.8	Α	9.9	А	0.1	No	9.7	Α	9.8	Α	0.1	No
4	University Avenue/Mississippi Street	10.6	В	10.4	В	-0.2	No	11.2	В	9.5	Α	1.7	No
5	University Avenue/Louisiana Street*	15.5	С	15.4	С	-0.1	No	16.1	С	17.8	C	1.7	No
6	University Avenue/Texas Street	14.6	В	15.1	В	0.5	No	21.0	С	21.7	C	1.7	No
7	University Avenue/Arizona Street*	18.8	С	18.8	С	0.0	No	27.7	D	26.1	D	-1.6	No
8	University Avenue/Arnold Street*	13.6	В	5.5	Α	-3.9	No	18.9	С	4.6	Α	-14.3	No
9	University Avenue/Hamilton Street*	12.8	В	11.7	В	-1.1	No	13.9	В	11.0	В	-2.9	No
10	University Avenue/Villa Terrace*	13.0	В	12.3	В	-0.7	No	34.6	D	14.9	В	-19.7	No
11	University Avenue/Oregon Street*	15.2	С	5.0	Α	-10.2	No	19.2	С	5.7	Α	-13.5	No
12	University Avenue/Pershing Avenue*	14.4	В	13.9	В	-0.5	No	21.7	С	17.3	C	-4.4	No
13	University Avenue/Idaho Street*	17.7	С	17.4	С	-0.3	No	27.8	D	20.5	C	-7.3	No
14	University Avenue/Utah Street	13.0	В	17.3	В	4.3	No	16.1	В	21.5	C	5.4	No
15	University Avenue/Granada Avenue*	11.3	В	8.9	А	2.4	No	13.1	В	9.2	Α	-3.9	No
16	University Avenue/Kansas Street*	11.3	В	10.2	В	1.1	No	13.5	В	10.2	В	-3.3	No
17	University Avenue/29 th Street*	13.0	В	10.2	В	-2.8	No	11.8	В	9.8	Α	-2.0	No
18	University Avenue/30 th Street	16.2	В	18.3	В	2.1	No	22.4	С	29.4	С	7.0	No
19	University Avenue/Ohio Street	3.7	Α	13.9	В	10.2	No	6.1	Α	16.0	С	9.9	No
20	University Avenue/Illinois Street/Grim Avenue	4.9	А	7.6	Α	2.7	No	7.8	Α	14.9	В	7.1	No
21	University Avenue/31 st Street*	10.7	В	13.5	В	2.8	No	11.5	В	18.6	C	7.1	No
22	University Avenue/Iowa Street/Herman Avenue*	18.1	С	17.5	С	-0.6	No	25.0	С	21.8	C	-3.2	No
23	University Avenue/32 nd Street	15.2	В	18.1	В	2.9	No	13.9	В	22.7	С	8.8	No
24	University Avenue/Bancroft Street*	11.6	В	10.8	В	-0.8	No	10.8	В	10.1	В	-0.7	No

	Table 11-5 (cont.) NEAR-TERM (YEAR 2013) CONDITIONS – INTERSECTIONS NO TRANSIT-ONLY LANES ALTERNATIVE													
No. ¹	Intersections ²	Near-t Withou Transit Lan Alterna	it No -only es	Near With Trans La Alter	AM Peak Period Near-term With No Transit-only Lanes Alternative		Signif- icant?	Near-term Without No Transit-only Lanes Alternative		PM Peak Perio Near-term With No Transit-only Lanes Alternative		d A Delay (sec)	Signif- icant?	
		Delay (sec)	LOS	Delay (sec)	LOS			Delay (sec)	LOS	Delay (sec)	LOS			
25	University Avenue/Boundary Street	31.2	С	14.8	В	-16.4	No	52.7	D	24.8	С	-27.9	No	
26	University Avenue/Wabash Avenue/I-805 NB ramps	16.4	В	17.1	В	0.7	No	26.7	С	24.5	С	-2.2	No	
27	North Park Way/Utah Street**	7.8	А	7.9	А	0.1	No	8.8	Α	8.9	А	0.1	No	
28	North Park Way/30 th Street	11.6	В	15.9	В	4.3	No	15.4	В	20.1	C	4.7	No	
29	North Park Way/32 nd Street	13.8	В	13.8	В	0	No	18.2	В	18.2	В	0.0	No	
30	North Park Way/I-805 SB ramps/Boundary Street**	13.6	В	13.4	В	-0.2	No	129.2	F	129.2	F	0.0	No	
31	Lincoln Avenue/Park Boulevard**	35.5	D	35.5	D	0.0	No	34.8	С	34.8	С	0.0	No	
32	Lincoln Avenue/Florida Street**	7.9	Α	7.9	Α	0.0	No	8.6	Α	8.6	Α	0.0	No	
33	Lincoln Avenue/Texas Street*	10.2	В	10.2	В	0.0	No	11.2	В	11.2	В	0.0	No	
34	Lincoln Avenue/Oregon Street**	8.1	Α	8.1	Α	0.0	No	8.6	Α	8.6	Α	0.0	No	
35	Lincoln Avenue/Idaho Street**	8.1	Α	8.1	Α	0.0	No	9.0	Α	9.0	Α	0.0	No	
36	Lincoln Avenue/Utah Street	7.5	Α	7.7	Α	0.2	No	7.2	Α	7.6	Α	0.4	No	
37	Lincoln Avenue/30 th Street	13.6	В	19.5	В	5.9	No	15.3	В	19.8	В	4.5	No	
38	Lincoln Avenue/Ohio Street**	8.4	Α	8.5	Α	0.1	No	12.3	В	13.0	В	0.7	No	
39	Lincoln Avenue/Illinois Street**	8.1	Α	8.2	Α	0.1	No	10.6	В	12.3	В	1.7	No	
40	Lincoln Avenue/32 nd Street	6.8	Α	6.8	Α	0.0	No	7.0	Α	7.0	Α	0.0	No	
41	Lincoln Avenue/Boundary Street*	12.0	В	12.0	В	0.0	No	13.4	В	13.4	В	0.0	No	
42	El Cajon Boulevard/Park Boulevard	37.4	D	37.4	D	0.0	No	38.7	D	38.7	D	0.0	No	
43	El Cajon Boulevard/Florida Street	20.0	В	20.0	С	0.0	No	26.4	С	26.4	С	0.0	No	
44	El Cajon Boulevard/Texas Street	37.3	D	37.3	D	0.0	No	52.3	D	52.3	D	0.0	No	

Table 11-5 (cont.)NEAR-TERM (YEAR 2013) CONDITIONS – INTERSECTIONS
NO TRANSIT-ONLY LANES ALTERNATIVE

				AM Pea	k Period			PM Peak Period						
No. ¹	Intersections ²	Near-term Without No Transit-only Lanes Alternative Delay		Near-term With No Transit-only Lanes Alternative Delay		Δ Delay (sec)	Signif- icant?	Near-term Without No Transit-only Lanes Alternative Delay		Near-term With No Transit-only Lanes Alternative Delay		Δ Delay (sec)	Signif- icant?	
		(sec)	LOS	(sec)	LOS			(sec) LOS		(sec) LOS				
45	El Cajon Boulevard/Oregon Street	12.2	В	12.2	В	0.0	No	16.5	В	16.5	В	0.0	No	
46	El Cajon Boulevard/Utah Street	14.8	В	14.8	В	0.0	No	15.7	В	15.7	В	0.0	No	
47	El Cajon Boulevard/30 th Street	28.5	С	28.5	С	0.0	No	52.6	D	52.6	D	0.0	No	
48	El Cajon Boulevard/Illinois Street	22.3	C	22.3	С	0.0	No	28.9	С	28.9	C	0.0	No	
49	El Cajon Boulevard/I-805 SB ramps	18.6	В	18.6	D	0.0	No	47.7	D	47.7	D	0.0	No	
50	El Cajon Boulevard/I-805 NB ramps	27.3	С	27.3	С	0.0	No	19.7	В	19.7	В	0.0	No	
51	Park Boulevard/Howard Avenue*	29.3	С	29.3	С	0.0	No	21.5	С	21.5	C	0.0	No	
52	Park Boulevard/Polk Avenue	9.4	В	9.4	А	0.0	No	9.8	Α	9.8	Α	0.0	No	

Source: Wilson & Company 2011a

 Δ Delay = difference in delay between Near-term With No Transit-only Lanes Alternative conditions and Near-term Without Transit-only Lanes Alternative conditions

¹ Number corresponds to the number on Figure 5.2-1

² All intersections were analyzed as signalized unless otherwise noted by * or **.

* Indicates a one-way or two-way stop-controlled intersection. Delay and LOS are for stopped approach (worst case).

** Indicates all-way stop-controlled intersection.

Bold indicates intersections that would operate at LOS E or F.

Travel Time

Table 11-6, *Near-term Travel Time Comparison*, compares the projected travel times of the proposed project and the No Transit-only Lanes Alternative under near-term conditions during the PM peak hour in each direction for bus Routes 7 and 10 and a typical passenger vehicle along University Avenue. As shown, travel times for buses through the project corridor would decrease, but not as much as the proposed project since buses would share travel lanes with passenger vehicles. Travel times for passenger vehicles through the project corridor, however, would decrease more than the proposed project because there would continue to be two travel lanes in each direction.

Table 11-6 NEAR-TERM TRAVEL TIME COMPARISON													
Mode of Transportation Direction Without Project Proposed Project Difference Project No Transit- only Lanes Alternative Difference													
Route 7	EB	13.2	11.9	-1.3	13.0	-0.2							
	WB	13.4	9.2	-4.2	9.5	-3.9							
Route 10	EB	13.3	11.3	-2.0	12.6	-0.7							
	WB	12.7	9.2	-3.5	8.5	-4.2							
Passenger Vehicles	EB	7.8	8.0	0.2	7.2	-0.5							
G W'1 0 G	WB	8.1	5.3	-2.8	4.9	-3.2							

Source: Wilson & Company 2011a

Year 2030

Roadway Segments

Table 11-7, Year 2030 Conditions – *Roadway Segments No Transit-only Lanes Alternative*, shows the ADT, LOS, and V/C for analyzed roadway segments under Year 2030 conditions without and with the No Transit-only Lanes Alternative.

Table 11-7 YEAR 2030 CONDITIONS – ROADWAY SEGMENTS NO TRANSIT-ONLY LANES ALTERNATIVE												
Roadway SegmentsYear 2030 Without No Transit-only LanesYear 2030 With No Transit-only LanesΔ Signifi- Cant?												
	ADT	LOS	V/C	ADT	LOS	V/C						
El Cajon Boulevard												
Park Boulevard to Florida Street	28,000	В	0.56	28,000	В	0.56	0.00	No				
Florida Street to Texas Street	32,000	С	0.64	32,000	С	0.64	0.00	No				
Texas Street to Oregon Street	39,000	С	0.78	39,000	С	0.78	0.00	No				
Oregon Street to Utah Street 41,000 D 0.82 41,000 D 0.82 0.00 No												
Utah Street to 30 th Street 41,000 D 0.82 41,000 D 0.82 0.00 No												
30 th Street to Illinois Street	28,000	В	0.56	28,000	В	0.56	0.00	No				

Table 11-7 (cont.) YEAR 2030 CONDITIONS – ROADWAY SEGMENTS NO TRANSIT-ONLY LANES ALTERNATIVE												
Roadway Segments	Transi	0 Withou t-only Lai ernative		Tran	2030 Wi sit-only I lternativ	Lanes	Δ V/C	Signifi- cant?				
	ADT	LOS	V/C	ADT	LOS	V/C						
El Cajon Boulevard (cont.)	n	I	1	1			-					
Illinois Street to I-805 SB ramps	47,000	E	0.94	47,000	E	0.94	0.00	No				
I-805 SB ramps to I-805 NB ramps	44,500	D	0.89	44,500	D	0.89	0.00	No				
I-805 NB ramps to 33 rd Street	44,000	С	0.88	44,000	С	0.88	0.00	No				
Park Boulevard	1= 000		0.40	1= 000		0.40						
El Cajon Boulevard to Polk Avenue	17,000	B	0.43	17,000	B	0.43	0.00	No				
Polk Avenue to University Avenue	19,000	B	0.48	19,000	B	0.48	0.00	No				
University Avenue to Robinson Avenue	20,000	В	0.50	20,000	В	0.50	0.00	No				
Lincoln Avenue	1 400	•	0.10	1.550		0.10	0.01	N				
Florida Street to Alabama Street	1,400	A	0.18	1,550	A	0.19	0.01	No				
Alabama Street to Texas Street	1,600	A	0.20	1,900	A	0.24	0.04	No				
Texas Street to Oregon Street	3,800	C	0.48	4,700	C	0.59	0.11	No				
Oregon Street to Utah Street	6,400	D	0.80	6,800	D	0.85	0.05	No				
Utah Street to 30 th Street	7,500	C	0.50	7,950	C	0.53	0.03	No				
30 th Street to Illinois Street	8,400	С	0.56	8,850	С	0.59	0.03	No				
Illinois Street to 32 nd Street	7,900	С	0.53	8,400	С	0.56	0.03	No				
32 nd Street to Boundary Street	7,400	С	0.49	7,650	С	0.51	0.02	No				
Boundary Street to 33 rd Street	6,700	В	0.45	6,700	В	0.45	0.00	No				
University Avenue	r	1	1	1			1					
Centre Street to Park Boulevard	21,000	F	1.40	21,000	F	1.40	0.00	No				
Park Boulevard to Florida Street	22,000	F	1.47	22,000	F	1.47	0.00	No				
Florida Street to Mississippi Street	24,000	F	1.60	23,850	С	0.60	-1.0	No				
Mississippi Street to Texas Street	24,000	F	1.60	23,700	C	0.59	-1.01	No				
Texas Street to Arnold Avenue	30,000	F	2.00	29,100	D	0.73	-1.27	No				
Arnold Avenue to Idaho Street	32,000	F	2.13	31,100	D	0.78	-1.35	No				
Idaho Street to Utah Street	24,000	F	1.60	23,600	С	0.59	-1.01	No				
Utah Street to 30 th Street	25,000	F	1.67	23,650	С	0.59	-1.08	No				
30 th Street to Grim Avenue	24,000	F	1.60	22,650	D	0.81	-0.79	No				
Grim Avenue to 32 nd Street	30,000	F	2.67	28,000	F	1.05	-1.62	No				
32 nd Street to Bancroft Street	36,000	F	3.20	35,750	F	1.28	-1.92	No				
Bancroft Street to Boundary Street	36,000	F	2.40	36,000	F	0.90	-1.2	No				
Boundary Street to I-805 NB ramps	38,000	F	2.53	38,000	F	2.53	0.00	No				
I-805 NB ramps to Wabash Avenue	36,800	F	2.45	36,800	F	2.45	0.00	No				
Wabash Avenue to Lincoln Avenue	24,000	F	1.60	24,000	F	1.60	0.00	No				
North Park Way												
Utah Street to 30 th Street	7,000	Е	0.88	7,900	E	0.99	0.11	Yes				
30 th Street to Ray Street	10,000	F	1.25	10,900	F	1.36	0.11	Yes*				
Ray Street to 31 st Street	10,000	F	1.25	10,000	F	1.25	0.00	No				
31 st Street to 32 nd Street	10,000	F	1.25	10,200	F	1.28	0.03	Yes*				
32 nd Street to Boundary Street Source: Wilson & Company 2011a	10,000	F	1.25	10,000	F	1.25	0.00	No				

Source: Wilson & Company 2011a

V/C = difference in V/C between Year 2030 With No Transit-only Lanes Alternative conditions and Year 2030 Without No Transit-only Lanes conditions

* Although the increase in V/C exceeds the significance thresholds, this roadway segment is not considered significant because (1) the roadway segment is built to its ultimate classification, (2) the closest signalized intersections on both ends of the segment would operate at LOS D or better under Year 2030 With No Transit-only Lanes Alternative conditions, and (3) the roadway segment is calculated to operate at LOS D using the HCM peak hour arterial analysis.

Bold indicates roadway segments that would operate at LOS E or F.

As shown in Table 11-7, the following roadway segments would operate at LOS E or F under the No Transit-only Lanes Alternative in Year 2030 conditions:

- El Cajon Boulevard between Illinois Street and the I-805 SB ramps (LOS E);
- University Avenue between Centre Street and Park Boulevard (LOS F);
- University Avenue between Park Boulevard and Florida Street (LOS F);
- University Avenue between Grim Avenue and 32nd Street (LOS F);
- University Avenue between 32nd Street and Bancroft Street (LOS F);
- University Avenue between Bancroft Street and Boundary Street (LOS F);
- University Avenue between Boundary Street and the I-805 NB ramps (LOS F);
- University Avenue between the I-805 NB ramps and Wabash Avenue (LOS F);
- University Avenue between Wabash Avenue and Lincoln Avenue (LOS F);
- North Park Way between Utah Street and 30th Street (LOS E);
- North Park Way between 30th Street and Ray Street (LOS F);
- North Park Way between Ray Street and 31st Street (LOS F);
- North Park Way between 31st Street and 32nd Street (LOS F); and
- North Park Way between 32nd Street and Boundary Street (LOS F).

Of these roadway segments, all except the following three segments of North Park Way would not result in significant cumulative impacts under the No Transit-only Lanes Alternative because the V/C would either remain the same or decrease with this alternative:

- North Park Way between Utah Street and 30th Street (LOS F);
- North Park Way between Ray Street and 31st Street (LOS F); and
- North Park Way between 31st Street and 32nd Street (LOS F).

Cumulative impacts to the segment of North Park Way between Utah Street and 30th Street would be significant because the increase in V/C would exceed the significance threshold of 0.01 for segments operating at LOS F. As with the proposed project, cumulative impacts to this roadway segment of North Park Way would be significant and unmitigable. However, cumulative impacts to the other two segments of North Park Way (between 30th Street and Ray and between 31st Street and 32nd Street) are not considered significant for the following reasons: (1) this segment of North Park Way is built to its ultimate classification, (2) the closest signalized intersections on both ends of the segments between 30th Street and Ray Street, and 31st Street and 32nd Street would operate at LOS D or better under Year 2030 With Project conditions, and (3) these roadway segments are calculated to operate at LOS D using the HCM peak hour arterial analysis (as opposed to the 24-hour analysis).

In comparison, the proposed project would result in significant unmitigable cumulative impacts to three roadway segments: one segment along El Cajon Boulevard (between Illinois Street and the I-805 SB ramps), one segment along Lincoln Avenue (between Oregon Street and Utah Street), and the same one segment along North Park Way (between Utah Street and 30th Street).

Intersections

Table 11-8, *Year 2030 Conditions – Intersections No Transit-only Lanes Alternative*, shows the average vehicle delay and LOS at each of the analyzed intersections under Year 2030 conditions without and with the No Transit-only Lanes Alternative.

		R 2030 (FRANSI	COND		S – IN								
No. ¹	Intersections ²	Year 2 Withou Transit Lan Alterna Delay	ıt No -only es ative	AM Pea Year Witi Transi La Alterr Delay	n No it-only nes native	A Delay (sec)	Signif- icant?	Year Witho Transi Lan Alterr Delay	ut No t-only nes native	PM Peak Period Year 2030 With No Transit-only Lanes Alternative Delay		d A Delay (sec)	Signif- icant?
		(sec)	LOS	(sec)	LOS			(sec)	LOS	(sec)	LOS		
1	University Avenue/Park Boulevard	42.6	D	42.6	D	0.0	No	47.5	D	47.5	D	0.0	No
2	University Avenue/Florida Street	14.6	В	24.9	С	10.3	No	20.0	В	24.8	С	4.8	No
3	University Avenue/Alabama Street*	9.7	Α	9.6	А	-0.1	No	9.6	Α	9.2	Α	-0.4	No
4	University Avenue/Mississippi Street	12.5	В	19.9	В	7.4	No	13.6	В	20.0	В	6.4	No
5	University Avenue/Louisiana Street*	19.6	С	9.9	А	-9.7	No	19.1	С	9.3	Α	-9.8	No
6	University Avenue/Texas Street	16.3	В	26.6	С	10.3	No	24.4	С	28.5	С	4.1	No
7	University Avenue/Arizona Street*	32.9	D	10.8	В	-22.1	No	94.5	F	10.6	Α	-83.9	No
8	University Avenue/Arnold Street*	17.2	С	8.5	Α	-8.7	No	33.6	D	14.7	В	-18.9	No
9	University Avenue/Hamilton Street*	15.9	С	9.5	Α	-6.4	No	20.3	С	9.7	Α	-10.6	No
10	University Avenue/Villa Terrace*	16.2	С	9.5	Α	-6.7	No	45.5	Е	9.5	Α	-36.0	No
11	University Avenue/Oregon Street*	20.6	С	7.0	Α	-13.6	No	35.3	Е	10.8	В	-24.5	No
12	University Avenue/Pershing Avenue*	18.2	С	9.9	Α	-8.3	No	39.5	Е	11.6	В	-27.9	No
13	University Avenue/Idaho Street*	28.9	D	10.6	Α	-18.3	No	154.7	F	12.3	В	-142.4	No
14	University Avenue/Utah Street	13.5	В	27.6	С	14.1	No	21.6	С	48.6	D	27.0	No
15	University Avenue/Granada Avenue*	13.2	В	8.8	Α	-4.4	No	18.4	С	9.5	Α	-8.9	No
16	University Avenue/Kansas Street*	13.7	В	10.8	В	-2.9	No	16.9	С	10.6	В	6.3	No
17	University Avenue/29 th Street*	15.7	С	10.1	В	-5.6	No	12.6	В	9.6	Α	-3.0	No
18	University Avenue/30 th Street	17.0	В	32.8	С	-15.8	No	27.6	С	44.3	D	16.7	No
19	University Avenue/Ohio Street	3.9	Α	15.0	С	11.1	No	6.2	Α	17.7	С	11.5	No
20	University Avenue/Illinois Street/Grim Avenue	5.4	Α	11.4	В	6.0	No	10.5	Α	19.9	В	9.4	No
21	University Avenue/31 st Street*	11.5	В	11.5	В	0.0	No	11.9	В	11.6	В	-0.3	No
22	University Avenue/Iowa Street/Herman Avenue*	27.0	D	14.3	В	-12.7	No	42.8	Е	15.8	С	-27.0	No
23	University Avenue/32 nd Street	16.2	В	25.0	С	-8.8	No	15.0	В	25.5	С	10.5	No
24	University Avenue/Bancroft Street*	11.6	В	11.0	В	-0.6	No	10.9	В	10.0	В	-0.9	No

			COND		S – IN	ΓERSE	CTION NATIVE						
No. ¹	Intersections ²	Year 2030 Without No Transit-only Lanes Alternative		AM Peak Period Year 2030 With No Transit-only Lanes Alternative		Δ Delay (sec)	Signif- icant?	Year 2030 Without No Transit-only Lanes Alternative		PM Peak Perio Year 2030 With No Transit-only Lanes Alternative		d A Delay (sec)	Signif- icant?
		Delay (sec)	LOS	Delay (sec)	LOS			Delay (sec)	LOS	Delay (sec)	LOS		
25	University Avenue/Boundary Street	35.4	D	21.9	С	-13.5	No	86.4	F	34.2	С	-52.2	No
26	University Avenue/Wabash Avenue/I-805 NB ramps	18.2	В	26.0	С	7.8	No	39.4	D	33.1	С	-6.3	No
27	North Park Way/Utah Street**	8.0	А	8.9	А	0.9	No	9.1	А	10.9	В	1.8	No
28	North Park Way/30 th Street	13.3	В	17.8	В	4.5	No	17.3	В	20.7	C	3.4	No
29	North Park Way/32 nd Street	14.9	В	14.7	В	-0.2	No	20.4	С	20.5	C	0.1	No
30	North Park Way/I-805 SB ramps/Boundary Street**	16.1	С	16.1	С	0.0	No	203.4	F	203.4	F	0.0	No
31	Lincoln Avenue/Park Boulevard**	33.3	С	33.3	D	0.0	No	49.1	D	49.1	D	0.0	No
32	Lincoln Avenue/Florida Street**	8.2	Α	8.2	Α	0.0	No	9.0	Α	9.0	Α	0.0	No
33	Lincoln Avenue/Texas Street*	10.3	В	10.7	В	0.4	No	11.5	В	12.0	В	0.5	No
34	Lincoln Avenue/Oregon Street**	8.6	Α	8.9	Α	0.3	No	9.3	Α	10.1	В	0.8	No
35	Lincoln Avenue/Idaho Street**	8.5	Α	8.8	Α	0.3	No	9.9	Α	10.7	В	0.8	No
36	Lincoln Avenue/Utah Street	7.6	Α	7.8	Α	0.2	No	7.2	Α	7.8	Α	0.6	No
37	Lincoln Avenue/30 th Street	14.6	В	19.7	В	5.1	No	16.8	В	20.4	С	3.6	No
38	Lincoln Avenue/Ohio Street**	9.2	Α	9.3	А	0.1	No	16.7	С	19.0	C	2.3	No
39	Lincoln Avenue/Illinois Street**	8.8	Α	9.1	А	0.3	No	13.0	В	19.5	С	6.5	No
40	Lincoln Avenue/32 nd Street	6.5	Α	6.8	Α	0.3	No	6.9	Α	7.5	Α	0.6	No
41	Lincoln Avenue/Boundary Street*	13.4	В	14.4	В	1.0	No	15.8	С	17.3	С	1.5	No
42	El Cajon Boulevard/Park Boulevard	38.9	D	38.9	D	0.0	No	39.9	D	39.9	D	0.0	No
43	El Cajon Boulevard/Florida Street	21.2	С	21.2	С	0.0	No	27.8	С	27.8	С	0.0	No
44	El Cajon Boulevard/Texas Street	38.8	D	38.8	D	0.0	No	64.0	Е	64.0	Е	0.0	No

Table 11-8 (cont.)YEAR 2030 CONDITIONS – INTERSECTIONSNO TRANSIT-ONLY LANES ALTERNATIVE

				AM Pea	k Period					PM Pea	ak Perioo	1	
No. ¹	Intersections ²	Year 2030 Without No Transit-only Lanes Alternative Delay		Year 2030 With No Transit-only Lanes Alternative Delay		Δ Delay (sec)	Signif- icant?	Year 2030 Without No Transit-only Lanes Alternative Delay		Year 2030 With No Transit-only Lanes Alternative Delay		Δ Delay (sec)	Signif- icant?
		(sec)	LOS	(sec)	LOS			(sec)	LOS	(sec) LOS			
45	El Cajon Boulevard/Oregon Street	13.2	В	13.2	В	0.0	No	19.0	В	19.0	В	0.0	No
46	El Cajon Boulevard/Utah Street	17.3	В	17.3	В	0.0	No	19.0	В	19.0	В	0.0	No
47	El Cajon Boulevard/30 th Street	29.5	С	29.5	С	0.0	No	77.0	E	77.0	Е	0.0	No
48	El Cajon Boulevard/Illinois Street	26.6	C	26.6	С	0.0	No	32.1	С	32.1	С	0.0	No
49	El Cajon Boulevard/I-805 SB ramps	19.8	В	19.8	В	0.0	No	59.8	Е	60.2	Е	0.4	No
50	El Cajon Boulevard/I-805 NB ramps	27.5	С	27.5	С	0.0	No	21.2	С	21.2	С	0.0	No
51	Park Boulevard/Howard Avenue*	20.8	С	20.8	С	0.0	No	20.4	С	20.4	В	0.0	No
52	Park Boulevard/Polk Avenue	10.4	В	10.4	В	0.0	No	9.9	А	9.9	Α	0.0	No

Source: Wilson & Company 2011a

 Δ Delay = difference in delay between Near-term With No Transit-only Lanes Alternative conditions and Year 2030 Without Transit-only Lanes Alternative conditions

¹ Number corresponds to the number on Figure 5.2-1.

² All intersections were analyzed as signalized unless otherwise noted by * or **.

* Indicates a one-way or two-way stop-controlled intersection. Delay and LOS are for stopped approach (worst case).

** Indicates all-way stop-controlled intersection.

Bold indicates intersections that would operate at LOS E or F.

As shown in Table 11-8, the following intersections would operate at LOS E or F under the No Transit-only Lanes Alternative in Year 2030 conditions:

- North Park Way/I-805 SB ramps/Boundary Street (LOS F during the PM peak period);
- El Cajon Boulevard/Texas Street (LOS E during the PM peak period);
- El Cajon Boulevard/30th Street (LOS E during the PM peak period); and
- El Cajon Boulevard/I-805 SB ramps (LOS E during the PM peak period).

The intersections of North Park Way/I-805 SB ramps/Boundary Street, El Cajon Boulevard/Texas Street, and El Cajon Boulevard/30th Street would operate at LOS E or F with or without the No Transit-only Lanes Alternative, but delays at these intersections would not change as a result of this alternative. The intersection of El Cajon Boulevard/I-805 SB ramps also would operate at LOS E with or without the No Transit-only Lanes Alternative, and the delay would increase by 0.4 second, which does not exceed the significance threshold of 2.0 seconds. Therefore, no significant cumulative impacts would occur to these four intersections as a result of the No Transit-only Lanes Alternative, while the proposed project would result in significant cumulative impacts at five intersections under Year 2030 conditions (refer to Table 5.2-13).

Overall, cumulative impacts to traffic in 2030 would be less under the No Transit-only Lanes Alternative when compared to the proposed project. Specifically, the No Transit-only Lanes Alternative would result in one significant unmitigable cumulative roadway segment impact and no significant cumulative intersection impacts, and the proposed project would result in significant unmitigable cumulative segment impacts to three roadway segments and significant cumulative impacts to five intersections.

Travel Time

Table 11-9, *Year 2030 Travel Time Comparison*, compares the projected travel times of the proposed project and the No Transit-only Lanes Alternative under Year 2030 conditions during the PM peak hour in each direction for bus Routes 7 and 10 and a typical passenger vehicle along University Avenue. As shown, travel times for buses through the project corridor would decrease, but not as much as the proposed project since buses would share travel lanes with passenger vehicles. Travel times for passenger vehicles through the project corridor would be similar to the proposed project.

Table 11-9 YEAR 2030 TRAVEL TIME COMPARISON													
PM Peak Period Travel Time (minutes)													
Mode of Transportation	Direction	Without ProjectProposed ProjectNo Transit- only LanesDifferenceWithout AlternativeProjectDifferenceNo Transit- only Lanes											
Route 7	EB	27.2	11.7	-15.5	15.4	-11.8							
	WB	21.4	10.8	-10.6	11.2	-10.2							
Route 10	EB	30.0	10.6	-19.4	15.6	-14.4							
	WB	19.1	9.6	-9.5	10.6	-8.6							
Passenger VehiclesEB15.39.4-5.99.5													
	WB	17.6	7.8	-9.8	7.8	-9.8							

Source: Wilson & Company 2011a

Air Quality

This alternative would require the same amount of construction activities as the proposed project. Accordingly, impacts to air quality associated with short-term, construction-related air quality impacts would be the same under the No Transit-only Lanes Alternative when compared to the proposed project.

Because fewer roadway segments and intersections would operate at an unacceptable LOS under the No Transit-only Lanes Alternative when compared to the proposed project, there is a potential for less long-term air quality impacts under this alternative.

Hydrology/Water Quality

Under the No Transit-only Lanes Alternative, the same improvements to the drainage system as the proposed project would occur. Therefore, hydrology impacts under this alternative would be the same as under the proposed project.

Similarly, water quality impacts would be the same under both the No Transit-only Lanes Alternative and the proposed project because neither would result in an increase in impervious surfaces or associated runoff.

Health and Public Safety

Impacts to health and public safety would be the same under the No Transit-only Lanes Alternative and the proposed project. Specifically, impacts would be potentially significant and would require implementation of the same mitigation measures as the proposed project. With mitigation, impacts would be reduced to less than significant impacts, similar to the proposed project.

Visual Effects and Neighborhood Character

The only difference between the No Transit-only Lanes Alternative and the proposed project would be the type of vehicles within the outside travel lanes of University Avenue and associated "Transit Only) roadway stenciling and signage along the side of the roadway. All other proposed improvements and the resulting change to the visual environment would be the same. Therefore, impacts to visual quality and neighborhood character resulting from this alternative would be the same as the proposed project.

Greenhouse Gas Emissions

The No Transit-only Lanes Alternative would require the same amount of construction activities as the proposed project. Accordingly, impacts associated with greenhouse gas emissions during construction would the same as the proposed project.

Because fewer roadway segments and intersections would operate at an unacceptable LOS under the No Transit-only Lanes Alternative when compared to the proposed project, there is a potential for a reduction in CO concentrations at project area intersections under this alternative. The No Transit-only Lanes Alternative would meet the project's objectives to reduce automobile trips, promote use of transit, and improve walkability in the North Park Central Business District. It would not, however, include the additional transit benefits associated with the transit-only lanes along portions of both sides of University Avenue. This alternative would be consistent with the goals of the City's General Plan policies to reduce greenhouse gas emissions impacts, but not to the extent of the proposed project.

11.6 IDENTIFICATION OF THE ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The No Transit-only Lanes Alternative would be the environmentally superior alternative. This is due to the fact that the number of significant traffic impacts would be reduced under this alternative when compared to the proposed project.

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Section 12.0

MITIGATION, MONITORING, AND REPORTING PROGRAM

12.0 MITIGATION, MONITORING, AND REPORTING PROGRAM

As Lead Agency for the proposed project under CEQA, the City will administer the Mitigation, Monitoring, and Reporting Program (MMRP) for the following environmental issue area as identified in the University Avenue Mobility Plan EIR: Transportation/Circulation/Parking and Health and Public Safety. The mitigation measures identified below include all applicable measures from the University Avenue Mobility Plan EIR (Project No. 115295; SCH No 2010031029). This MMRP shall be made a requirement of project approval.

Section 21081.6 to the State of California Public Resources Code requires a Lead or Responsible Agency that approves or carries out a project where an EIR has identified significant environmental effects to adopt a "reporting or monitoring program for adopted or required changes to mitigate or avoid significant environmental effects." The City is the Lead Agency for the University Avenue Mobility Plan EIR, and therefore must ensure the enforceability of the MMRP. An EIR has been prepared for this project that addresses potential environmental impacts and, where appropriate, recommends measures to mitigate these impacts. As such, an MMRP is required to ensure that adopted mitigation measures are implemented.

12.1 GENERAL REQUIREMENTS

The following general measures are included in this MMRP:

- 1. Prior to the commencement of work, a pre-construction meeting shall be conducted and include City's Mitigation Monitoring and Coordination (MMC) staff, Resident Engineer, Applicant, and other parties of interest.
- 2. Prior to Notice to Proceed (NTP) for any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits, the Assistant Deputy Director (ADD) of the City's Land Development Review Division (LDR) shall verify that the following statement is shown on the grading and/or construction plans as a note under the heading ENVIRONMENTAL MITIGATION REQUIREMENTS: "The University Avenue Mobility Plan project is subject to a Mitigation, Monitoring, and Reporting Program and shall conform to the mitigation conditions as contained in Environmental Impact Report No. 115295."

12.2 TRANSPORTATION/CIRCULATION/PARKING

Mitigation Measure 5.2-1: Prior to completion of Phase 1 project improvements, the City of San Diego shall install a traffic signal at the intersection of North Park Way/I-805 SB ramps/Boundary Street.

Mitigation Measure 5.2-2: Prior to completion of Phase 1 project improvements, the City shall optimize intersection timing splits and offsets, and utilize an 80-second cycle length at the intersection of El Cajon Boulevard/30th Street.

Mitigation Measure 5.2-3: Prior to bid opening/bid award of full project implementation, the City shall re-stripe the eastbound approach of the Lincoln Avenue/Ohio Street intersection to include an exclusive right-turn lane by removing two or three on-street parking spaces on the south side of Lincoln Avenue.

Mitigation Measure 5.2-4: Prior to bid opening/bid award of full project implementation, the City shall re-stripe the eastbound approach of the Lincoln Avenue/Illinois Street intersection to include an exclusive right-turn lane by removing two or three on-street parking spaces on the south side of Lincoln Avenue.

Mitigation Measure 5.2-5: Prior to bid opening/bid award of full project implementation, the City shall optimize signal timing splits and offsets, and utilize a 150-second cycle length at the intersection of El Cajon Boulevard/I-805 southbound ramps.

Mitigation Measure 5.2-6: Prior to bid opening/bid award of full project implementation, the City shall optimize intersection timing splits and offsets, and utilize a 150-second cycle length at the intersection of El Cajon Boulevard/30th Street.

12.3 HEALTH AND PUBLIC SAFETY

Mitigation Measure 5.5-1: Prior to bid opening award, the applicant shall provide verification, in letter form, to the Mitigation Monitoring and Coordination Section (MMC) that the County of San Diego, Department of Environmental Health has reviewed and approved the proposed Health and Safety Work Plan for the treatment and disposal of hazardous materials or contaminated soils that may be encountered within the project site.

The work plan would contain specific procedures for encountering both expected and unexpected contaminants. The plan would prescribe safe work practices, contaminant monitoring, personal protective equipment, emergency response procedures, and safety training requirements for the protection of construction workers and third parties. The health and safety plan would meet the requirements of 29 CFR 1910 and 1926 and all other applicable federal, state, and local requirements.

Section 13.0

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13.0 REFERENCES

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UNIVERSITY AVENUE MOBILITY PLAN FINAL EIR

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Section 14.0

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14.0 INDIVIDUALS AND ORGANIZATIONS CONSULTED

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Section 15.0

CERTIFICATIONS PAGE

15.0 CERTIFICATION PAGE

This document has been completed by the City's Environmental Analysis Section under the direction of the Development Services Department Assistant Deputy Director and is based on independent analysis and determinations made pursuant to the San Diego Municipal Code Section 128.0103. The following individuals contributed to the fieldwork and/or preparation of this report. Resumes of EIR and technical appendices preparers are on file and available for review at the City of San Diego, Development Services Department, 1222 First Avenue, Fifth Floor, San Diego, 92101.

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APPENDIX B

FIRE HYDRANT METER PROGRAM

CITY OF SAN DIEGO CALIFORNIA	NUMBER	DEPARTMENT
DEPARTMENT INSTRUCTIONS	DI 55.27	Water Department
SUBJECT	PAGE 1 OF 10	EFFECTIVE DATE
FIRE HYDRANT METER PROGRAM (FORMERLY: CONSTRUCTION METER PROGRAM)		October 15, 2002
	SUPERSEDES	DATED
	DI 55.27	April 21, 2000

1. **PURPOSE**

1.1 To establish a Departmental policy and procedure for issuance, proper usage and charges for fire hydrant meters.

2. <u>AUTHORITY</u>

- 2.1 All authorities and references shall be current versions and revisions.
- 2.2 San Diego Municipal Code (NC) Chapter VI, Article 7, Sections 67.14 and 67.15
- 2.3 Code of Federal Regulations, Safe Drinking Water Act of 1986
- 2.4 California Code of Regulations, Titles 17 and 22
- 2.5 California State Penal Code, Section 498B.0
- 2.6 State of California Water Code, Section 110, 500-6, and 520-23
- 2.7 Water Department Director

Reference

- 2.8 State of California Guidance Manual for Cross Connection Programs
- 2.9 American Water Works Association Manual M-14, Recommended Practice for Backflow Prevention
- 2.10 American Water Works Association Standards for Water Meters
- 2.11 U.S.C. Foundation for Cross Connection Control and Hydraulic Research Manual

3. **DEFINITIONS**

3.1 **Fire Hydrant Meter:** A portable water meter which is connected to a fire hydrant for the purpose of temporary use. (These meters are sometimes referred to as Construction Meters.)

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- 3.2 **Temporary Water Use:** Water provided to the customer for no longer than twelve (12) months.
- 3.3 **Backflow Preventor:** A Reduced Pressure Principal Assembly connected to the outlet side of a Fire Hydrant Meter.

4. **<u>POLICY</u>**

- 4.1 The Water Department shall collect a deposit from every customer requiring a fire hydrant meter and appurtenances prior to providing the meter and appurtenances (see Section 7.1 regarding the Fees and Deposit Schedule). The deposit is refundable upon the termination of use and return of equipment and appurtenances in good working condition.
- 4.2 Fire hydrant meters will have a 2 ¹/₂" swivel connection between the meter and fire hydrant. The meter shall not be connected to the 4" port on the hydrant. All Fire Hydrant Meters issued shall have a Reduced Pressure Principle Assembly (RP) as part of the installation. Spanner wrenches are the only tool allowed to turn on water at the fire hydrant.
- 4.3 The use of private hydrant meters on City hydrants is prohibited, with exceptions as noted below. All private fire hydrant meters are to be phased out of the City of San Diego. All customers who wish to continue to use their own fire hydrant meters must adhere to the following conditions:
 - a. Meters shall meet all City specifications and American Water Works Association (AWWA) standards.
 - b. Customers currently using private fire hydrant meters in the City of San Diego water system will be allowed to continue using the meter under the following conditions:
 - 1. The customer must submit a current certificate of accuracy and calibration results for private meters and private backflows annually to the City of San Diego, Water Department, Meter Shop.

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- 2. The meter must be properly identifiable with a clearly labeled serial number on the body of the fire hydrant meter. The serial number shall be plainly stamped on the register lid and the main casing. Serial numbers shall be visible from the top of the meter casing and the numbers shall be stamped on the top of the inlet casing flange.
- 3. All meters shall be locked to the fire hydrant by the Water Department, Meter Section (see Section 4.7).
- 4. All meters shall be read by the Water Department, Meter Section (see Section 4.7).
- 5. All meters shall be relocated by the Water Department, Meter Section (see Section 4.7).
- 6. These meters shall be tested on the anniversary of the original test date and proof of testing will be submitted to the Water Department, Meter Shop, on a yearly basis. If not tested, the meter will not be allowed for use in the City of San Diego.
- 7. All private fire hydrant meters shall have backflow devices attached when installed.
- 8. The customer must maintain and repair their own private meters and private backflows.
- 9. The customer must provide current test and calibration results to the Water Department, Meter Shop after any repairs.
- 10. When private meters are damaged beyond repair, these private meters will be replaced by City owned fire hydrant meters.

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- 11. When a private meter malfunctions, the customer will be notified and the meter will be removed by the City and returned to the customer for repairs. Testing and calibration results shall be given to the City prior to any reinstallation.
- 12. The register shall be hermetically sealed straight reading and shall be readable from the inlet side. Registration shall be in hundred cubic feet.
- 13. The outlet shall have a 2 ¹/₂ "National Standards Tested (NST) fire hydrant male coupling.
- 14. Private fire hydrant meters shall not be transferable from one contracting company to another (i.e. if a company goes out of business or is bought out by another company).
- 4.4 All fire hydrant meters and appurtenances shall be installed, relocated and removed by the City of San Diego, Water Department. All City owned fire hydrant meters and appurtenances shall be maintained by the City of San Diego, Water Department, Meter Services.
- 4.5 If any fire hydrant meter is used in violation of this Department Instruction, the violation will be reported to the Code Compliance Section for investigation and appropriate action. Any customer using a fire hydrant meter in violation of the requirements set forth above is subject to fines or penalties pursuant to the Municipal Code, Section 67.15 and Section 67.37.

4.6 **Conditions and Processes for Issuance of a Fire Hydrant Meter**

Process for Issuance

- a. Fire hydrant meters shall only be used for the following purposes:
 - 1. Temporary irrigation purposes not to exceed one year.

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- 2. Construction and maintenance related activities (see Tab 2).
- b. No customer inside or outside the boundaries of the City of San Diego Water Department shall resell any portion of the water delivered through a fire hydrant by the City of San Diego Water Department.
- c. The City of San Diego allows for the issuance of a temporary fire hydrant meter for a period not to exceed 12 months (365 days). An extension can only be granted in writing from the Water Department Director for up to 90 additional days. A written request for an extension by the consumer must be submitted at least 30 days prior to the 12 month period ending. No extension shall be granted to any customer with a delinquent account with the Water Department. No further extensions shall be granted.
- d. Any customer requesting the issuance of a fire hydrant meter shall file an application with the Meter Section. The customer must complete a "Fire Hydrant Meter Application" (Tab 1) which includes the name of the company, the party responsible for payment, Social Security number and/or California ID, requested location of the meter (a detailed map signifying an exact location), local contact person, local phone number, a contractor's license (or a business license), description of specific water use, duration of use at the site and full name and address of the person responsible for payment.
- e. At the time of the application the customer will pay their fees according to the schedule set forth in the Rate Book of Fees and Charges, located in the City Clerk's Office. All fees must be paid by check, money order or cashiers check, made payable to the City Treasurer. Cash will not be accepted.
- f. No fire hydrant meters shall be furnished or relocated for any customer with a delinquent account with the Water Department.
- g. After the fees have been paid and an account has been created, the

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meter shall be installed within 48 hours (by the second business day). For an additional fee, at overtime rates, meters can be installed within 24 hours (within one business day).

4.7 **Relocation of Existing Fire Hydrant Meters**

- a. The customer shall call the Fire Hydrant Meter Hotline (herein referred to as "Hotline"), a minimum of 24 hours in advance, to request the relocation of a meter. A fee will be charged to the existing account, which must be current before a work order is generated for the meter's relocation.
- b. The customer will supply in writing the address where the meter is to be relocated (map page, cross street, etc). The customer must update the original Fire Hydrant Meter Application with any changes as it applies to the new location.
- c. Fire hydrant meters shall be read on a monthly basis. While fire hydrant meters and backflow devices are in service, commodity, base fee and damage charges, if applicable, will be billed to the customer on a monthly basis. If the account becomes delinquent, the meter will be removed.

4.8 **Disconnection of Fire Hydrant Meter**

- a. After ten (10) months a "Notice of Discontinuation of Service" (Tab 3) will be issued to the site and the address of record to notify the customer of the date of discontinuance of service. An extension can only be granted in writing from the Water Department Director for up to 90 additional days (as stated in Section 4.6C) and a copy of the extension has not been approved, the meter will be removed after twelve (12) months of use.
- b. Upon completion of the project the customer will notify the Meter Services office via the Hotline to request the removal of the fire hydrant meter and appurtenances. A work order will be generated

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for removal of the meter.

- c. Meter Section staff will remove the meter and backflow prevention assembly and return it to the Meter Shop. Once returned to the Meter Shop the meter and backflow will be tested for accuracy and functionality.
- d. Meter Section Staff will contact and notify Customer Services of the final read and any charges resulting from damages to the meter and backflow or its appurtenance. These charges will be added on the customer's final bill and will be sent to the address of record. Any customer who has an outstanding balance will not receive additional meters.
- e. Outstanding balances due may be deducted from deposits and any balances refunded to the customer. Any outstanding balances will be turned over to the City Treasurer for collection. Outstanding balances may also be transferred to any other existing accounts.

5. **EXCEPTIONS**

5.1 Any request for exceptions to this policy shall be presented, in writing, to the Customer Support Deputy Director, or his/her designee for consideration.

6. **<u>MOBILE METER</u>**

- 6.1 Mobile meters will be allowed on a case by case basis. All mobile meters will be protected by an approved backflow assembly and the minimum requirement will be a Reduced Pressure Principal Assembly. The two types of Mobile Meters are vehicle mounted and floating meters. Each style of meters has separate guidelines that shall be followed for the customer to retain service and are described below:
 - a) **Vehicle Mounted Meters**: Customer applies for and receives a City owned Fire Hydrant Meter from the Meter Shop. The customer mounts the meter on the vehicle and brings it to the Meter Shop for

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inspection. After installation is approved by the Meter Shop the vehicle and meter shall be brought to the Meter Shop on a monthly basis for meter reading and on a quarterly basis for testing of the backflow assembly. Meters mounted at the owner's expense shall have the one year contract expiration waived and shall have meter or backflow changed if either fails.

- b) Floating Meters: Floating Meters are meters that are not mounted to a vehicle. (Note: All floating meters shall have an approved backflow assembly attached.) The customer shall submit an application and a letter explaining the need for a floating meter to the Meter Shop. The Fire Hydrant Meter Administrator, after a thorough review of the needs of the customer, (i.e. number of jobsites per day, City contract work, lack of mounting area on work vehicle, etc.), may issue a floating meter. At the time of issue, it will be necessary for the customer to complete and sign the "Floating Fire Hydrant Meter Agreement" which states the following:
 - 1) The meter will be brought to the Meter Shop at 2797 Caminito Chollas, San Diego on the third week of each month for the monthly read by Meter Shop personnel.
 - 2) Every other month the meter will be read and the backflow will be tested. This date will be determined by the start date of the agreement.

If any of the conditions stated above are not met the Meter Shop has the right to cancel the contract for floating meter use and close the account associated with the meter. The Meter Shop will also exercise the right to refuse the issuance of another floating meter to the company in question.

Any Fire Hydrant Meter using reclaimed water shall not be allowed use again with any potable water supply. The customer shall incur the cost of replacing the meter and backflow device in this instance.

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7. **<u>FEE AND DEPOSIT SCHEDULES</u>**

7.1 **Fees and Deposit Schedules:** The fees and deposits, as listed in the Rate Book of Fees and Charges, on file with the Office of the City Clerk, are based on actual reimbursement of costs of services performed, equipment and materials. Theses deposits and fees will be amended, as needed, based on actual costs. Deposits, will be refunded at the end of the use of the fire hydrant meter, upon return of equipment in good working condition and all outstanding balances on account are paid. Deposits can also be used to cover outstanding balances.

All fees for equipment, installation, testing, relocation and other costs related to this program are subject to change without prior notification. The Mayor and Council will be notified of any future changes.

8. UNAUTHORIZED USE OF WATER FROM A HYDRANT

- 8.1 Use of water from any fire hydrant without a properly issued and installed fire hydrant meter is theft of City property. Customers who use water for unauthorized purposes or without a City of San Diego issued meter will be prosecuted.
- 8.2 If any unauthorized connection, disconnection or relocation of a fire hydrant meter, or other connection device is made by anyone other than authorized Water Department personnel, the person making the connection will be prosecuted for a violation of San Diego Municipal Code, Section 67.15. In the case of a second offense, the customer's fire hydrant meter shall be confiscated and/or the deposit will be forfeited.
- 8.3 Unauthorized water use shall be billed to the responsible party. Water use charges shall be based on meter readings, or estimates when meter readings are not available.
- 8.4 In case of unauthorized water use, the customer shall be billed for all applicable charges as if proper authorization for the water use had been obtained, including but not limited to bi-monthly service charges, installation charges and removal charges.

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8.5 If damage occurs to Water Department property (i.e. fire hydrant meter, backflow, various appurtenances), the cost of repairs or replacements will be charged to the customer of record (applicant).

Water Department Director

- Tabs: 1. Fire Hydrant Meter Application
 - 2. Construction & Maintenance Related Activities With No Return To Sewer
 - 3. Notice of Discontinuation of Service

APPENDIX

Administering Division:	Customer Support Division
Subject Index:	Construction Meters Fire Hydrant Fire Hydrant Meter Program Meters, Floating or Vehicle Mounted Mobile Meter Program, Fire Hydrant Meter
Distribution:	DI Manual Holders

Ute of San Diego	Applicati	on for Fire	EXHIBIT A)				
PUBLIC UTILITIES	Hydrant	Meter	ter		(For Office Use Only)		
Mais a maisme			NS REQ		FAC#		
A REAL PROPERTY AND A REAL	NACTED	SHOP (619) 527-7449	DATE		ВҮ		
Meter Informatio		(3110) (013) 321-7443	Application Date	Req	Requested Install Date:		
Fire Hydrant Location: (Attach	Detailed Map//Thom	as Bros. Map Location or Co	onstruction drawing.) Zip:	<u>T.B.</u>	G.B. (CITY USE		
Specific Use of Water:							
Any Return to Sewer or Storm	Drain, If so , explain:						
Estimated Duration of Meter L	Jse:			Chec	k Box if Reclaimed Water		
ompany Information							
Company Name:			÷.				
Mailing Address:							
City:		State:	Zip:	Phone: ()		
*Business license#	1	*Co	ontractor license#		1		
A Copy of the Contracto	or's license OR Bi	usiness License is rec	uired at the time	of meter issu	Jance.		
Name and Title of Bi PERSON IN ACCOUNTS PAYABLE)				Phone: ()		
Site Contact Name a	nd Title:			Phone: ()		
Responsible Party N	ame:			Title:			
Cal ID#				Phone: ()		
Signature:			Date:				
Suarantees Payment of all Charges	Resulting from the use	of this Meter. Insures that emp	lovees of this Organization	understand the p	roper use of Fire Hydrant Meter		
		*4					
Fire Hydrant Mete	er Removal	Request	Requested R	emoval Date:			
Provide Current Meter Location	if Different from Abo	ove:					
Signature:			Title:	-	Date:		
Phone: ()		Page	r: ()				
City Meter	Private Met	er					
Contract Acct #:		Deposit Amou	nt: \$936.00	Fees Amount	\$ 62.00		
Neter Serial #		Meter Size:	05	Meter Make	and Style: 6-7		
ackflow #		Backflow Size:	+	Backflow Make and Stu	ile:		
Name:		Signature:			Make and Style: Date:		

WATER USES WITHOUT ANTICIPATED CHARGES FOR RETURN TO SEWER

Auto Detailing Backfilling Combination Cleaners (Vactors) Compaction Concrete Cutters **Construction Trailers Cross Connection Testing** Dust Control Flushing Water Mains Hydro Blasting Hydro Seeing Irrigation (for establishing irrigation only; not continuing irrigation) Mixing Concrete Mobile Car Washing Special Events Street Sweeping Water Tanks Water Trucks Window Washing

Note:

1. If there is any return to sewer or storm drain, then sewer and/or storm drain fees will be charges.

Date

Name of Responsible Party Company Name and Address Account Number:_____

Subject: Discontinuation of Fire Hydrant Meter Service

Dear Water Department Customer:

The authorization for use of Fire Hydrant Meter #_____, located at (*Meter Location Address*) ends in 60 days and will be removed on or after (*Date Authorization Expires*). Extension requests for an additional 90 days must be submitted in writing for consideration 30 days prior to the discontinuation date. If you require an extension, please contact the Water Department, or mail your request for an extension to:

City of San Diego Water Department Attention: Meter Services 2797 Caminito Chollas San Diego, CA 92105-5097

Should you have any questions regarding this matter, please call the Fire Hydrant Hotline at (619)_____-

Sincerely,

.

Water Department

APPENDIX C

MATERIALS TYPICALLY ACCEPTED BY CERTIFICATE OF COMPLIANCE

MATERIALS TYPICALLY ACCEPTED BY CERTIFICATE OF COMPLIANCE

- 1. Soil amendment
- 2. Fiber mulch
- 3. PVC or PE pipe up to 16 inch diameter
- 4. Stabilizing emulsion
- 5. Lime
- 6. Preformed elastomeric joint seal
- 7. Plain and fabric reinforced elastomeric bearing pads
- 8. Steel reinforced elastomeric bearing pads
- 9. Waterstops (Special Condition)
- 10. Epoxy coated bar reinforcement
- 11. Plain and reinforcing steel
- 12. Structural steel
- 13. Structural timber and lumber
- 14. Treated timber and lumber
- 15. Lumber and timber
- 16. Aluminum pipe and aluminum pipe arch
- 17. Corrugated steel pipe and corrugated steel pipe arch
- 18. Structural metal plate pipe arches and pipe arches
- 19. Perforated steel pipe
- 20. Aluminum underdrain pipe
- 21. Aluminum or steel entrance tapers, pipe downdrains, reducers, coupling bands and slip joints
- 22. Metal target plates
- 23. Paint (traffic striping)
- 24. Conductors
- 25. Painting of electrical equipment
- 26. Electrical components
- 27. Engineering fabric
- 28. Portland Cement
- 29. PCC admixtures
- 30. Minor concrete, asphalt
- 31. Asphalt (oil)
- 32. Liquid asphalt emulsion
- 33. Ероху

APPENDIX D

SAMPLE CITY INVOICE WITH CASH FLOW FORECAST

City of San Diego, CM&FS Div., 9753 Chesapeake Drive, SD CA 92123

Project Name:

Work Order No or Job Order No.

City Purchase Order No.

Resident Engineer (RE):

RE Phone#: Fax#:



Contractor Signature and Date: _

Contact Name:



Item # Item Description							ous Totals To Date This Estimate					Totals to Date			
		Unit	Price	Qty		xtension	%/QTY	_	Amount	% / QTY		ount	% / QTY		nount
1					\$	-		\$			\$	-	0.00	\$	-
2					\$	-		\$			\$	-	0.00%	\$	-
3					\$	-		\$		r	\$	-	0.00%	\$	-
4					\$	-		\$	-7		\$	-	0.00%	\$	-
5					\$ \$	-		\$	-		\$	-	0.00%	\$	-
6					۵ ۲	-		\$ \$	-		\$ \$	-	0.00%	\$ \$	-
8					\$ \$	-		\$	-		\$	-	0.00%	\$	-
5					\$	-		\$			\$		0.00%	\$	
6					\$			\$	-		\$	-	0.00%	\$	-
7					\$	-		\$	-		\$	-	0.00%	\$	-
8					\$			\$	-		\$	-	0.00%	\$	-
9					\$		-	\$	-		\$	-	0.00%	\$	-
10					\$	· ·		\$	-		\$	-	0.00%	\$	-
11					\$	-		\$	-		\$	-	0.00%	\$	-
12					\$	-		\$	-		\$	-	0.00%	\$	-
13					\$	-		\$	-		\$	-	0.00%	\$	-
14					\$	-		\$	-		\$	-	0.00%	\$	-
15					\$	-		\$	-		\$	-	0.00%	\$	-
16					\$	-		\$	-		\$	-	0.00%	\$	-
17	Field Orders				\$ \$	-		\$	-		\$ \$	-	0.00%	\$ \$	-
	CHANGE ORDER No.				⇒ \$	-		\$ \$			⊅ \$	-	0.00%	<u>></u> \$	
	CHANGE ORDER NO.				۵ \$	-		\$ \$			۵ \$		0.00%	\$ \$	
	Total Authorized Amou	nt (inclu	iding approved Char	ngo Ordor)		-		φ \$	_		\$		Total Billed	Ŧ	
l	SUMMARY		and approved enal	ge order)	Ψ	_	l	Ψ	_	l	Ψ			Ψ	
	A. Original Contract Amount			I certify that the materials			ls	Retention and/or Escrow Payment Schedule							
	B. Approved Change Order #00 Thru #00 \$ -			have been received by me in			in	Total Retention Required as of this billing (Item E)						\$0.00	
	C. Total Authorized Amount (A+B)			the qu				Previous Retention Withheld in PO or in Escrow					\$0.00		
	D. Total Billed to Date -						Add'I Amt to Withhold in PO/Transfer in Escrow:					\$0.00			
	E. Less Total Retention (5% of D.)						Amt to Release to Contractor from PO/Escrow:								
	F. Less Total Previous Payments		\$-							- on a do		2,200.01	-		
	G. Payment Due Less Retention		<u>پ</u> \$0.00		Construe	tion Engineer									
	G. Payment Due Less Retention		ФО.О Ф	'	consti ut	tion Engineer									

H. Remaining Authorized Amount

\$0.00

NOTE: CONTRACTOR TO CALCULATE TO THE 2ND DECIMAL PLACE.

Construction Cash Flow Forecast

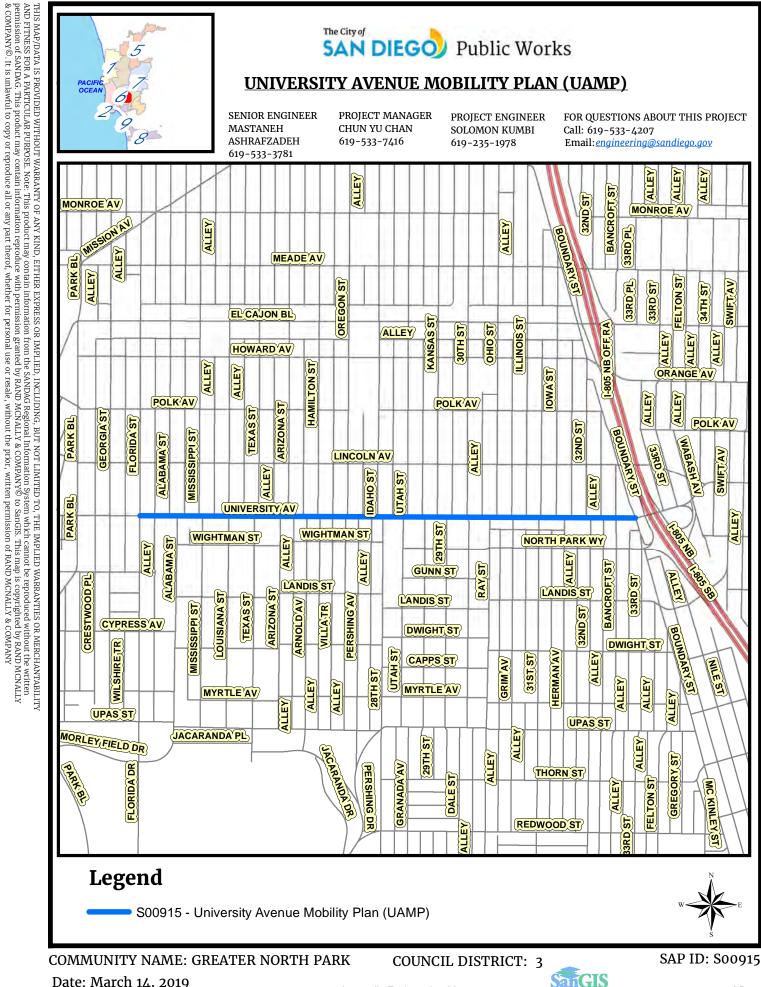
"Sewer and Water Group Job 965 (W)"

WBS #:	B18108
Date Submitted:	10/10/2018
NTP Date:	3/23/2018
Final Statement of WD Date:	5/23/2020
Contract #:	K-XX-XXXX-XXX-X
Contract Amount:	\$5,617,000

Year	January	February	March	April	May	June	July	August	September	October	November	December
2018				15,000	25,000	52,000	52,000	100,000	10,000	100,000	100,000	100,000
2019	10,000	10,000	85,000	58,000	100,000	100,000	100,000	100,000	100,000	100,000	1,000,000	1,000,000
2020	100,000	100,000	100,000	1,000,000	1,000,000							1
2021												1
2022												í
2023												1
2024												1
2025												

APPENDIX E

LOCATION MAP

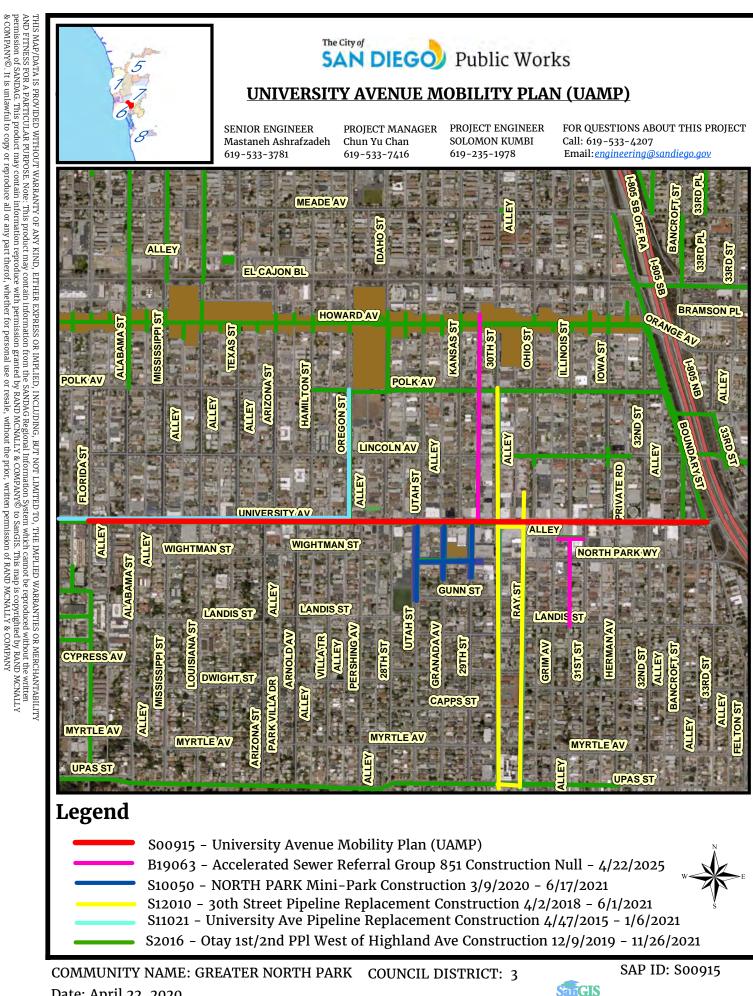


Date: March 14, 2019 Unniversity Avenue Mobility Project Federal ID RPSTPLE-5004(156)

Appendix E - Location Map

APPENDIX F

ADJACENT PROJECTS MAP



Date: April 22, 2020 University Avenue Mobility Project Federal ID RPSTPLE-5004(156)

Appendix F - Adjacent Projects Map

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APPENDIX G

CONTRACTOR'S DAILY QUALITY CONTROL INSPECTION REPORT

City of San Diego Rubber Polymer Modified Slurry Contractor's Daily Quality Control Inspection Report

Project Title:	Date:
Ambient Temperature (Start of Work):	Time:
Environmental Considerations:	
Locations (Address Range/Cross Streets):	
1	
2.	
3	
Approved Mix Design:	
Material Suppliers:	
RPMS Type(s):	
Slurry Machine #'s:	
Estimated Cure Time (Break) of Slurry:	
Pre-Mix (Per 100 Counts)	
Gate Setting/Emulsion %:	
Aggregate Weight:	
Cement % (by weight of aggregate):	*
Crumb Rubber % (by volume of cement):	
Machine Inspection	
Leaks:	
Sprayers:	
Emulsion Filter:	
Carbon Black:	
Spreader Box Inspection	
Cleanliness:	
Augers:	
Rubbers:	
Fabric:	
Runners:	

City of San Diego Rubber Polymer Modified Slurry Contractor's Daily Quality Control Inspection Report

Project Conditions	
Crack Fill:	
Asphalt Deficiencies:	
Cleanliness:	
Impediments/Other:	
Communication to Client/ Resident Engineer	
Crack Fill:	
Asphalt Deficiencies:	
Cleanliness:	
Impediments/Other:	
Test Lab	
Tech:	Time on Site:
Notes	
QCP Administrator Signature:	Date Signed:

Appendix J

City of San Diego Asphalt Concrete Overlay Contractor's Daily Quality Control Inspection Report

Project Title:		Date:
Locations:	1	
	2	
	3	
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3._____

Location and nature of defects:

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3	
Remedial and Corrective Actions taken or proposed for Engir	neer's approval:
1	
2	
3	
Date's City Laboratory representative was present:	
1	
2	
3	
Verified the following:	Initials:
1. Proper Storage of Materials & Equipment	
2. Proper Operation of Equipment	
3. Adherence to Plans and Specs	
4. Review of QC Tests	
5. Safety Inspection	
Deviations from QCP (see attached)	
Quality Control Plan Administrator's Signature:	Date Signed:

APPENDIX H

ADVANCED METERING INFRASTRUCTURE (AMI) DEVICE PROTECTION

Protecting AMI Devices in Meter Boxes and on Street Lights

The Public Utilities Department (PUD) has begun the installation of the Advanced Metering Infrastructure (AMI) technology as a new tool to enhance water meter reading accuracy and efficiency, customer service and billing, and to be used by individual accounts to better manage the efficient use of water. <u>All AMI devices shall be protected per Section 402-2</u>, "Protection", of the 2018 Whitebook.

AMI technology allows water meters to be read electronically rather than through direct visual inspection by PUD field staff. This will assist PUD staff and customers in managing unusual consumption patterns which could indicate leaks or meter tampering on a customer's property.

Three of the main components of an AMI system are the:

A. Endpoints, see Photo 1:



Photo 1

B. AMI Antenna attached to Endpoint (antenna not always required), see Photo 2:



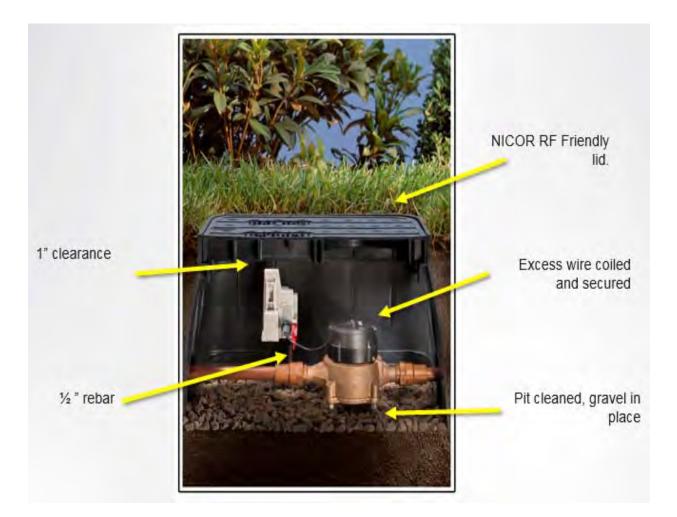
Network Devices, see Photo 3:





AMI endpoints transmit meter information to the AMI system and will soon be on the vast majority of meters in San Diego. These AMI devices provide interval consumption data to the PUD's Customer Support Division. If these devices are damaged or communication is interrupted, this Division will be alerted of the situation. The endpoints are installed in water meter boxes, coffins, and vaults adjacent to the meter. A separate flat round antenna may also be installed through the meter box lid. This antenna is connected to the endpoint via cable. The following proper installation shall be implemented when removing the lid to avoid damaging the antenna, cable, and/or endpoint. Photo 4 below demonstrates a diagram of the connection:

Photo 4



The AMI device ERT/Endpoint/Transmitter shall be positioned and installed as discussed in this Appendix. If the ERT/Endpoint/Transmitter is disturbed, it shall be re-installed and returned to its original installation with the end points pointed upwards as shown below in Photo 5.

The PUD's code compliance staff will issue citations and invoices to you for any damaged AMI devices that are not re-installed as discussed in the Contract Document Photo 5 below shows a typical installation of an AMI endpoint on a water meter.



Photo 6 below is an example of disturbance that shall be avoided:



Photo 6

disconnected Water Meter

> The endpoint is taken off the rod which is the original installation location

Photo 5

You are responsible when working in and around meter boxes. If you encounter these endpoints, use proper care and do not disconnect them from the registers on top of the water meter. If the lid has an antenna drilled through, do not change or tamper with the lid and inform the Resident Engineer immediately about the location of that lid. Refer to Photo 7 below:

Photo 7



Another component of the AMI system are the Network Devices. The Network Devices are strategically placed units (mainly on street light poles) that collect interval meter reading data from multiple meters for transmission to the Department Control Computer. If you come across any of these devices on street lights that will be removed or replaced (refer to Photos 8 and 9 below), notify AMI Project Manager Arwa Sayed at (619) 362-0121 immediately.

Photo 8 shows an installed network device on a street light. On the back of each Network Device is a sticker with contact information. See Photo 9. **Call PUD Water Emergency Repairs at 619-515-3525 if your work will impact these street lights.** These are assets that belong to the City of San Diego and you shall be responsible for any costs of disruption of this network.





Photo 9



If you encounter any bad installations, disconnected/broken/buried endpoints, or inadvertently damage any AMI devices or cables, notify the Resident Engineer immediately. The Resident Engineer will then immediately contact the AMI Project Manager, Arwa Sayed, at (619) 362-0121.

APPENDIX I

SAMPLE OF PUBLIC NOTICE

FOR SAMPLE REFERENCE ONLY





CONSTRUCTION NOTICE PROJECT TITLE

Work on your street will begin within one week to replace the existing water mains servicing your community.

The work will consist of:

- Saw-cutting and trench work on Ingulf Street from Morena Boulevard to Galveston Street to install new water mains, water laterals and fire hydrants.
- Streets where trenching takes place will be resurfaced and curb ramps will be upgraded to facilitate access for persons with disabilities where required.
- This work is anticipated to be complete in your community by December 2016.

How your neighborhood may be impacted:

- Water service to some properties during construction will be provided by a two-inch highline pipe that will run along the curb. To report a highline leak call 619-515-3525.
- Temporary water service disruptions are planned. If planned disruptions impact your property, you will receive advance notice.
- Parking restrictions will exist because of the presence of construction equipment and materials.
- "No Parking" signs will be displayed 72 hours in advance of the work.
- Cars parked in violation of signs will be TOWED.

Hours and Days of Operation: Monday through Friday X:XX AM to X:XX PM.

City of San Diego Contractor: Company Name, XXX-XXX-XXXX







PROJECT TITLE

Work on your street will begin within one week to replace the existing water mains servicing your community.

The work will consist of:

- Saw-cutting and trench work on Ingulf Street from Morena Boulevard to Galveston Street to install new water mains, water laterals and fire hydrants.
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- Cars parked in violation of signs will be TOWED.

Hours and Days of Operation: Monday through Friday X:XX AM to X:XX PM.

City of San Diego Contractor: Company Name, XXX-XXX-XXXX

To contact the City of San Diego: SD Public Works 619-533-4207 | engineering@sandiego.gov | sandiego.gov/CIP

APPENDIX J

CALTRANS ENCROACHMENT PERMIT

PLACE STAMP HERE

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION 4050 TAYLOR STREET, MS 110 SAN DIEGO CA 92110

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION NOTICE OF COMPLETION TR-0128 (REV. 6/01) CT #7541-5529-1

1/20NSN0489 PERMIT NO. 11-50-805/15.89

Dear Sir or Madam:

All work authorized by the above-numbered permit was

DATE

SIGNATURE OF PERMITTEE

completed on

FM 92 1546 M

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION ENCROACHMENT PERMIT TR-0120 (REV. 6/2012)

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University Avenue Mobility Project

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A pre-construction meeting with the State's Inspector, Electrical Construction, Electrical Maintenance and Signal Operations, is required prior to start of any work under this permit. Failure to do so may result in permit cancellation and resubmittal may be required.

Activation of the signal will not be permitted until the Electrical Maintenance Agreement (EMA) between the State and the City of San Diego is signed and confirm by the State Inspector Pedro Aguilar.

Working hours shall be as directed or approved by the State's Inspector and in accordance with the attached lane closure requirement chart no. 1.

No vehicles or equipment shall be parked within the highway right of way at any time, except for those vehicles or that equipment actually engaged in the work, during the working hours specified herein.

The following District Standard Special Provisions are generalizations of the Department Standard Specifications and are included only as a Permittee convenience. Permittee's attention is directed to the current Department Standard Specifications and Encroachment Permit General Provisions (TR-0045) for complete, unabridged, specification requirements.

Once begun, that portion of the work within the State Highway right of way shall be prosecuted to completion as rapidly as possible.

All personnel on foot within the State Highway right of way shall wear personal protective equipment, including safety glasses, hard hats and American National Standards Institute (ANSI) compliant Class II vests. In addition, all personnel working at night, on foot within the State Highway right of way shall wear ANSI Class III warning garments.

The Permittee is responsible for locating and protecting all utilities both underground and aerial. Any costs incurred for locating and protecting and/or relocating any utilities shall be borne by the Permittee.

Permittee's contractor is responsible for the actual cost of inspection, which may be more or less than the deposit. A bill or refund shall be sent upon satisfactory completion of the work. Payment of any bill is a condition of the permit.

Notwithstanding General Provision No. 4, your contractor is required to apply for and obtain an encroachment permit prior to starting work. A fee/deposit of \$14,760.00 is required at the time of application. Also, your contractor must submit proof that they have obtained executed bonds in accordance with General Provision No. 24.

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The State of California, Department of Transportation, makes no assurance or expressed warranty that the plans are complete or that the planned construction fits field conditions. Should additional work or modifications of the work be required in order to meet established Department Standards or in order to fit field conditions, the work shall be performed by Permittee as directed by the State's Inspector at no cost to the State.

All work shall be coordinated with the State highway contractor's operations and under no circumstances shall the work granted herein interfere. All standards of construction shall be identical to similar work performed under adjacent highway contract.

Traffic control when permitted or directed by the State's Inspector, shall consist of closing traffic lanes and shoulders in accordance with attached Caltrans 2018 Standard Plans T9, T10 (Shoulder Closure), T11, T14 and the attached TRAFFIC CONTROL PLANS, Part 6 "Temporary Traffic Control" of the California Manual on Uniform Traffic Control Devices (California MUTCD) 2014 Revision 5 edition, Section 12 "Temporary Traffic Control" of the current Caltrans Standard Specifications, and these Special Provisions.

If any component in the traffic control system is displaced, or ceases to operate or function as specified, from any cause, during the progress of the work, the Permittee shall immediately repair said component to its original condition or replace said component and shall restore the component to its original location.

When existing pedestrian facilities are disrupted, closed, or relocated in a Temporary Traffic Control zone, the temporary facilities shall be detectable and include accessibility features consistent with the features present in the existing pedestrian facility as determined by the State's Inspector. Where pedestrians with visual disabilities normally use the closed sidewalk, a barrier that is detectable by a person with a visual disability traveling with the aid of a long cane shall be placed across the full width of the closed sidewalk.

The Permittee must provide a minimum of one (1) Portable Changeable Message Sign (PCMS) for each direction of traffic. Additional PCMS(s) must be provided if required by the State's Inspector. PCMS(s) must be place at locations directed by the State's Inspector and moved or relocated as needed. Each PCMS must comply with the provisions in Section 12-3.32 of the Standard Specifications.

Message to be displayed on the PCMS(s) must be coordinated with the State's Inspector.

When an Off-ramp is closed completely, place a PCMS (Portable Changeable Message Sign) in the direction of travel allowing the traffic the option to use the preceding Off-ramp and warning them of the ramp closure ahead.

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All work shall be performed in accordance with the current Department of Transportation Standard Specifications and the Department of Transportation Encroachment Permit Underground Utility Special Provisions dated April, 2018.

All work shall be performed in accordance with the current Department of Transportation Standard Specifications and the Department of Transportation Encroachment Permit Overhead Utility Special Provisions dated October, 2019.

Permittee shall furnish to the State Representative and the Materials Engineering and Testing Services (METS) Materials Administrator a completed form DC-CEM-3101 "Notice of Materials to be Used" for all signal poles, sign poles, light poles, mast arms, signal panels, guard rail components, and other items as specified by the State Representative. Please note that these materials may require source inspection and approval at the manufacturer's plant. Materials identified on form TL-608 which are not inspected and approved by the State at the manufacturer's plant will be rejected from use on the State highway.

A minimum of six weeks for source inspection, testing, and approval of materials is to be used.

Form DC-CEM-3101 shall be furnished to the State's Inspector or Representative at the Preconstruction meeting.

Permittee must call Caltrans' District 11 Construction Source Inspection, Claire Dodge, phone number (858) 467-4052 or by e-mail at <u>dl1sourceinspection@dot.ca.gov</u> at least 7 days prior to procuring signal poles, sign poles, light poles, mast arms, signal panels, and other items as specified by the State Representative.

IN ADDITION, PERMITTEE MUST CALL ALEX GARCIA, TELEPHONE NUMBER (619) 892-2827, AT LEAST TEN (10) WORKING DAYS PRIOR TO STARTING WORK, TO ARRANGE FOR CONTROLLER ASSEMBLY PICK UP.

The Permittee shall pay \$10,040.00 to Caltrans to compensate the State of California for the costs incurred in obtaining, testing and supplying a Traffic Signal Controller Assembly. This fee does not supersede any other fee charged by Caltrans for review, inspection or field work performed by department staff as a result of the permitted work. If the fee has not been paid prior to permit issuance, full payment shall be made to the district cashier prior to starting any traffic signal work authorized by this permit, and at least 30 (thirty) days before the controller is needed for installation. The Permittee shall give the State Representative not less than 10 (ten) working days written advance notice prior to picking up the cabinet assembly (without the controller). When notified by the Permittee, Caltrans will provide the Permittee with a time and location for picking up that cabinet assembly. Caltrans will subsequently deliver the actual controller to the job site at the prearranged time of signal turn on.

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Permittee shall implement and maintain the attached WPCP, dated as approved February 5, 2020, and as directed and approved by the State's Inspector.

Sidewalk shall be sawcut to an existing expansion joint or scoreline. New concrete shall match existing concrete color, texture and score pattern.

Curbs and gutters shall be installed over 6 inches of Class 2 Aggregate Base. Sidewalks shall be placed over 4 inches of Class 3 Aggregate Subbase.

Pavement shall be sawcut a minimum of 0.2 foot deep prior to paving.

No dropoff adjacent to the edges of the existing pavement will be permitted during nonworking hours or days. Prior to leaving the job site at the end of the working day, any dropoff adjacent to the edge of pavement shall be temporarily backfilled and compacted for a minimum width of 4 foot. Temporary backfill shall be level with the pavement at its edge and shall have a maximum slope of 4:1 away from the pavement. Temporary backfill material shall be base material.

All open trenches within the improved area shall be backfilled, compacted and temporary repairs made to the surfacing before leaving the job site at the end of the working day. In lieu of temporary repairs, steel plate bridging may be allowed if approved by the State's Inspector prior to the start of work. Permanent paving shall be placed within five working days after completion of the above work. Permanent backfill and paving shall conform to the attached ENCROACHMENT PERMIT TRENCH DETAIL dated November 2019 and the attached BACKFILL REQUIREMENTS.

When steel plate bridging is used, the attached Steel Plate Bridging Utility Special Provisions dated April, 2018 will apply in addition to the attached General Provisions.

Upon completion of the work provided herein, the Permittee shall complete the "Post' Construction Certification" section of the attached Certification of Compliance with Americans with Disabilities Act (ADA) [TR-0405] and submit it to the District 11 Caltrans Permit Office. Encroachment Permit projects that create, alter, or affect pedestrian facilities are required to be designed and constructed in accordance with the policies and standards in Design Information Bulletin 82-06 (DIB 82-06).

Existing landscape cobblestone damaged due to the installation of proposed improvements to be replaced back to original condition. Any existing irrigation to be protected in place or replaced if damaged.

Consistent with all projects, care should be exercised during construction to avoid damage to existing highway planting and irrigation systems adjacent to the site. If unanticipated impacts occur to the existing site, the visual unit should be notified to provide a further review of the proposed project and provide guidance for any resulting modifications."

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The Permittee shall retain a Civil Engineer, licensed to practice in California, who shall upon completion of the placement or regrading of materials requiring compaction, furnish to the State's Inspector, a report certifying that the compaction work has been accomplished in accordance with Caltrans Standard Specifications and Standard Plans. Compaction testing, in accordance with Caltrans testing procedures and policies, shall be performed by a certified testing laboratory. Copies of the test shall accompany the engineer's report.

Your attention is directed to Standard Specifications Section 5-1.36 "Property and Facility Preservation" and Business and Professions Code, Section 8771. Permittee shall physically inspect the work site and locate survey monuments prior to work commencement. Monuments that might be disturbed shall be referenced or reset in accordance with Business and Professions Code.

If feasible, monuments should not be set within the traveled way. All monuments that must be set or perpetuated in paved surfaces, shall be constructed in accordance with Caltrans Standard Specification Section 78-2, "Survey Monuments" and Standard Plan A74, Type D, or equal with prior approval of the District Survey Engineer.

Copies of Corner Records or Record of Surveys recorded in compliance with the Business and Professions Code shall be forwarded to the District Surveys Engineer.

Upon completion of the work provided herein, the Permittee shall submit two vellum or paper set sets of As-Built plans and one electronic thumb drive to the District 11 Caltrans Permit Office showing the actual location of the facility to the nearest 0.1 foot horizontally and vertically. Mylar or paper sepia plans are not acceptable.

As-Built plans shall be signed by a Land Surveyor or Civil Engineer licensed to practice in the State of California.

Locations shall be tied to points that are compatible with State's datum for the area. If no datum exists, permanent reference points shall be set that can be used to accurately locate the facilities.

Notwithstanding General Provision 24, the Permittee's Contractor's bonds shall remain in full force through completion of the work and acceptance by the Department. Upon fulfillment of all obligations under this permit the Department will notify the Permittee when the Permittee's Contractor's bonds may be released.

The provisions in this section will not relieve the Permittee from his responsibility to provide additional devices or take such measures as may be necessary for the safety of traffic and the public to comply with the provisions in Section 7-1.04, "Public Safety" of the Standard Specifications.

Upon completion of the work, the attached card shall be completed and returned.

STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION ENCROACHMENT PERMIT GENERAL PROVISIONS TR-0045 (REV. 01/2020)

- 1. AUTHORITY: The California Department of Transportation ("Department") has authority to issue encroachment permits under Division 1, Chapter 3, Article 1, Sections 660 through 734 of the Streets and Highways Code.
- 2. **REVOCATION:** Encroachment permits are revocable on five (5) business days' notice unless otherwise stated on the permit and except as provided by law for public. corporations, franchise holders, and utilities. Notwithstanding the foregoing, in an emergency situation as determined by the Department, an encroachment permit-may be -revoked immediately. These General Provisions and any applicable Special Provisions are subject to modification or abrogation by the Department at any time. Permittees' joint use agreements, franchise rights, reserved rights or any other agreements for operating purposes in State of California ("State") highway right-of-way may be exceptions to this revocation.
- 3. **DENIAL FOR NONPAYMENT OF FEES:** Failure to pay encroachment permit fees when due may result in rejection of future applications and denial of encroachment permits.
- 4: ASSIGNMENT: This encroachment permit allows only the Permittee or Permittee's authorized agent to work within or encroach upon the State Highway System, and the Permittee may not assign this permit.
- 5. ACCEPTANCE OF **PROVISIONS:** Permittee understands and agrees to accept and comply with these General Provisions, the Special Provisions, any and all terms and/or conditions contained in or incorporated into the encroachment permit, and all attachments to the encroachment permit (collectively "the Permit Conditions"), for any encroachment, work, and/or activity to be performed under this encroachment permit and/or under color of authority of this encroachment permit. Permittee understands and agrees the Permit Conditions are applicable to and enforceable against Permittee as long as the encroachment remains in, under, or over any part of the State Highway System.
- 6. **BEGINNING OF WORK:** When traffic is not impacted (see General Provision Number 35), the Permittee must notify the Department's representative two (2) business days before starting permitted work. Permittee must notify the Department's representative if the work is to be interrupted for a period of five (5) business days or more, unless otherwise agreed upon. All work must be performed on weekdays during regular work hours, excluding holidays, unless otherwise specified in this encroachment permit.
- 7. **STANDARDS OF CONSTRUCTION:** All work performed within State highway right-of-way must conform to all applicable Departmental construction standards including but not limited to: Standard Specifications, Standard Plans, Project Development Procedures Manual, Highway Design Manual and Special Provisions.

Other than as expressly provided by these General Provisions, the Special Provisions, the Standard Specifications, Standard-Plans, and other applicable Departmental standards, nothing in these General Provisions is intended to give any third party any legal or equitable right, remedy, or claim with respect to these General Provisions or any provision herein. These General Provisions are for the sole and exclusive benefit of the Permittee and the Department.

Where reference is made in such standards to "Contractor" and "Engineer," these are amended to be "read as "Permittee" and "Department's representative," respectively, for purposes of this encroachment permit.

- 8. **PLAN CHANGES:** Deviations from plans, specifications, and/or the Permit Conditions as defined in General Provision Number 5 are not allowed without prior approval from the Department's representative.
- 9. INSPECTION AND APPROVAL: All work is subject to monitoring and inspection. Upon completion of work, Permittee must request a final inspection for acceptance and approval by the Department. The local public agency Permittee must not give final construction approval to its contractor until final acceptance and approval by the Department is obtained.
- 10. **PERMIT AT WORKSITE:** Permittee must keep the permit package or a copy thereof at the work site at all times and must show it upon request to any Department representative or law enforcement officer. If the permit package, or a copy thereof, is not kept and made available at the work site at all times, the work must be suspended.
- 11. CONFLICTING ENCROACHMENTS: Permittee must yield start of work to ongoing, prior authorized work adjacent to or within the limits of the Permittee's project site. When existing encroachments conflict with Permittee's work, the Permittee must bear all cost for rearrangements (e.g., relocation, alteration, removal, etc.).
- 12. PERMITS FROM OTHER AGENCIES: This encroachment permit is invalidated if the Permittee has not obtained all permits necessary and required by law, including but not limited to permits from the California Commission Public Utilities (CPUC), California Occupational Safety and Health Administration (Cal-OSHA), or any other public agency having jurisdiction. Permittee warrants all such permits have been obtained before beginning work under this encroachment permit.
- 13. PEDESTRIAN AND BICYCLIST SAFETY: A safe minimum continuous passageway of four (4) feet must be maintained through the work area at existing pedestrian or bicycle facilities. At no time must pedestrians be diverted onto a portion of the street used for vehicular traffic. At locations where safe alternate passageways cannot be provided, appropriate signs and barricades must be installed at the limits of construction and in advance of the limits of construction at the nearest

crosswalk or intersection to detour pedestrians to facilities across the street. Attention is directed to Section 7-1.04, Public Safety, of the Department's Standard Specifications.

- 14. **PUBLIC TRAFFIC CONTROL:** As required by law, the Permittee must provide traffic control protection, warning signs, lights, safety devices, etc., and take all other measures necessary for the traveling public's safety. While providing traffic control, the needs of all road users, including but not limited to motorists, bicyclists and pedestrians, including persons with disabilities in accordance with the Americans with Disabilities Act, must be an essential part of the work activity.
 - Lane and/or shoulder closures must comply with the Department's Standard Specifications and Standard Plans for traffic control systems, and with the applicable Special Provisions. Where issues are not addressed in the Standard Specifications, Standard Plans, and/or Special Provisions, the California Manual on Uniform Traffic Control Devices (Part 6, Temporary Traffic Control) must be followed.
- 15. **MINIMUM INTERFERENCE WITH TRAFFIC:** Permittee must plan and conduct work so as to create the least possible inconvenience to the traveling public, such that traffic is not unreasonably delayed.
- 16. STORAGE OF EQUIPMENT AND MATERIALS: The storage of equipment or materials is not allowed within State highway right-of-way, unless specified within the Special Provisions of this encroachment permit. If encroachment permit Special Provisions allow for the storage of equipment or materials within the State highway right-of-way, the equipment and material storage must also comply with Section 7-1.04, Public Safety, of the Department's Standard Specifications.
- 17. CARE OF DRAINAGE: Permittee must provide alternate drainage for any work interfering with an existing drainage facility in compliance with the Department's Standard Specifications, Standard Plans, and/or as directed by the Department's representative.
- RESTORATION AND REPAIRS IN STATE HIGHWAY RIGHT-OF-WAY: Permittee is responsible for restoration and repair of State highway right-of-way resulting from permitted work (Streets and Highways Code, section 670 et seq.).
- 19. STATE HIGHWAY RIGHT-OF-WAY CLEAN UP: Upon completion of work, Permittee must remove and dispose of all scraps, refuse, brush, timber, materials, etc. off the State highway right-of-way. The aesthetics of the highway must be as it was before work started or better.
- 20. COST OF WORK: Unless stated otherwise in the encroachment permit or a separate written agreement with the Department, the Permittee must bear all costs incurred for work within the State highway right-of-way and waives all claims for indemnification or contribution from the State, the Department, and from the Directors, officers, and employees of the State and/or the Department.

- 21. ACTUAL COST BILLING: When specified in the permit, the Department will bill the Permittee actual costs at the currently set Standard Hourly Rate for encroachment permits.
- 22. **AS-BUILT PLANS:** When required, Permittee must submit one (1) set of folded as-built plans within thirty (30) calendar days after completion and acceptance of work in compliance with requirements listed as follows:
 - a) Upon completion of the work provided herein, the Permittee must submit a paper set of As-Built plans to the Department's representative.
 - b) All changes in the work will be shown on the plans, as issued with the permit, including changes approved by Encroachment Permit Rider.
 - c) The plans are to be prominently stamped or otherwise noted "AS-BUILT" by the Permittee's representative who was responsible for overseeing the work. Any original plan that was approved with a Department stamp, or by signature of the Department's representative, must be used for producing the As-Built plans.
 - d) If construction plans include signing or striping, the dates of signing or striping removal, relocation, or installation must be shown on the As-Built plans when required as a condition of the encroachment permit. When the construction plans show signing and striping for staged construction on separate sheets, the sheet for each stage must show the removal, relocation, and installation dates of the appropriate staged striping and signing.
 - e) As-Built plans must contain the Encroachment Permit Number, County, Route, and Post Mile on each sheet.
 - f) The As-Built Plans must not include a disclaimer statement of any kind that differs from the obligations and protections provided by sections 6735 through 6735.6 of the California Business and Professions Code. Such statements constitute non-compliance with Encroachment Permit requirements and may result in the Department retaining Performance Bonds or deposits until proper plans are submitted. Failure to comply may also result in denial of future encroachment permits or a provision requiring a public agency to supply additional bonding.

23. PERMITS FOR RECORD PURPOSÉS ONLY: When work in the State highway right-of-way is within an area under a Joint Use Agreement (JUA) or a Consent to Common Use Agreement (CCUA), a fee exempt encroachment permit is issued to the Permittee for the purpose of providing a notice and record of work. The Permittee's prior rights must be preserved without the intention of creating new or different rights or obligations. "Notice and Record Purposes Only" must be stamped across the face of the encroachment permit.

24. **BONDING:** The Permittee must file bond(s), in advance, in the amount(s) set by the Department and using forms acceptable to the Department. The bonds must name the

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Department as obligee. Failure to maintain bond(s) in full force and effect will result in the Department stopping all work under this encroachment permit and possibly revoking other encroachment permit(s). Bonds are not required of public corporations or privately-owned utilities unless Permittee failed to comply with the provisions and/or conditions of a prior encroachment permit. The surety company is responsible for any latent defects as provided in California Code of Civil Procedure section 337.15. A local public agency Permittee also must comply with the following requirements:

- a) In recognition that project construction work done on State property will not be directly funded and paid by State, for the purpose of protecting stop notice claimants and the interests of State relative to successful project completion, the local public agency Permittee agrees to require the construction contractor to furnish both a payment and performance bond in the local public agency's name with both bonds complying with the requirements set forth in Section 3-1.05 Contract Bonds of the Department's Standard Specifications before performing any project construction work.
- b) The local public agency Permittee must defend, indemnify, and hold harmless the State and the Department, and the Directors, officers, and employees of the State and/or Department, from all project construction related claims by contractors, subcontractors, and suppliers, and from all stop notice and/or mechanic's lien claimants. The local public agency also agrees to remedy, in a timely manner and to the Department's satisfaction, any latent defects occurring as a result of the project construction work.
- 25. FUTURE MOVING OF INSTALLATIONS: Permittee understands and agrees to relocate a permitted installation upon notice by the Department. Unless under prior property right or agreement, the Permittee must comply with said notice at the Permittee's sole expense.
 26. ENVIRONMENTAL:
 - a) ARCHAEOLOGICAL/HISTORICAL: If any archaeological or historical resources are identified or encountered in the work vicinity, the Permittee must immediately stop work, notify the Department's representative, retain a qualified archaeologist who must evaluate the site at Permittee's expense, and make recommendations to the Department's representative regarding the continuance of work.
 - b) HAZARDOUS MATERIALS: If any hazardous waste or materials (such as underground storage tanks, asbestos pipes, contaminated soil, etc.) are identified or encountered in the work vicinity, the Permittee must immediately stop work, notify the Department's representative, retain a qualified hazardous waste/material specialist who must evaluate the site at Permittee's expense, and make recommendations

to the Department's representative regarding the continuance of work.

Attention is directed to potential aerially deposited lead (ADL) presence in unpaved areas along highways. It is the Permittee's responsibility to take all appropriate measures to protect workers in conformance with California Code of Regulations Title 8, Section 1532.1, "Lead," and with Cal-OSHA Construction Safety Orders, and to ensure roadway soil management is in compliance with Department of Toxic Substances Control (DTSC) requirements,

- 27. PREVAILING WAGES: Work performed by or under an encroachment permit may require Permittee's contractors and subcontractors to pay appropriate prevailing wages as set by the California Department of Industrial Relations. Inquiries or requests for interpretations relative to enforcement of prevailing wage requirements must be directed to the California Department of Industrial Relations.
- 28. LIABILITY, DEFENSE, AND INDEMNITY: The Permittee agrees to indemnify and save harmless the State, the Department, and the Directors, officers, employees, agents and/or contractors of the State and/or of the Department, including but not limited to the Director of Transportation and the Deputy Directors, from any and all claims, demands, damages, costs, liability, suits, or actions of every name, kind, and description, including but not limited to those brought for or on account of property damage, invasion of privacy, violation or deprivation of a right under a state or federal law, environmental damage or penalty, or injury to or death of any person including but not limited to members of the public, the Permittee, persons employed by the Permittee, and/or persons acting on behalf of the Permittee, arising out of or in connection with: (a) the issuance and/or use of this encroachment permit; and/or (b) the encroachment, work, and/or activity conducted pursuant to this encroachment permit, or under color of authority of this encroachment permit but not in full compliance with the Permit Conditions as defined in General Provision Number 5 ("Unauthorized Work or Activity"); and/or (c) the installation, placement, design, existence, operation, and/or maintenance of the encroachment, work, and/or activity; and/or (d) the failure by the Permittee or anyone acting on behalf of the Permittee to perform the Permittee's obligations under any part of the Permit Conditions as defined in General Provision Number 5, in respect to maintenance or any other obligation; and/or (e) any change to the Department's property or adjacent property, including but not limited to the features or conditions of either of them, made by the Permittee or anyone acting on behalf of the Permittee; and/or (f) a defect or obstruction related to or caused by the encroachment, work, and/or activity whether conducted in compliance with the Permit Conditions as defined in General Provision Number 5 or constituting Unauthorized Work or Activity, or from any cause whatsoever. The duty

Page 3 of 5

of the Permittee to indemnify and save harmless includes the duties to defend as set forth in Section 2778 of the Civil Code.

It is the intent of the parties that except as prohibited by law, the Permittee will defend, indemnify, and hold harmless as set forth in this General Provision Number 28 regardless of the existence or degree of fault or negligence, whether active or passive, primary or secondary, on the part of: the State; the Department; the Directors, officers, employees, agents and/or contractors of the State and/or of the Department, including but not limited to the Director of Transportation and the Deputy Directors; the Permittee; persons employed by the Permittee; and/or persons acting on behalf of the Permittee.

The Permittee waives any and all rights to any type of expressed or implied indemnity from or against the State, the Department, and the Directors, officers, employees, agents, and/or contractors of the State and/or of the Department, including but not limited to the Director of Transportation and the Deputy Directors.

The Permittee understands and agrees to comply with the obligations of Titles II and III of the Americans with Disabilities Act in the conduct of the encroachment, work, and/or activity whether conducted pursuant to this encroachment permit or constituting Unauthorized Work or Activity, and further agrees to defend, indemnify, and save harmless the State, the Department, and the Directors, officers, employees, agents, and/or contractors of the State and/or of the Department, including but not limited to the Director of Transportation and the Deputy Directors, from any and all claims, demands, damages, costs, penalties, liability, suits, or actions of every name, kind, and description arising out of or by virtue of the Americans with Disabilities Act.

The Permittee understands and agrees the Directors, officers, employees, agents, and/or contractors of the State and/or of the Department, including but not limited to the Director of Transportation and the Deputy Directors, are not personally responsible for any liability arising from or by virtue of this encroachment permit.

For the purpose of this General Provision Number 28 and all paragraphs herein, "contractors of the State and/or of the Department" includes contractors and their subcontractors under contract to the State and/or the Department.

This General Provision Number 28 and all paragraphs herein take effect immediately upon issuance of this encroachment permit, and apply before, during, and after the encroachment, work, and/or activity contemplated under this encroachment permit, whether such work is in compliance with the Permit Conditions as defined in General Provision Number 5 or constitutes Unauthorized Work or Activity, except as otherwise provided by California law, The Permittee's obligations to defend, indemnify, and save harmless under this General Provision Number 28 take effect immediately upon issuance of this encroachment permit and have no expiration date, including but not limited to situations in which this encroachment permit expires or is revoked, the work or activity performed under this encroachment permit is accepted or not accepted by the Department, the encroachment, work, and/or activity is conducted in compliance with the Permit Conditions as defined in General Provision Number 5 or constitutes Unauthorized Work or Activity, and/or no work or activity is undertaken by the Permittee or by others on the Permittee's behalf.

29. NO PRECEDENT ESTABLISHED: This encroachment permit is issued with the understanding that it does not establish a precedent.

- 30. FEDERAL CIVIL RIGHTS REQUIREMENTS FOR PUBLIC ACCOMMODATION:
 - a) As part of the consideration for being issued this encroachment permit, the Permittee, on behalf of Permittee and on behalf of Permittee's personal representatives, 'successors in interest, and assigns, does hereby covenant and agree that:
 - No person on the grounds of race, color, or national origin may be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.
 - That in connection with the construction of any improvements on said lands and the furnishings of services thereon, no discrimination must be practiced in the selection and retention of first-tier subcontractors in the selection of second-tier subcontractors.
 - iii) That such discrimination must not be practiced against the public in their access to and use of the facilities and services provided for public accommodations (such as eating, sleeping, rest, recreation), and operation on, over, or under the space of the State highway right-of-way.
 - iv) That the Permittee must use the premises in compliance with all other requirements imposed pursuant to Title 15, Code of Federal Regulations, Commerce and Foreign Trade, Subtitle A. Office of the Secretary of Commerce, Part 8 (15 C.F.R. Part 8) and as said Regulations may be amended.
 - b) That in the event of breach of any of the above nondiscrimination covenants, the State and the Department have the right to terminate this encroachment permit and to re-enter and repossess said land and the facilities thereon and hold the same as if said permit had never been made or issued.
- 31. MAINTENANCE OF HIGHWAYS: By accepting this encroachment permit, the Permittee agrees to properly maintain any encroachment. This assurance requires the Permittee to provide inspection and repair any damage, at Permittee's expense, to State facilities resulting from the encroachment.

Page 4 of 5

32. SPECIAL EVENTS: In accordance with subdivision (a) of Streets and Highways Code section 682.5 and 682.7, the Department is not responsible for the conduct or operation of the permitted activity, and the applicant agrees to defend, indemnify, and hold harmless the State, the Department, and the Directors, officers, employees, agents, and contractors of the State and/or of the Department, including but not limited to the Director of Transportation and the Deputy Directors, from any and all claims, demands, damages, costs, liability, suits, or actions of every name, kind and description arising out of any activity for which this encroachment permit is issued. The Permittee is required, as a condition of this encroachment permit, for any event that awards prize compensation to competitors in gendered categories, for any participant level that receives prize compensation, to ensure the prize compensation for each gendered category is identical at each participant level. (Streets and Highways Code, section 682.7.)

The Permittee understands and agrees to comply with the obligations of Titles II and III of the Americans with Disabilities Act in the conduct of the event, and further agrees to defend, indemnify, and save harmless the State and the Department, and the Directors, officers, and employees of the State and/or Department, including but not limited to the Director of the Department and the Deputy Directors, from any and all claims, demands, damages, costs, liability, suits, or actions of every name, kind and description arising out of or by virtue of the Americans with Disabilities Act.

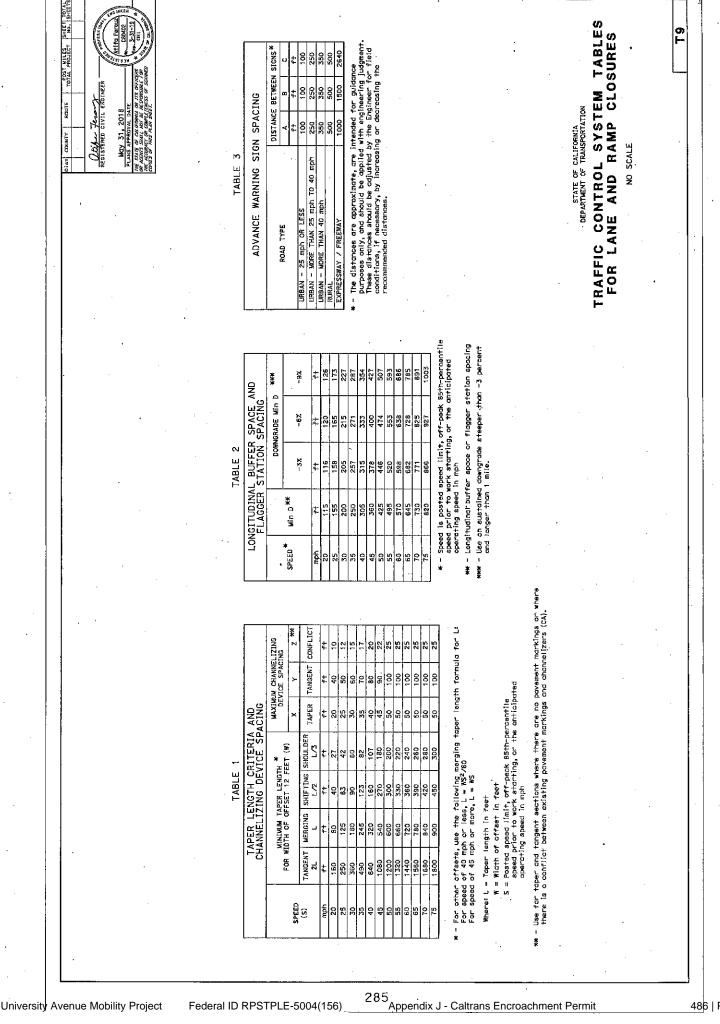
- 33. **PRIVATE USE OF STATE HIGHWAY RIGHT-OF-WAY:** State highway right-of-way must not be used for private purposes without compensation to the State. The gifting of public property uses and therefore public funds is prohibited under the California Constitution, Article XVI, Section 6.
- 34. FIELD WORK REIMBURSEMENT: Permittee must reimburse the Department for field work performed on Permittee's behalf to correct or remedy hazards or damaged facilities, or to clear refuse, debris, etc. not attended to by the Permittee.
- 35. LANE CLOSURE REQUEST SUBMITTALS AND NOTIFICATION OF CLOSURES TO THE DEPARTMENT: Attention is directed to Section 12-4.02A(3) Submittals, of the Department's Standard Specifications, for lane closure requests submittals requirements and schedules. The Permittee must notify the Department's representative and the Traffic Management Center (TMC) before initiating a lane closure or conducting an activity that may cause a traffic impact. In emergency situations when the corrective work or the emergency itself may affect traffic, the Department's representative and the TMC must be notified as soon as possible.
- 36. SUSPENSION OF TRAFFIC CONTROL OPERATION: The Permittee, upon notification by the Department's representative, must immediately suspend all lane

closure operations and any operation that impedes the flow of traffic. All costs associated with this suspension must be borne by the Permittee.

- 37. UNDERGROUND SERVICE ALERT (USA) NOTIFICATION: Any excavation requires compliance with the provisions of Government Code section 4216 et. seq., including but not limited to notice to a regional notification center, such as Underground Service Alert (USA). The Permittee must provide notification to the regional notification center at least forty-eight (48) hours before performing any excavation work within the State highway right-of-way.
- 38. COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA): All work within the State highway right-of-way to construct and/or maintain any public facility must be designed, maintained, and constructed strictly in accordance with all applicable Federal Access laws and regulations (including but not limited to Section 504 of the Rehabilitation Act of 1973. codified at 29 U.S.C. § 794), California Access laws and regulations relating to ADA, along with its implementing regulations, Title 28 of the Code of Federal Regulations Parts 35 and 36 (28 C.F.R., Ch. I, Part 35, § 35.101 et seq., and Part 36, § 36.101 et seq.), Title 36 of the Code of Federal Regulations Part 1191 (36 C.F.R., Ch. XI, Part 1191, § 1119.1 et seq.), Title 49 of the Code of Federal Regulations Part 37 (49 C.F.R., Ch. A, Part 37, § 37.1 et seq.), the United States Department of Justice Title II and Title III for the ADA, and California Government Code section 4450 et seq., which require public facilities be made accessible to persons with disabilities.

Notwithstanding the requirements of the previous paragraph, all construction, design, and maintenance of public facilities must also comply with the Department's Design Information Bulletin 82, "Pedestrian Accessibility Guidelines for Highway Projects."

- 39. **STORMWATER:** The Permittee is responsible for full compliance with the following:
 - a) For all projects, the Department's Storm Water Program and the Department's National Pollutant Discharge Elimination System (NPDES) Permit requirements under Order No. 2012-0011-DWQ, NPDES No CAS000003; and
 - b) In addition, for projects disturbing one acre or more of soil, with the California Construction General Permit Order No. 2009-0009-DWQ, NPDES No CAS000002; and
 - c) In addition, for projects disturbing one acre or more of soil in the Lahontan Region with Order No. R6T-2016-0010, NPDES No CAG616002.
 - For all projects, it is the Permittee's responsibility to install, inspect, repair, and maintain all facilities and devices used for water pollution control practices (Best Management Practices/BMPs) before performing daily work activities.



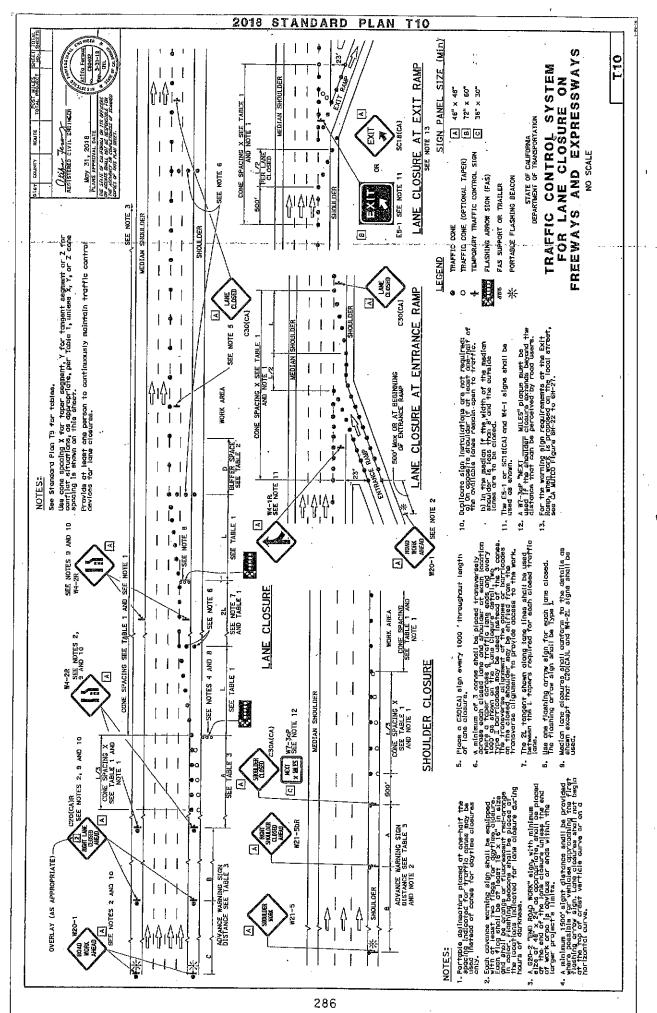
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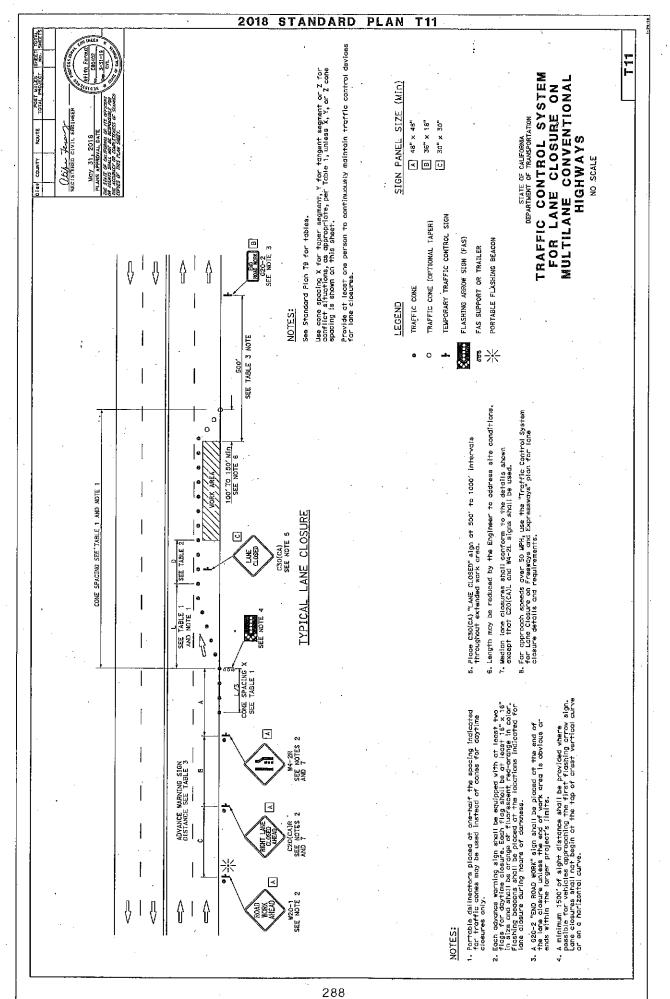
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University Avenue Mobility Project Federal ID RPSTPLE-5

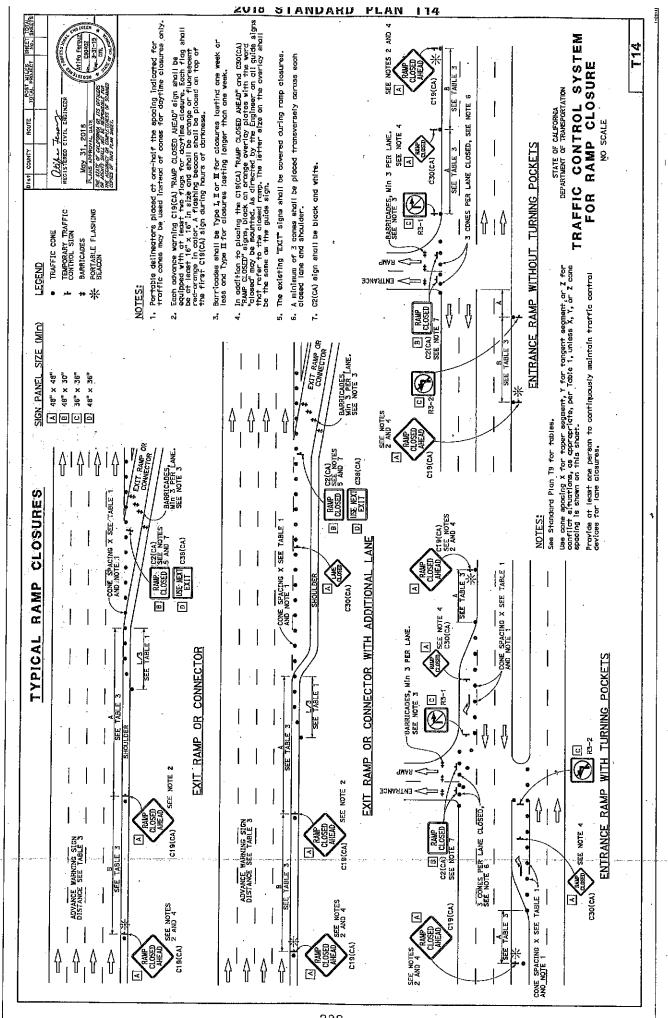


University Avenue Mobility Project

Eederal ID RPSTPLE-5004(156)

Appendix J - Caltrans Encroachment Permit

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University Avenue Mobility Project

Federal ID RPSTPLE-5004(156)

292 Appendix J - Caltrans Encroachment Permit

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Permit # -XXXX-(11-20-XXX)-- SPSALEM-01-08-2020

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION ENCROACHMENT PERMIT STEEL PLATE BRIDGING UTILITY PROVISIONS TR -0157 (Rev. 04/2018)

To accommodate excavation work, steel plate bridging may be necessary. All conditions for use of steel plate bridging should be set forth in the special provisions.

Consideration of steel plate bridging should take into account the following factors:

- 1. Traffic speed.
- 2. Traffic Volume and Composition.
- 3. Duration and dimensions (width & daily estimated lengths) of the proposed excavation.
- 4. Weather conditions.

When backfilling operations of an excavation in the traveled way, whether transverse or longitudinal, cannot be properly completed within a work day, steel plate bridging with a nonskid surface and shoring (see Trenching & Shoring) may be required to preserve unobstructed traffic flow. In such cases, the following conditions shall apply:

- 1. Steel plate bridging on freeways is not allowed.
- 2. Steel plates used for bridging must extend a minimum of 12" beyond the edges of the trench.
- 3. Steel plate bridging shall be installed to operate with minimum noise.
- 4. The trench shall be adequately shored, (as mentioned in Section 603.6B-2 of the Encroachment Permits Manual) to support the bridging and traffic loads.
- 5. Temporary paving with cold asphalt concrete shall be used to feather the edges of the plates, if plate installation by Method (2) described below, is used.
- 6. Bridging shall be secured against displacement by using adjustable cleats, shims, or other devices.

As required by the district, steel plate bridging and shoring shall be installed using either Method (1) or (2):

Method 1 For speeds of 45 MPH or greater:

The pavement shall be cold planed to a depth equal to the thickness of the plate and to a width and length equal to the dimensions of the plate.

Approach plate(s) and ending plate (if longitudinal placement) shall be attached to the roadway by a minimum of 2 dowels pre-drilled into the corners of the plate and drilled 2" into the pavement. Subsequent plates are to be butted and tack welded to each other.

Method 2 For Speeds less than 45 mph:

Approach plate(s) and ending plate (if longitudinal placement) shall be attached to the roadway by a minimum of 2 dowels pre-drilled into the corners of the plate and drilled 2" into the pavement. Subsequent plates are to be butted and tack welded to each other. Fine graded asphalt concrete shall be compacted to form ramps, maximum slope 8.5 % with a minimum 12" taper to cover all edges of the steel plates. When steel plates are removed, the dowel holes in the pavement shall be backfilled with either graded fines of asphalt concrete mix, concrete slurry, epoxy or an equivalent that is satisfactory to the Caltrans' representative.

The permittee is responsible for maintenance of the steel plates, shoring, asphalt concrete ramps, and ensuring that they meet minimum specifications. Unless specifically noted or granted in the special provisions, or approved by the State representative, steel plate bridging shall not exceed 4 consecutive working days in any given week. Backfilling of excavations shall be covered with a minimum 3" temporary layer of cold asphalt concrete.

The following table shows the advisory minimal thickness of steel plate bridging required for a given trench width (A-36 grade steel, designed for HS20-44 truck loading per Caltrans Bridge Design Specifications Manual).

Trench Width	Minimum Plate Thickness
10"	1/2"
1'-11"	3/4"
2'-7"	7/8"
3'-5"	1"
5'-3"	1 34"

NOTE: For spans greater than 5'-3", a structural design shall be prepared by a California registered civil engineer.

All steel plates within the right of way whether used in or out of the traveled way shall be without deformation. Inspectors can determine the trueness of steel plates by using a straight edge and should reject any plate that is permanently deformed.

Steel plates used in the traveled portion of the highway shall have a surface that was manufactured with a nominal Coefficient Of Friction (COF) of 0.35 as determined by California Test Method 342 (See Appendix H, Encroachment Permits Manual). If a different test method is used, the permittee may utilize standard test plates with known coefficients of friction available from each Caltrans District Materials Engineer to correlate skid resistance results to California Test Method 342. Based on the test data, the permittee shall determine what amount of surface wear is acceptable, and independently ascertain when to remove, test, or resurface an individual plate.

Caltrans Inspectors should not enforce plate removal unless it is permanently deformed or delivered without the required surfacing. However, an inspector should document in a diary all contacts with the contractor.

A "Rough Road" (W8-8) sign and a "Steel Plate Ahead" (W8-24) sign with black lettering on an orange background must be used in advance of steel plate bridging along with the required construction area signs. These signs must be used along with any other construction area signs.

Surfacing requirements are not necessary for steel plates used in parking strips, on shoulders not used for turning movements, or on connecting driveways, etc., not open to the public.

BACKFILL REQUIREMENTS

A. <u>Backfill Within Existing or Proposed Paved Areas:</u>

1. Material for use as structure backfill shall have a sand equivalent of not less than 20. The percentage composition by weight as determined by laboratory sieves shall conform to the following grading:

Sieve Sizes	Percentage Passing Sleves
	<u>1 Groentage Passing Sleves</u>
	35-100
No. 30	20-100

Backfill material shall be placed in horizontal, uniform layers not exceeding 8 in. in thickness, before compaction, and shall be brought up uniformly on all sides of the structure or facility. Each layer of backfill shall be compacted to a relative compaction of not less than 95 percent.

Controlled Low Strength Material (CLSM) shall be allowed for trench backfill if it meets Caltrans 2010 Standard Specifications 19-3.02F and 19-3.03I.

- 2. The upper 8 in. shall consist of 6 in. Class 1 high early strength portland cement concrete (7 sack Type II cement) or Class 1 portland cement concrete (7 sack Type II with 2 percent calcium chloride by weight of cement). Cold plane a depth of 0.15' (2 in.) of asphalt concrete extending outside the underlying trench a minimum distance of 12 in on each side. Pavement shall be saw-cut a minimum of 2.5 in. deep to a neat, straight line. Traffic shall not be allowed across the trench area until the PCC has been poured and has had reasonable time to set and permanent or temporary AC paving is in place.
- 3. In cases where the trench width does not exceed 6 feet, requirement A2 may be waived and the following requirements substituted: the backfill material shall conform to A1 above and shall be thoroughly mixed with 2 sacks of portland cement per cubic yard. Placement and compaction shall conform to A.1. The upper portion shall consist of a tack coat of liquid asphalt and 4 in. asphalt concrete placed and compacted in two even lifts and rolled to a smooth even finish. Traffic shall not be allowed across the trench area until the AC paving is in place.
- 4. For paved shoulders only, upon express permission of the State's Inspector, Provision A may be waived and Provision 3 backfill requirements shall apply.

B. Backfill in Paved Shoulder Areas:

The backfill to within 12 in. of the existing or proposed profile grade shall conform to A1 above. The upper 12 in. shall consist of 8 in. Class 2 aggregate base compacted to a relative compaction of not less than 95 percent, covered with a tack coat of liquid asphalt and 4 in. asphalt concrete placed and compacted in two lifts and rolled to a smooth, even finish.

C. Backfill in Unpaved Shoulder Areas:

The backfill to within 12 in. of the existing or proposed profile grade shall conform to A1 above. The upper 12 in. shall consist of Class 2 aggregate base compacted to not less than 95 percent.

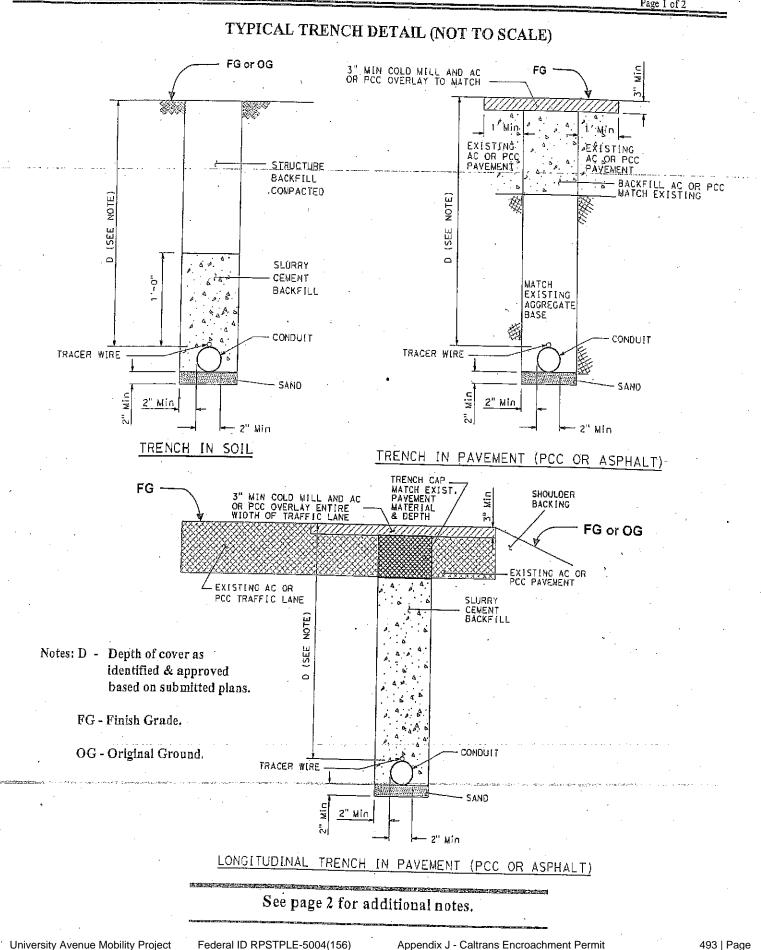
D. <u>Backfill Outside of Highway Shoulders:</u>

The backfill material may consist of material from excavation, free from stones or lumps exceeding 3 in, vegetable matter, or other unsatisfactory material, and shall be compacted in lifts not exceeding 8 in. to a relative compaction of 90 percent. When the material from excavation is unsuitable for use as backfill, it shall be disposed of and replaced with material meeting the above requirements of A1.

Excess material shall be disposed of outside the State right of way or at a location designated by the Department of Transportation's representative.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION **ENCROACHMENT PERMIT TRENCH DETAIL** TR -0153 (Rev. 11/2019)

Page 1 of 2



- All work must be authorized by the encroachment permit, and/or as directed by the State's representative.
- A tracer wire must be placed on top of the conduit unless specified not to.
- Clearance between the trench wall and encroachment work less than 6 inches in width shall be a minimum of 2 inches. Clearance between the trench wall and encroachment work greater than 6 inches width shall be a minimum of 6 inches.
- •- When the trench width is less than 2' the backfill for subgrade must consist of either slurry cement or Controlled Low-Strength Material (CLSM).
- When trench width is greater than 2' compacted aggregate base may be used for backfill.
- Structure backfill must conform to Section 19-3.02C of the Standard Specifications.
- For trench located under unimproved surface, structure backfill can use the original soil. Soil must be compacted by mechanical means. Ponding, jetting or flooding are not allowed. Slurry cement backfill is optional at the discretion of the Caltrans District.
- Slurry cement backfill must conform to Section 19-3.02E of the Standard Specifications.
- Aggregate base shall conform to Section 26 of the Standard Specifications.
- CLSM must conform to Section 19-3.02G of the Standard Specifications. When CLSM is utilized the mix design and test results must be submitted to the State's representative. See Appendix H of the Encroachment Permits Manual for additional information.
- Cold planed surface and overlay shall be to the nearest lane line for the entire length of the trench/disturbed areas, and/or as directed by the State's representative.
- A paving notch ("T" Cut) shall be cold planed in exist asphalt concrete to a minimum width of 1.0' beyond each side of the trench and to a depth of 3" for the final layer of HMA.
- HMA or PCC to replace pavement section shall match existing pavement depth, unless directed otherwise by the State's representative.
- Hot mix asphalt must conform to Section 39 of the Standard Specifications.
- A tack coat of asphaltic emulsion conforming to Section 39-2.01C (3) (f) shall be applied.
- When the trench is within 4' of curb and gutter, additional cold planing may be required at the discretion of the State's representative.
- Pavement markings and/or striping removed or damaged during construction must be replaced as directed by the State's representative.
- Other trench related details are shown in Chapter 6 of the Encroachment Permits Manual as well as the Trenching and Shoring Manual. Both publications can be found on the State of California, Department of Transportation's website.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION CERTIFICATION OF COMPLIANCE WITH AMERICANS WITH DISABILITIES ACT (ADA) TR-0405 (REV 03/2015)

Permit No. 11-20-NSN-04-89

Dist/Co/Rte/PM

District 11/ San Diego/ Route 805/ PM 15.896

Encroachment permit projects that create, alter, or affect pedestrian facilities are required to be designed and constructed in accordance with the policies and standards in the current Design Information Bulletin 82 (DIB 82). Certification of compliance must be submitted by the permittee or permittee's authorized representative prior to the issuance of an encroachment permit or rider <u>AND</u> after construction is completed. DIB 82 can be found at:

http://www.dot.ca.gov/hq/oppd/dib/dibprg.htm

A separate TR-0405 form must be used for the Design and Post Construction Certifications. A California Licensed Professional Engineer, Licensed Architect or Licensed Landscape Architect's Stamp* is required except when (1) an authorized utility company representative or (2) an authorized Caltrans representative signs the form (at the discretion of the District Permit Engineer).

Des	sign Certification (prior to issuance of encro	achment permit)	
🛛 ı Kevin Gibson	a California Licensed Professional Enginee do hereby certify that:	r, Licensed Architect or Lice	ensed Landscape Architect,
	an authorized Caltrans representative, do l	nereby certify that:	
	an authorized representative of do certify that:		(utility company only)
🔀 This project has been de	esigned in accordance with DIB 82.		
	to Accessibility Design Standards is attached.		
SIGNATUBE M	TITLE		DATE
SIGNATODE	Principal		03/04/2020
1- 100			
	Post Construction Certification		
			ensed Landscape Architect,
D1	an authorized Caltrans representative, do	hereby certify that:	
	an authorized representative of		(utility company only
	do certify that:		
An approved Exception	n to Accessibility Design Standards is attached.		DATE
		ARCHITECT OR LICENSEL ST PROFE	52295 H
LUL C. I - Deviatered Civil Er	andscape Architect may prepare this document and sign and ngineer, provided the same Licensed Architect or Licensed n-site improvements. Use the seal of the appropriate licensed	in dead the munifications of a	nation contained herein and hav It technical specialists providing recommendations, conclusions,

ADA Notice For individuals with sensory disabilities, this document is available in alternate formats. For information, call (916) 445-1233, TTY 711, or write to Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION ENCROACHMENT PERMIT UNDERGROUND UTILITY PROVISIONS TR - 0163 (Rev: 04/2018)

Fligh priority utilities, pressurized facilities, pipes of ducts 6" or larger in diameter, or placement of multiple pipes or ducts, regardless of diameters are required to be encased on both conventional and access controlled highway rights of way

A "High Priority Utility" is defined as: 1) a natural gas pipeline greater than 6" in diameter, or with normal operating pressures greater than 60 psig. 2) petroleum pipelines, 3) pressures greater spipelines, 4) high-voltage electric supply lines, conductors, or cables that have a potential to ground of greater than or equal to 60 kV, or 5) hazardous materials pipelines that are potentially harmful to workers or the public if damaged!

An exception to this policy may be allowed on a case by case basis for the installation of surcased High Pressure Natural Ons Pipelines when in compliance with the TR-0158 Special Provisions.

The pavement or roadway must not be open-cut unless specifically allowed under a separate "UT" permit. Utility installations must not be installed inside of culverts or drainage structures.

For additional details regarding longitudinal utility encroachments on both conventional and access controlled highway fights of way. see Chapter 600]

UG 1. CASINGS:

Casings must be steel conduit with a minimum inside diameter sufficiently larger than the outside diameter of the pipe or ducts to accommodate placement and removal. The casing can be either new or used steel pipe, or an approved connector system. Used pipe must be pre-approved by the Department's engineer or representative before installation.

When the method of Horizontal Directional Drilling (HDD) is used to place casing, the use of High Density Polyethylene Pipe (HDPE) as casing is acceptable.

Reinforced Concrete Pipe (RCP) in compliance of State Standard Specifications is an acceptable carrier for storm drain gravity flow or non-pressure flow. RCP when installed by Bore & Jack must have rubber gaskets at the joints, and holes for grouting of voids left by jacking operations, see "E" below.

A. Minimum wall thickness for steel pipe casing for different lengths and diameters of pipes are as follows:

Minimum Wall Thickness									
Casing Pipe (Diameter)	Up to 150 ft (Length)	Over 150 ft (Length)							
6" to 28"	1/4"	1/4"							
30" to 38"	3/8"	1/2"							
40" to 60"	1/2"	3/4"							
62" to 72"	3/4"	3/4"							

- B. Spiral welded casing is authorized provided the casing is new and the weld is smooth.
- C. The ends of the casing must be plugged with ungrouted bricks or other suitable material approved by the Department's representative.
- D: When required by the Department's representative, the permittee must at his expense, pressure grout the area between the pavement and the casing from within the casing in order to fill any voids caused by the work covered under this permit. The increments for grout holes inside the pipe must be 8' staggered and located 22-1/2 degrees from vertical axis of the casing. Pressure must not exceed 5 psig for a duration sufficient to fill all voids.

- E. There is a spacing requirement when placement of multiple encasements is requested. The distance between multiple encasements must be the greater of either 24" or twice that of the diameter of the larger pipe being installed.
- F. Gasings placed within access controlled highway rights: of way must extend to the right-of-way lines.
- G. Wing cutters, if used, must be a maximum of 1" larger than the casing. Voids caused by the use of wing cutters must be grouted in accordance with "E" above.
- H. A band welded to the leading edge of the casing must be placed square to the alignment. The band must not be placed on the bottom edge. Flaring the lead section on bores over 100' must not be permitted.
- I. All casing lengths must equal to the auger length.
- J. The casings within conventional highways must extend 5' beyond the back of curb or edge of pavement, or to the right of way line if less. Where PCC cross-gutter exists, the casing must extend at least 5' beyond the back of the cross-gutter, or to the right of way line if less.

Bore and receiving pits must:

- A. be located at least 10' or more from the edge of pavement on conventional highways in rural areas.
- B. be located 5' behind the concrete curb or AC dike on conventional highways in urban areas.
- C. be located 5' outside the toe of slope of embankment areas.

D. be Mocated soutside access controlled shighway rights of way

- E. be adequately fenced and/or have a Type-K barrier placed around them.
- F. be adequately shored in accordance with Cal-OSHA requirements. Shoring for jacking and receiving pits located within 15' of traffic lanes on a State highway must not extend more than 36" above the pavement grade unless otherwise authorized by Department's representative. Reflectors must be affixed to the shoring on the sides facing traffic. A 6' chain link fence must be installed around the perimeter of the pits during nonworking hours.

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Appendix J - Caltrans Encroachment Permit

G. have crushed-rock and sump areas to clear groundwater and water used to clean the casing. Where ground water is found and pumping is required, the pits must be lined with filter fabric.

UG 2. HORIZONTAL DIRECTIONAL DRILLING: Bore and receiving pits

When HDD is the approved method for pipe installation, drilling plans must contain information listed as follows:

- Location of: entry and exit point, access pit, equipment, and pipe staging area.
- 2. Proposed drill path alignment (horizontal and vertical).
- 3. Location and clearances of all other facilities.
- 4. Depth of cover.
- 5. Soil analysis.*
- 6. Carrier pipe length, diameter, thickness, and material (HDPE/steel) and ream pipe diameter.
- Detailed carrier pipe calculations confirming ability to withstand installation loads and long term operational loads including H20.
- Proposed drilling fluid composition, viscosity, and density (based on soils analysis).
- 9. Drilling fluid pumping capacity, pressures, and flow rates
- 10. State right-of-way lines, property, and utility right of way or easement lines.
- 11. Elevations.
- 12. Type of tracking method/systein and accuracy used,
- 13. A detailed plan for monitoring ground surface movement (settlement or heave) resulting from the drilling operation.
- * May be waived by the District Permit Engineer for HDD jobs less than 6" in diameter and a traverse crossing less than 150'.

UG 3. LIMIT OF EXCAVATION:

No excavation is allowed within 10' from the edge of pavement except in curbed urban areas or as specified in the permit. Where no curb exists and excavations within 10' of the traveled way are to remain open, a temporary Type-K railing must be placed at a **TOT** taper or as otherwise directed by the Department.

UG 4. TUNNELING:

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Review, requirements of Section 6036675 of the Encroachment Permits Manual, if applicable. In addition to the requirements of "UG1" the following requirements apply:

- A. For the purpose of this provision, a tunnel is defined as any pipe, 30" or larger in diameter placed.
- B. When tunneling is authorized, the permittee must provide full-time inspection of tunneling operations. The Department's representative must monitor projects.
- C. A survey grid must be set and appropriately checked over the centerline of the pipe jacking or tunneling operation. Copies of the survey notes must be submitted to the Department's representative.
- D. Sand shields may be required as ground conditions change.
 - E. The method used to check the grade and alignment must be approved by the Department's representative.
 - F. Pressure grouting for liner plates, rib and spiling, or rib and lagging tunnels must be at every 8' section or at the end of work shift before the next section is excavated. All grouting must be completed at the end of each workday.

G. A method for securing the headway at the end of each workday is required. Breastplates must be installed during working hours for running sand or super-saturated soil.

UG-5: CLEARANCE AND OFFSET REQUIREMENTS:

All installations must comply with Chapter 17, Article 4 of the Project Delivery Procedures Manual (PDPM) for utility clearance and offset requirements.

UG 61. FACILITIES EXEMPT FROM THE HIGH PRIORITY UTILITY REQUIREMENTS

The following utilities (not including State owned utilities) are exempt from these policies and do not need to be plotted on the plans unless, the depiction of the utility is needed to interconnectivity with the proposed work

- Natural igas iservice lines iless than 2 sinches in pipe diameter that thave uprimal toperating pressures of s60 psig of iless • Subsurface delectrical dervice donnections with a
 - potential to ground of 50 volts or less Service connections: (laterals) for water, sewer,
 - telephone, telecommunication, and cable service

All State owned culities must be plotted on the plans.

UG 7. DETECTOR STRIP:

A continuous metallic detector strip must be provided with non-metallic main installations. Service connections must be installed at right angles to the centerline of the State highway where possible.

UG 8. BACKFILLING:

All backfilling must conform to the applicable sections of the Department's Standard Specifications. Ponding or jetting methods of backfilling are prohibited.

Any required compaction tests must be performed by a certified laboratory at no cost to the Department and the laboratory report furnished to the Department's representative.

UG 9. ROADWAY SURFACING AND BASE MATERIALS:

When the permit authorizes installation by the open cut method, surfacing and base materials and thickness thereof must be as specified in the permit.

Temporary repairs to pavements must be made and maintained upon completion of backfill until permanent repairs are made. Permanent repairs to pavements must be made within thirty (30) days of completion of backfill unless otherwise specified by the Department. Temporary pavement patches must be placed and maintained in a smooth riding plane free of humps and/or depressions.

UG 10. DAMAGE TO TREE ROOTS:

Tree noots 3% or larger in diameter will not be cut within the tree drip line when trenching or other underground work is necessary adjacent to roadside trees. A ff such roots are euconitisted, they must be tunneled under, wrapped in burlap and skept moist until the trench is backfilled. Trenching machines may not be used under trees if the trunk or limbs will be damaged by their use. If the trees involved are close together and of such size that it is impractical to protect all roots over 3" in diameter, or when roots are less than 4" in diameter, outside tree drip line, special atrangements may be made whereby pruning of the tree tops to balance the root loss can be done by the permittee under the close supervision of the District Landscape Specialist or District Tree Maintenance Supervisor. Manholes must not be installed within 20' of any trunk.

UG 11. PIPES ALONG ROADWAY:

Pipes and conduits paralleling the pavement must be located as shown on the plans or located outside of pavement as close as possible to the right-of-way line.

UG 12. BORROW AND WASTE:

Borrow and waste will be allowed within the work limits only as specified in the permit.

UG13. MARKERS: *

The permittee must not place any markers that create a safety hazard for the traveling public or departmental employees.

UG 14. CATHODIC PROTECTION:

The permittee must perform stray current interference tests on underground utilities under cathodic protection. The permittee must notify the Department prior to the tests. The permittee must perform any necessary corrective measures and advise the Department.

UG 15. DELETED. Provision left blank intentionally

UG 16. INSTALLATION BY OPEN CUT METHOD:

When the permit authorizes installation by the open cut method no more than one lane of the highway pavement must be opencut at any one time. Any exceptions must be in writing by the Department's representative. After the pipe is placed in the open section, the trench is to be backfilled in accordance with specifications, temporary repairs made to the surfacing and that portion opened to traffic before the pavement is cut for the next section.

If, at the end of the working day, backfilling operations have not been properly completed, steel plate bridging must be required to make the entire highway facility available to the traveling public in accordance with the "Steel Plate Bridging Special Provisions" (TR-0157)

UG 17. PAVEMENT REMOVAL:

PCC pavement to be removed must be saw cut at a minimum depth of 4" to provide a neat and straight pavement break along both sides of the trench. AC pavement must be saw cut to the full depth.

Where the edge of the trench is within 2' of existing curb and gutter or pavement edge, the asphalt concrete pavement between the trench and the curb or pavement edge must be removed.

UG 18. DELETED. Provision left blank intentionally *

UG 19. SIDES OF OPEN-CUT TRENCHES:

Sides of open cut trenches in paved areas must be kept as nearly vertical as possible. Trenches must not be more the 2' wider than the outside diameter of the pipe to be laid therein, plus the necessary width to accommodate shoring.

UG 20. EXCAVATION UNDER FACILITIES:

Where it is necessary to excavate under existing curb and gutter, or underground facilities, the void must be backfilled with two (2) sack cement-sand slurry.

UG 21. PERMANENT REPAIRS TO PCC PAVEMENT:

Repairs to PCC pavement must be made of Portland Cement Concrete containing a minimum of 658 lbs. or 7 sack of cement per cubic yard. Replaced PCC pavement must equal existing pavement thickness. The concrete must be satisfactorily cured and protected from disturbance for not less than forty-eight (48) hours. Where necessary to open the area to traffic, no more than two (2%) percent by weight of calcium chloride may be added to the mix and the road opened to traffic after six (6) hours.

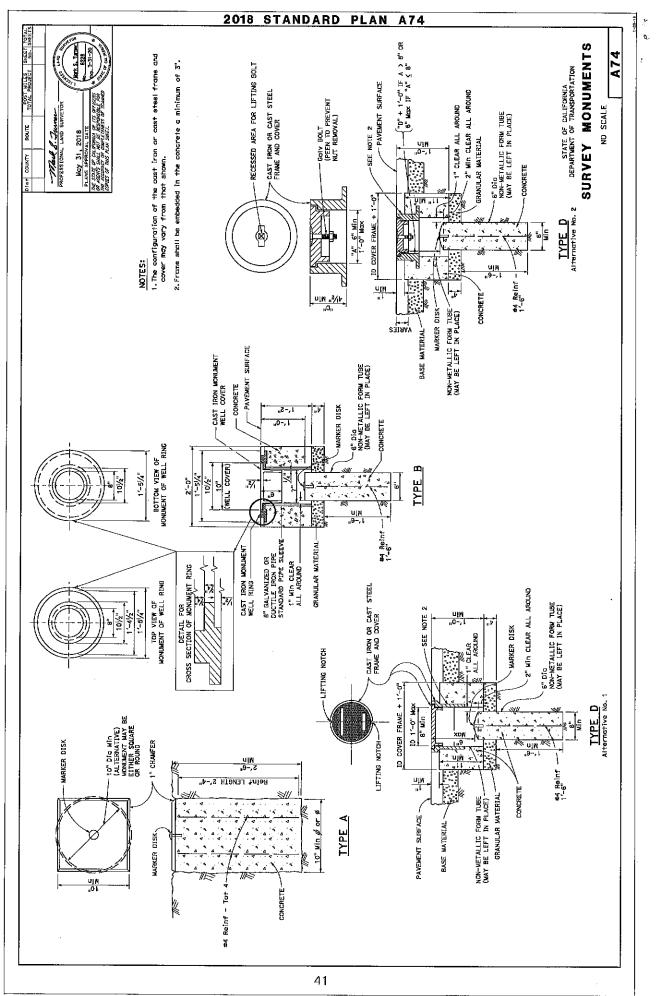
UG 22. REMOVAL OF PCC SIDEWALKS OR CURBS:

Concrete sidewalks or curbs must be saw cut to the nearest score marks and replaced equal in dimension to that removed with score marks matching existing sidewalk or curb.

UG 23. SPOILS:

No earth or construction materials are to be dragged or scraped across the highway pavement, and no excavated earth placed or allowed to remain at a location where it may be tracked onto the highway traveled way, or any public or private approach by the permittee's construction equipment, or by traffic entering or leaving the highway traveled way. Any excavated earth or mud so tracked onto the highway pavement or public or private approach must be immediately removed by the permittee.

*NOTE: Special Provision was deleted since it is already part of the EP General Provisions (TR-0045)



University Avenue Mobility Project

Federal ID RPSTPLE-5004(156)

Appendix J - Caltrans Encroachment Permit

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(8) Copies: Materials Administrator, Mail Station #5 Materials Engineering & Testing Services 5900 Folsom Blyd., Sacramento, CA 95819 MaterialsAdministratorMETS@dot.ca.oov		916) (Tuctio	227-7(n Sen	384 ior Engineer		-	Ac Ac	ddress	· ·	. 		• <u>.</u>	· · ·		-
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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION NOTICE OF MATERIALS TO BE USED CEM-3101 (REV 08/2019)

NOTICE OF MATERIALS TO BE USED INSTRUCTIONS TO CONTRACTOR

Section 6 of the Standard Specifications states that, "Before the preconstruction conference, submit material source information on a Notice of Materials to Be Used form".

In order to avoid delay in approval of materials, the Department of Transportation must receive, in a timely manner, Form CEM-3101, "Notice of Materials to Be Used." When filing this form, please comply with the following instructions:

1. The contract number and job limits should be the same as they appear on the special provisions.

2. The column headed "Contract Bid Item Number" refers to the sequential item number of the contract.

3. The column headed "Item Code" refers to the number for which the material is to be used. It is a six-digit number.

4. The column headed "Contract Item Description" refers to an item description of the material as described in the special provisions.

5. The column headed "Item Component" refers to the specific description of material to be used, not necessarily the name of the contract item.

For Example:

Contract Bid Item Number	ltem Code	Contract Item Description	ltem Component
01	520101	Bar reinforcing steel	Coupler (service splice)

6. The column headed "Item Component Quantity" refers to the item component quantity of material being provided from the manufacturer/ provider.

7. The column headed "Manufacturer/Provider" refers to the manufacturer/fabricator of the item. List the name, address and email address of the Manufacturer/Fabricator. Also, list the name and address of the location where inspection will occur, if different from the Manufacturer/Fabricator.

 Form CEM-3101, "Notice of Materials to Be Used," must be submitted to the resident engineer (RE). The RE will email Form CEM-3101 to the materials administrator to, <u>MaterialsAdministratorMETS@dot.ca.gov</u> or fax to (916) 227-7084, Attn: Materials Administrator or postal mail to: Material Engineering & Testing Services, 5900 Folsom Blvd., Sacramento, CA 95819, MS-5.

If the sources of materials are not known at the beginning of a contract, submit a Form CEM-3101, "Notice of Materials to Be Used," for a given bid item as soon as a provider is known. Multiple submittals may be necessary. Resubmit a Form CEM-3101, "Notice of Materials to be Used," for all changes or revisions.

When placing orders for materials that require inspection prior to shipment, be sure to indicate on your request form that state inspection is required before shipment.

ADA Notice For individuals with sensory disabilities, this document is available in alternate formats. For alternate format information, contact the Forms Management Unit at (916) 445-1233, TTY 711, or write to Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

OH1. LOCATION POLE LINES, ETC.:

Pole lines must be located as specifically directed in the provisions of the permit.

OH2. INSTALLATIONS AND CLEARANCES:

Horizontal clearances, as measured from the edge of traveled way to the installation must be in accordance with the minimum clearance required for Discretionary Fixed Objects. According to Caltrans' Highway Design Manual (309.1) The installation should be located beyond the clear recovery zone at a minimum of 52 feet horizontally or 8 feet vertically up-slope from the edge of traveled way, unless they are made breakaway or shielded behind existing guardrail, barrier or other safety device. In no case is a pole allowed closer than 1.5' behind a curb face or less than 2' from the edge of a slope catch point or 3' from the curb returns of intersections and near the edges of driveways, or within a drainage ditch. New installations should adhere to setback limits or should be protected. Consideration should be given to placing such encroachments underground in shoulder or parking areas. Also, installations and clearances must comply with applicable orders of the California Public Utilities Commission (CPUC), or the Division of Occupational Safety and Health (Cal/OSHA) Safety Orders, whichever is more restrictive.

OH3. PERMISSION FROM PROPERTY OWNERS:

When necessary, permission must be secured from the abutting property owner(s) in written form by the permittee before starting work.

OH4. CLEARANCE OF TREES:

Unless otherwise specifically required by the Department, protected cables, tree wires or plastic tree wire guards used for communication lines may be used through trees where necessary, provided the installation and any necessary pruning does not damage or affect the appearance of the tree or the tree itself will not be damaged. This allowance does not apply to scenic. highways.

OH5. GUY WIRES:

No guy wires are to be attached to trees except as may be specified in the permit and in no event must they be so attached as to girdle the tree or interfere with its growth. Guy wires must be kept to a minimum elevation above ground as directed.

OH6. ANCHOR:

Anchors must not be placed closer to the traveled way than the pole itself.

OH7. REMOVE OLD POLES, STUBS AND GUY RODS:

The entire length of poles and stubs must be removed from the ground and the holes backfilled. Guy rods must be removed to a minimum depth of 3' below original ground.

OH8. AERIAL CROSSING:

Works involving new or additions to existing aerial crossings must not be performed in rainy, foggy or inclement weather which creates hazardous conditions for highway users.

OH9. CLEARANCE FROM CURBS:

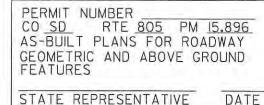
The face of poles must not be placed closer than 1.5' from any curb face.

OH10. POLE INSTALLATION OR REMOVAL:

Where poles are to be installed or removed behind the curb in a parkway that is paved with Portland Cement Concrete, the concrete must be saw cut, removed and replaced to the nearest score lines or expansion joints. The hole in the PCC sidewalk created by pole removal must be temporarily backfilled with 2" minimum temporary AC at the time the pole is removed. Poles are not to be installed without prior approval of the final location by the Department's field representative.

OH11. CONTROLLED ACCESS R/W:

Poles, anchors, etc., must not be installed inside of any controlled access right of way. All such requests are "exceptions" to policy.



UNIVERSITY AVENUE MOBILITY PROJECT FEDERAL-AID ID: RPSTPLE-5004(156)

CONTRACTOR'S RESPONSIBILITIES

- PURSUANT TO SECTION 4216 OF THE CALIFORNIA GOVERNMENT CODE, AT LEAST 2 WORKING DAYS PRIOR TO EXCAVATION, YOU MUST CONTACT THE REGIONAL NOTIFICATION CENTER (E.G., UNDERGOUND SERVICE ALERT OF SOUTHERN CALIFORNIA) AND OBTAIN AN INDUIRY IDENTIFICATION NUMBER.
- NOTIFY SDG&E AT LEAST IO WORKING DAYS PRIOR TO EXCAVATING WITHIN IO' OF SDG&E UNDERGROUND HIGH VOLTAGE TRANSMISSION POWER LINES, (LE., 69 KV & HIGHER)
- FOR COORDINATION OF THE SHUTDOWN OF TRANSMISSION MAINS (16 INCHES AND LARGER), CONTACT THE CITY'S SENIOR WATER DISTRIBUTION OPERATIONS SUPERVISOR AT (619) 527-7438, FOR COORDINATION OF THE SHUTDOWN OF DISTRIBUTION MAINS (LESS THAN 16 INCHES), CONTACT THE CITY'S WATER OPERATIONS DISTRICT MANAGER AT (619) 527-3345. 3. FOR
- 4. FOR COORDINATION OF THE SHUTDOWN OF MAINS, THE ASSIGNED INSPECTOR RESIDENT ENGINEER (RE), AND NOT THE CONTRACTOR, SHOULD CONTRACT THE FOLLOWING: TRANSMISSION MAINS (IG INCHES OR LARGER) JESUS RAMOS (619-527-7438) DISTRIBUTION MAINS (LESS THAN IG INCHES) FREDOV PORTER (619-527-7439) WATER FACILITIES TATYANA FIKHMAN (619-527-7465) AND JESUS RAMOS (619-527-7438)
- CONSTRUCTION STORM WATER PROTECTION NOTES
- L TOTAL SITE DISTURBANCE AREA (ACRES) 0.42 HYDROLOGIC UNIT/ WATERSHED PUEBLO SAN DUEGO HU/SAN DIEGO RIVER WATERSHED HYDROLOGIC SUBAREA NAME & NO. _____CHOLLAS (908.22)
- 2. THE CONTRACTOR SHALL COMPLY WITH THE REQUIREMENTS OF THE X WPCP

THE PROJECT IS SUBJECT TO MUNICIPAL STORM WATER PERMIT NO. R9-2013-0001 AS AMENDED BY R9-2015-0001 AND R9-2015-0100

D SWPPP

THE PROJECT IS SUBJECT TO MUNICIPAL STORM WATER PERMIT NO. R9-2013-0001 AS AMENDED BY R9-2015-0001 AND R9-2015-0100 AND CONSTRUCTION GENERAL PERMIT ORDER 2009-0009-DWO AS AMENDED BY ORDER 2010-0014-DWO AND 2012-0006-000 TRADITIONAL: RISK LEVEL I 2 2 3 LUP: RISK TYPE I C 2 C 3 C

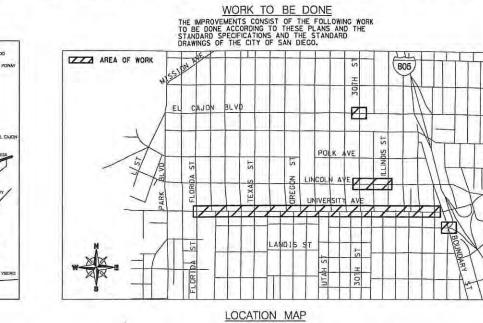
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MONUMENTATION/SURVEY NOTES

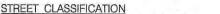
THE CONTRACTOR SHALL BE RESPONSIBLE FOR SURVEY MONUMENTS AND/OR VERTICAL CONTROL BENCHMARKS WHICH ARE DISTURBED OR DESTROYED BY CONSTRUCTION. A LICENSED LAND SURVEYOR OR LICENSED CIVIL ENGINEER AUTHORIZED TO PRACTICE LAND SURVEYING IN THE STATE OF CALFORNIA SHALL FIELD LOCATE REFERENCE, AND/OR PRESERVE ALL HISTORICAL OR CONTROLLING MONUMENTS PRIOR ANY EARTHWORK, DEMOLITION OR SURREYOR WITH APPROPRIATE MONUMENTS. WHEN SETTING SURVEY MONUMENTS USED FOR RE-ESTABLISHMENT OF THE DISTURBED CONTROLLING SURVEY MONUMENTS AS REQUIRED BY SECTIONS 6730.2 AND BTIOF THE BUSINESS AND PROFESSIONS CODE OF THE STATE OF CALFORNIA, A CORNER RECORD OR RECORD OF SURVEY, AS APPROPRIATE, SHALL BE FILED BY THE LICENSED LAND SURVEYOR OR CIVIL ENGINEER AS REQUIRED BY THE PROFESSIONS CODE SURVEYORS ACT (BUSINESS AND PROFESSIONS CODE SECTION B77), IF ANY VERTICAL CONTROL IS TO BE DISTURBED OR DESTROVED, THE CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COST OF REPLACING AND VERTICAL CONTROL BOTHE FOR THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COST OF REPLACING AND VERTICAL CONTROL BENCHMARKS DESTROYED BY THE CONSTRUCTION.

	AND'D E TV ND	ABANDONED ASPHALT CONCRETE ASBESTOS CEMENT PIPE AVENUE BECIN CURVE BACK OF WALK CABLE TV CAST IRON CONDUIT CENTER LINE	HORZ INT LLT MAX MIN MM MTS N NE NO NW	HORIZONTAL INTERSECT LANE LINE LEFT MAXIMUM MINIMUM MILLIMETER SAN DIEGO M TRANSIT SYS NORTH NORTHEAST NORTHEAST	ТЕМ	ST STA SW TEL TYP TC VARS VC,VCP VERT W W WTR	STREET STATION SOUTHWEST SEWER TELEPHONE TYPICAL TOP OF CURB VARIES VITRIFIED CLAY PIPE VERTICAL WEST WITH WATER	PARCEL MAPS: 315, 336, 939, 109 RECORD OF SLIVEYS; 10350, 100 CORNER RECORDS: 1099, 1333, 137 2721, 3008, 3417, 3449, 3500, 6134, 6139, 7636, 7699, 8177, E 11494, 1840, 21756, 2225, 2424 33459, 33591, 33913, 34233, 37 37037, 37038 MISCELLANEOUS SURVEY: MS TO TPS: 179, 256, 318, 223, 257, 318 CITY DWG: 8362-B, 10293-B, 1169	9-B, 11702-B, 14556-B, 16492-B	ADDITIONA RICK ENGI BRASS PL UNIVERSIT CONTROL	AL FIELD SURVEY FOR THIS PROJECT WAS PERFORMED ON 6/ NEERING COMPANY, THE BENCHMARK FOR THIS SURVEY IS TH JUG ON TOP OF CONCRETE CURB AT THE NW CUBB RETURN Y AVENUE AND MISSISSIPPISTREET, PER CITY OF SAN DIEGO DATED AUGUST 1989. 285,990, NGVD 29	E FOUND
CI CON DWT EC ELL ELL ETC	NT. T ELEV C EXIST	CAST IRON CONTINUE DETECTABLE WARNING TILES END CURVE ELEVATION ELECTRIC ET CERTERA EXISTING FINISH GRADE FIRE HYDRANT FILOWLINE	OG PCC PCR PRC PROP PVC R RCP RT R/W SD SDG&E	POINT OF CUI POINT OF RE' PROPOSED POLYVINYL CI RADIUS REINFORCED (RICHT RICHT-OF-WA' STORM DRAIN	MPOUND CURVATUR RB RETURN VERSE CURVATURE HLORIDE CONCRETE PIPE Y	Æ	DECLARATIC IHEREBY DECL EXERCISED RE SECTION 6703 CONSISTENT W DRAWINGS AND AND DOES NO	SPONSIBLE CHARGE OVER THE OF THE BUSINESS AND PROFE WITH CURRENT STANDARDS. I UN SPECIFICATIONS BY THE CITY	ARGE OF WORK FOR THIS PROJECT THAT I HAVE DESIGN OF THE PROJECT AS DEFINED IN SSIONS CODE AND THAT THE DESIGN IS VDERSTAND THAT THE CHECK OF PROJECT OF SAN DIEGO IS CONFINED TO A REVIEW OF WORK, OF MY RESPONSIBILITIES FOR PROJEC 4/4/2020	NLY T DESIGN.	AS-BUILT INFORMATIO	ON MANUFA
CHANGE D	DATE	CONSTRUCTION CHAI		SOARE FEET	APPROVAL NO.		The City of	•	Transportation an	d	5620 FRIARS ROAD SAN DIEGO, CA 92110	
						F THIS BAR DOE NOT MEASURE I THEN DRAWING I NOT TO SCALE	s	DIEGO	Transportation an Storm Water	u	KICK 619-291-0707 (FAX) 619-291-4165	rickanginer hoenix - Tucsi



VICINITY MAP NOT TO SCALE

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UNIVERSITY AVE (FLORIDA ST TO UTAH ST) COLLECTOR, ADT=18,431 UNIVERSITY AVE (UTAH ST TO BOUNDARY ST) COLLECTOR, ADT=24,344

REFERENCES

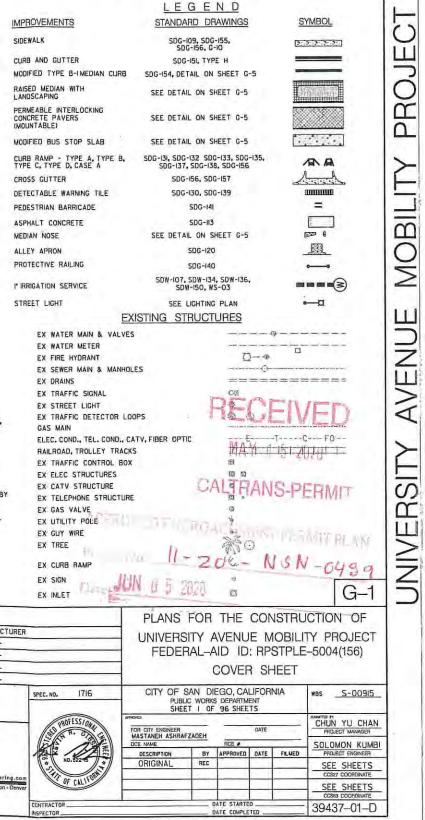
- CITY OF SAN DIEGO SURVEY FIELD NOTES: BUTCHER, 11/02/2010, S00915, 212-1728
- DAVIS, 11/12/2015, SI0040, 212-1725

FIELD DATA BASIS OF BEARINGS/COORDINATES:

THE BASIS OF BEARINGS FOR THIS PROJECT WAS DERIVED FROM A PREVIOUS STATIC GPS SURVEY USING R. OF S. 14492 NAD 83 FEET, ZONE 6 (EPOCH 91.35) UTILIZING RTK/CPS FIELD PROCEDURES CONSTRAINING TO GPS 168, & GPS 1057 (PER UNIVERSITY AVE MOBILITY PLAN), IE. N59' 30'26'W CHECKED GPS 212. BENCHMARK:

SEBPIDAHO ST.& POLK AVE. ELEV. 376.261MSL, BASED ON NGVD 29 FEET AS SHOWN IN THE CITY OF SAN DIEGO BENCH BOOK

- 61



1 2 3 3 4 5 5 6 6 7 8 8 9 9 10 11 12 3 3 4 4 5 5 6 6 7 8 8 9 9 10 11 12 3 3 14 14 15 16 6 17 8 8 19 9 20 21 22 23 3 3 1 0 0 22 21 22 23 3 3 1 0 0 3 3 1 0 0 3 3 3 3 1 0 0 3 3 3 3	CODE G-1 G-2 G-3 G-5 G-6 G-5 G-6 G-5 G-6 D-2 D-2 D-4 D-2 D-4 D-2 D-4 D-2 D-4 D-2 C-1 C-2 C-3 C-4 C-5 C-5 C-5 C-5 C-5 C-5 C-5 C-5	COVER SHEET SHEET INDEX KEY MAP TRANSIT STOP CONSOLIDATION PLAN TYPICAL SECTIONS DEMOLITION PLAN DEMOLITION PLAN DEMOLITION PLAN DEMOLITION PLAN DEMOLITION PLAN DEMOLITION PLAN MPROVEMENT PLAN IMPROVEMENT PLAN IMPROVEMENT IMPROVEMENT PLAN IMPROVEMENT PLAN IMPRO	STA 10+00 TO STA 24+00 STA 24+00 TO STA 39+25 STA 39+25 TO STA 59+25 STA 39+25 TO STA 59+25 STA 54+25 TO STA 59+75 STA 69+75 TO STA 31+83 STA 19+35 TO STA 21+30 STA 19+35 TO STA 21+30 STA 24+00 TO STA 21+30 STA 24+00 TO STA 21+30 STA 31+75 TO STA 31+75 STA 31+75 TO STA 31+75 STA 39+25 TO STA 42+75 STA 31+75 TO STA 42+75 STA 42+75 TO STA 42+75 STA 54+25 TO STA 64+75 574	ND. T-1 T-2 T-3 T-4 T-5 T-6 T-7 T-8 T-10 T-17 T-18 T-10 T-11 T-15 T-16 T-17 T-15 T-16 T-17 T-18 T-10 T-22 T-22	CODE T-1 T-2 T-3 T-4 T-5 T-6 T-7 T-8 T-9 T-11 T-13 T-14 T-15 T-16 T-17 T-18 T-19 T-20 T-21 T-22
3 4 5 5 6 6 7 8 8 9 10 11 12 13 14 15 5 6 6 7 8 8 9 10 11 12 13 14 15 5 6 6 7 8 8 9 10 11 12 13 14 15 5 6 6 7 18 18 19 12 22 23 34 25 5 8 6 7 35 5 6 6 7 35 5 6 6 7 35 5 6 6 7 35 5 6 6 7 35 5 6 6 7 35 5 6 7 5 7 5 7 5 7 5 7 5 7 5 7 5 7 5 7	6-3 G-4 G-5 G-6 D-2 D-4 D-2 D-4 D-5 D-4 D-5 C-2 C-2 C-4 C-5 C-7 C-2 C-4 C-6 C-7 C-1 C-2 C-4 C-6 C-7 C-1 C-2 C-4 C-6 C-1 C-2 C-4 C-6 C-6 C-1 D-2 D-2 D-4 D-2 C-2 C-2 C-4 C-6 C-6 C-6 D-2 D-2 D-4 D-2 C-2 C-2 C-4 C-6 C-6 C-6 C-6 C-6 C-6 D-2 D-2 D-4 C-2 C-2 C-2 C-7 C-6 C-6 C-6 C-6 C-6 C-6 C-7 C-2 C-2 C-7 C-7 C-7 C-7 C-7 C-7 C-7 C-7 C-7 C-7	KEY MAP TRANSIT STOP CONSOLIDATION PLAN TYPICAL SECTIONS TYPICAL SECTIONS DEMOLITION PLAN DEMOLITION PLAN DEMOLITION PLAN DEMOLITION PLAN DEMOLITION PLAN MPROVEMENT PL	STA 24+00 T0 STA 33+25 STA 39+25 T0 STA 54+25 STA 54+25 T0 STA 69+75 STA 69+75 T0 STA 73+69 STA 14+40 T0 STA 19+35 STA 19+35 T0 STA 24+00 STA 24+00 T0 STA 27+50 STA 24+00 T0 STA 31+75 STA 39+25 T0 STA 31+75 STA 34+25 T0 STA 35+50 STA 39+25 T0 STA 42+75 STA 42+75 T0 STA 42+75 STA 42+75 T0 STA 50+50 STA 42+75 T0 STA 51+50 STA 42+75 T0 STA 51+50 STA 47+25 T0 STA 50+50 STA 50+50 T0 STA 51+50 STA 50+50 T0 STA 61+75 STA 66+00 T0 STA 66+75 STA 66+00 T0 STA 69+75 STA 9+00 T0 STA 24+00 STA 39+25 T0 STA 53+25 STA 39+25 T0 STA 54+25 STA 39+25 T0 STA 69+75	T-3 T-4 T-5 T-6 T-8 T-90 T-11 T-12 T-14 T-16 T-18 T-18 T-18 T-19 T-20 T-21	T-3 T-4 T-5 T-6 T-7 T-8 T-10 T-11 T-12 T-13 T-14 T-15 T-16 T-17 T-18 T-19 T-21
5 6 7 8 8 9 10 11 12 13 14 15 16 17 18 19 20 12 22 23 34 42 55 66 77 88 9 90 33 12 22 23 34 45 56 67 78 88 99 30 31 12 22 23 34 45 56 67 56 56 57 56 56 57 56 56 57 56 56 57 56 56 57 56 56 57 56 56 57 56 56 57 56 56 57 56 56 57 56 56 57 56 56 57 56 56 57 56 56 56 56 56 56 56 56 56 56 56 56 56	G-5 G-6 D-1 D-2 D-3 D-4 D-3 D-4 D-3 D-4 D-3 C-1 C-2 C-3 C-4 C-5 C-7 C-4 C-6 C-7 C-1 C-2 C-4 C-6 C-7 C-1 C-1 C-2 C-1 C-1 C-2 C-4 C-6 C-7 C-1 C-2 C-4 C-6 C-7 C-1 C-2 C-4 C-6 C-7 C-1 C-2 C-4 C-6 C-7 C-1 C-2 C-4 C-6 C-7 C-1 C-2 C-4 C-6 C-7 C-1 C-2 C-1 C-2 C-4 C-6 C-7 C-1 C-1 C-2 C-4 C-6 C-7 C-1 C-1 C-1 C-2 C-1 C-1 C-2 C-1 C-1 C-2 C-1 C-1 C-2 C-1 C-1 C-2 C-1 C-1 C-1 C-1 C-1 C-1 C-1 C-1 C-1 C-1	TYPICAL SECTIONS TYPICAL SECTIONS DEMOLITION PLAN DEMOLITION PLAN DEMOLITION PLAN DEMOLITION PLAN DEMOLITION PLAN MPROVEMENT PLAN MPROVEMENT MPROVEMENT MPROVEMENT MPROVEMENT MPROVEMENT MPROVEMENT MPROVEMENT MPROVEMENT MPROVEMEN	STA 24+00 T0 STA 33+25 STA 39+25 T0 STA 54+25 STA 54+25 T0 STA 69+75 STA 69+75 T0 STA 73+69 STA 14+40 T0 STA 19+35 STA 19+35 T0 STA 24+00 STA 24+00 T0 STA 27+50 STA 24+00 T0 STA 31+75 STA 39+25 T0 STA 31+75 STA 34+25 T0 STA 35+50 STA 39+25 T0 STA 42+75 STA 42+75 T0 STA 42+75 STA 42+75 T0 STA 50+50 STA 42+75 T0 STA 51+50 STA 42+75 T0 STA 51+50 STA 47+25 T0 STA 50+50 STA 50+50 T0 STA 51+50 STA 50+50 T0 STA 61+75 STA 66+00 T0 STA 66+75 STA 66+00 T0 STA 69+75 STA 9+00 T0 STA 24+00 STA 39+25 T0 STA 53+25 STA 39+25 T0 STA 54+25 STA 39+25 T0 STA 69+75	T-5 T-6 T-7 T-8 T-10 T-112 T-13 T-15 T-16 T-16 T-18 T-19 T-20 T-21	T-5 T-6 T-7 T-8 T-9 T-10 T-11 T-12 T-13 T-14 T-15 T-16 T-17 T-18 T-19 T-20 T-21
	D-1 D-2 D-5 C-1 C-3 C-4 C-5 C-6 C-7 C-7 C-5 C-6 C-7 C-7 C-7 C-7 C-7 C-7 C-7 C-7 C-7 C-7	DEMOLITION PLAN DEMOLITION PLAN DEMOLITION PLAN DEMOLITION PLAN DEMOLITION PLAN MPROVEMENT PLA	STA 24+00 T0 STA 33+25 STA 39+25 T0 STA 54+25 STA 54+25 T0 STA 69+75 STA 69+75 T0 STA 73+69 STA 14+40 T0 STA 19+35 STA 19+35 T0 STA 24+00 STA 24+00 T0 STA 27+50 STA 24+00 T0 STA 31+75 STA 39+25 T0 STA 31+75 STA 34+25 T0 STA 35+50 STA 39+25 T0 STA 42+75 STA 42+75 T0 STA 42+75 STA 42+75 T0 STA 50+50 STA 42+75 T0 STA 51+50 STA 42+75 T0 STA 51+50 STA 47+25 T0 STA 50+50 STA 50+50 T0 STA 51+50 STA 50+50 T0 STA 61+75 STA 66+00 T0 STA 66+75 STA 66+00 T0 STA 69+75 STA 9+00 T0 STA 24+00 STA 39+25 T0 STA 53+25 STA 39+25 T0 STA 54+25 STA 39+25 T0 STA 69+75	T-7 T-8 T-10 T-11 T-12 T-13 T-14 T-15 T-16 T-16 T-17 T-18 T-19 T-20 T-21	T-7 T-8 T-9 T-10 T-11 T-12 T-13 T-14 T-15 T-16 T-17 T-18 T-19 T-20 T-21
	D-3 D-4 D-5 C-1 C-2 C-3 C-4 C-5 C-6 C-7 C-8 C-7 C-8 C-7 C-8 C-10 C-11 C-13 C-13 C-14 C-15 C-16 C-18 C-19 C-12 C-12 C-12 C-22 C-22 C-22 C-22 C-22	DEMOLITION PLAN DEMOLITION PLAN DEMOLITION PLAN IMPROVEMENT PLAN IMPROVEME	STA 39+25 TO STA 54+25 STA 54+25 TO STA 69+75 STA 69+75 TO STA 73+69 STA 14+40 TO STA 19+35 STA 19+35 TO STA 24+00 STA 24+00 TO STA 27+50 STA 31+75 TO STA 35+50 STA 31+75 TO STA 35+50 STA 34+275 TO STA 42+75 STA 39+25 TO STA 42+75 STA 42+75 TO STA 42+75 STA 42+75 TO STA 42+75 STA 42+75 TO STA 42+75 STA 50+50 TO STA 51+25 STA 50+50 TO STA 51+25 STA 50+50 TO STA 61+75 STA 66+00 TO STA 66+00 STA 69+75 TO STA 69+75 STA 69+00 TO STA 64+25 STA 9+00 TO STA 24+00 STA 24+00 TO STA 53+25 STA 39+25 TO STA 45+25 STA 54+25 TO STA 54+25	T-9 T-10 T-12 T-13 T-14 T-15 T-16 T-15 T-16 T-17 T-18 T-19 T-20 T-21	T-9 T-10 T-11 T-12 T-13 T-14 T-15 T-16 T-17 T-18 T-19 T-20 T-21
	D-4 D-5 C-1 C-2 C-3 C-4 C-5 C-6 C-7 C-1 C-6 C-7 C-1 C-1 C-1 C-1 C-1 C-1 C-1 C-1 C-1 C-1	DEMOLITION PLAN DEMOLITION PLAN IMPROVEMENT PLAN IMPROVEM	STA 54+25 IO STA 69+75 STA 69+75 IO STA 73+69 STA 14+40 TO STA 19+35 STA 14+40 TO STA 24+00 STA 24+00 TO STA 27+50 STA 24+00 TO STA 27+50 STA 27+50 TO STA 35+50 STA 31+75 TO STA 35+50 STA 35+50 TO STA 35+50 STA 39+25 IO STA 39+25 STA 42+75 TO STA 47+25 STA 42+75 TO STA 47+25 STA 42+75 TO STA 47+25 STA 42+75 TO STA 57+50 STA 57+50 TO STA 64+75 STA 69+75 TO STA 66+00 STA 69+75 TO STA 69+75 STA 69+75 TO STA 54+25 STA 42+00 TO STA 24+00 STA 24+00 TO STA 59+25 STA 39+25 TO STA 54+25 STA 39+25 TO STA 54+25	T-11 T-12 T-13 T-14 T-15 T-15 T-16 T-16 T-17 T-18 T-19 T-20 T-21	T-10 T-11 T-12 T-13 T-14 T-15 T-16 T-17 T-18 T-19 T-20 T-21
	C-1 C-2 C-3 C-4 C-5 C-5 C-6 C-7 C-7 C-10 C-11 C-12 C-14 C-12 C-14 C-15 C-16 C-18 C-19 C-11 C-15 C-16 C-16 C-18 C-19 C-12 C-16 C-12 C-12 C-12 C-12 C-12 C-12 C-12 C-12	IMPROVEMENT PLAN IMPROVEMENT PLAN IMPROVEMENT IMPROVEMENT PLAN IMPROVEMENT I	STA 1440 TO STA 19-35 STA 19+35 TO STA 24+00 STA 24+00 TO STA 27+50 STA 27+50 TO STA 31+75 STA 31+75 TO STA 35+50 STA 39+25 TO STA 42+75 STA 42+75 TO STA 42+75 STA 42+75 TO STA 42+75 STA 47+25 TO STA 42+75 STA 50+50 TO STA 51+25 STA 51+50 TO STA 61+75 STA 61+75 TO STA 66+00 STA 69+75 TO STA 69+75 STA 9+00 TO STA 69+75 STA 24+00 TO STA 24+00 STA 24+00 TO STA 39+25 STA 39+25 TO STA 51+25 STA 39+25 TO STA 51+25 STA 54+25 TO STA 54+25 STA 39+25 TO STA 54+25 STA 54+25 TO STA 54+25	T-12 T-13 T-14 T-16 T-16 T-17 T-18 T-19 T-20 T-21	T-12 T-13 T-14 T-15 T-16 T-17 T-18 T-19 T-20 T-21
	C-3 C-5 C-5 C-6 C-7 C-8 C-9 C-10 C-11 C-12 C-13 C-14 C-15 C-16 C-17 C-18 C-17 C-18 C-19 C-118 C-19 C-110 C-11 C-12 C-12 C-12 C-12 C-12 C-12 C-12	IMPROVEMENT PLAN IMPROVEMENT PLAN CUNB RAMP PLAN CURB RAMP DETAILS 2	STA 24+00 TO STA 27+50 STA 27+50 TO STA 31+75 STA 31+75 TO STA 35+50 STA 35+50 TO STA 39+25 STA 39+25 TO STA 42+75 STA 42+75 TO STA 47+25 STA 47+25 TO STA 47+25 STA 50+50 TO STA 54+25 STA 50+50 TO STA 54+25 STA 61+75 TO STA 61+75 STA 66+00 TO STA 66+00 STA 66+00 TO STA 66+07 STA 69+75 TO STA 73+69 STA 9+00 TO STA 24+00 STA 24+00 TO STA 39+25 STA 39+25 TO STA 51+25 STA 54+25 TO STA 54+25 STA 54+25 TO STA 54+25	T-14 T-15 T-16 T-17 T-18 T-19 T-20 T-21	T-14 T-15 T-16 T-17 T-18 T-19 T-20 T-21
	C-5 C-7 C-8 C-9 C-10 C-11 C-12 C-12 C-13 C-14 C-15 C-16 C-17 C-18 C-15 C-16 C-17 C-18 C-19 C-20 C-22 C-22 C-22 C-22 C-22 C-22 C-22	IMPROVEMENT 'PLAN IMPROVEMENT 'PLAN RESURFACING 'PLAN RESURFACING 'PLAN RESURFACING 'PLAN RESURFACING 'PLAN RESURFACING 'PLAN CURB RAMP LOCATION MAP CURB RAMP DETAILS 2	STA 31+75 TO STA 35+50 STA 35+50 TO STA 37+25 STA 32+25 TO STA 42+75 STA 42+75 TO STA 42+75 STA 47+25 TO STA 50+50 STA 50+50 TO STA 51+25 STA 54+25 TO STA 51+50 STA 57+50 TO STA 61+75 STA 61+75 TO STA 61+75 STA 66+00 TO STA 69+75 STA 69+75 TO STA 73+69 STA 9+00 TO STA 24+00 STA 29+00 TO STA 23+25 STA 39+25 TO STA 54+25 STA 54+25 TO STA 54+25	T-16 T-17 T-18 T-19 T-20 T-21	T-16 T-17 T-18 T-19 T-20 T-21
	C-7 C-8 C-9 C-10 C-12 C-12 C-13 C-14 C-15 C-16 C-17 C-18 C-17 C-18 C-17 C-18 C-17 C-19 C-20 C-22 C-22 C-22 C-22 C-22 C-22 C-22	IMPROVEMENT PLAN IMPROVEMENT PLAN IMPROVEMENT PLAN IMPROVEMENT PLAN IMPROVEMENT PLAN IMPROVEMENT PLAN IMPROVEMENT PLAN IMPROVEMENT PLAN IMPROVEMENT PLAN IMPROVEMENT PLAN RESURFACING PLAN CURB RAMP LOCATION MAP CURB RAMP DETAILS 2	STA 39+25 TO STA 42+75 STA 42+75 TO STA 42+75 STA 47+25 TO STA 47+25 STA 47+25 TO STA 50+50 STA 50+50 TO STA 54+25 STA 54+25 TO STA 57+50 STA 57+50 TO STA 66+70 STA 66+00 TO STA 69+75 STA 69+75 TO STA 73+69 STA 9+00 TO STA 24+00 STA 24+00 TO STA 39+25 STA 39+25 TO STA 54+25 STA 54+25 TO STA 54+25	T-18 T-19 T-20 T-21	T-18 T-19 T-20 T-21
	C-8 C-9 C-10 C-11 C-12 C-13 C-14 C-15 C-16 C-17 C-18 C-17 C-18 C-19 C-20 C-21 C-22 C-22 C-22 C-22 C-22 C-22 C-22	IMPROVEMENT PLAN IMPROVEMENT PLAN IMPROVEMENT PLAN IMPROVEMENT PLAN IMPROVEMENT PLAN IMPROVEMENT PLAN IMPROVEMENT PLAN IMPROVEMENT PLAN HORIZONTAL CONTROL DATA RESURFACING PLAN RESURFACING PLAN RESURFACING PLAN RESURFACING PLAN RESURFACING PLAN RESURFACING PLAN CURB RAMP LOCATION MAP CURB RAMP DETAILS 1 CURB RAMP DETAILS 2	STA 42+75 TO STA 47+25 STA 47+25 TO STA 50+50 STA 50+50 TO STA 50+50 STA 50+50 TO STA 51+50 STA 57+50 TO STA 61+75 STA 61+75 TO STA 66+00 STA 66+00 TO STA 66+75 STA 69+75 TO STA 73+69 STA 24+00 TO STA 24+00 STA 24+00 TO STA 24+25 STA 39+25 TO STA 54+25 STA 54+25 TO STA 54+25	T-19 T-20 T-21	T-19 T-20 T-21
	C-10 C-11 C-12 C-13 C-14 C-15 C-16 C-16 C-17 C-16 C-17 C-21 C-21 C-22 C-23 C-24 C-24 C-25 C-26 C-27 C-28	IMPROVEMENT PLAN IMPROVEMENT PLAN IMPROVEMENT PLAN IMPROVEMENT PLAN IMPROVEMENT PLAN IMPROVEMENT PLAN IMPROVEMENT PLAN RESURFACING PLAN RESURFACING PLAN RESURFACING PLAN RESURFACING PLAN RESURFACING PLAN CURB RAMP LOCATION MAP CURB RAMP DETAILS 1	STA 50+50 TO STA 54+25 STA 54+25 TO STA 57+50 STA 57+50 TO STA 61+75 STA 61+75 TO STA 66+00 STA 66+00 TO STA 69+75 STA 69+75 TO STA 73+69 STA 9+00 TO STA 24+00 STA 24+00 TO STA 39+25 STA 39+25 TO STA 54+25 STA 54+25 TO STA 69+75	T-21	T-21
	C-12 C-13 C-14 C-15 C-16 C-17 C-18 C-19 C-20 C-21 C-22 C-22 C-23 C-22 C-24 C-25 C-26 C-27 C-28	IMPROVEMENT PLAN IMPROVEMENT PLAN IMPROVEMENT PLAN IMPROVEMENT PLAN HORIZONTAL CONTROL DATA RESURFACING PLAN RESURFACING PLAN RESURFACING PLAN RESURFACING PLAN CURB RAMP LOCATION MAP CURB RAMP DETAILS 1	STA 57+50 TO STA 61+75 STA 61+75 TO STA 66+00 STA 66+00 TO STA 69+75 STA 69+75 TO STA 73+69 STA 9+00 TO STA 24+00 STA 24+00 TO STA 39+25 STA 39+25 TO STA 54+25 STA 54+25 TO STA 69+75	1-22	1-22
	C-14 C-15 C-16 C-17 C-18 C-20 C-20 C-21 C-22 C-23 C-24 C-25 C-25 C-25 C-25 C-27 C-28	IMPROVEMENT PLAN IMPROVEMENT PLAN HORIZONTAL CONTROL DATA RESURFACING PLAN RESURFACING PLAN RESURFACING PLAN RESURFACING PLAN CURB RAMP LOCATION MAP CURB RAMP DETAILS 1 CURB RAMP DETAILS 2	STA 66+00 TO STA 69+75 STA 69+75 TO STA 73+69 STA 9+00 TO STA 24+00 STA 24+00 TO STA 39+25 STA 39+25 TO STA 54+25 STA 54+25 TO STA 69+75		
	C-16 C-17 C-18 C-20 C-20 C-21 C-22 C-23 C-24 C-25 C-24 C-25 C-26 C-27 C-28	HORIZONTAL CONTROL DATA RESURFACING PLAN RESURFACING PLAN RESURFACING PLAN RESURFACING PLAN CURB RAMP LOCATION MAP CURB RAMP DETAILS 1 CURB RAMP DETAILS 2	STA 9+00 TO STA 24+00 STA 24+00 TO STA 39+25 STA 39+25 TO STA 54+25 STA 54+25 TO STA 69+75		
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0	C-30 C-31	STORM DRAIN INLET PROTECTION PLAN BUS PAD DETAILS			
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	E-3 E-4	SIGNAL PLAN SIGNAL PLAN	UNIVERSITY AVENUE AND MISSISSIPPI STREET UNIVERSITY AVENUE AND ARNOLD AVENUE		
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SHEET ND.	DISCIPLINE CODE	TITLE	LIMITS/DETAILS
T-I	T-1	TRAFFIC CONTROL PLAN	UNIVERSITY AVENUE BETWEEN ALABAMA ST AND MISSISSIPPIST
T-2	T-2	TRAFFIC CONTROL PLAN	UNIVERSITY AVENUE BETWEEN MISSISSIPPI ST AND LOUISIANA ST
T-3	T-3	TRAFFIC CONTROL PLAN	UNIVERSITY AVENUE BETWEEN LOUISIANA ST AND TEXAS ST
T-4	T-4	TRAFFIC CONTROL PLAN	UNIVERSITY AVENUE BETWEEN TEXAS ST AND ARIZONA ST
T-5	T-5	TRAFFIC CONTROL PLAN	UNIVERSITY AVENUE BETWEEN ARIZONA ST AND ARNOLD AVE
T-6	T-6	TRAFFIC CONTROL PLAN	UNIVERSITY AVENUE BETWEEN PERSHING AVE AND IDAHO ST
T-7	T-7	TRAFFIC CONTROL PLAN	UNIVERSITY AVENUE BETWEEN PERSHING AVE AND IDAHO ST/29TH ST AND 30TH ST
T-8	T-8	TRAFFIC CONTROL PLAN	UNIVERSITY AVENUE BETWEEN 29TH ST AND 30TH ST/IDWA ST AND 32ND ST
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T-13	T-13	TRAFFIC CONTROL PLAN	UNIVERSITY AVENUE BETWEEN HAMILTON ST AND OREGON ST
T-14	T-14	TRAFFIC CONTROL PLAN	UNIVERSITY AVENUE BETWEEN OREGON ST AND UTAH ST
T-15	T-15	TRAFFIC CONTROL PLAN	UNIVERSITY AVENUE BETWEEN UTAH ST AND 30TH ST
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T-17	T-17	TRAFFIC CONTROL PLAN	UNIVERSITY AVENUE BETWEEN ILLINOIS ST AND 32ND ST
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T-21	T-21	TRAFFIC CONTROL PLAN	NORTH PARK WAY AND BOUNDARY STREET
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PERMIT NUMBER CO SD RTE 805 PM 15.896 AS-BUILT PLANS FOR ROADWAY GEOMETRIC AND ABOVE GROUND FEATURES DATE STATE REPRESENTATIVE

Federal ID RPSTPLE-5004(156) University Avenue Mobility Project

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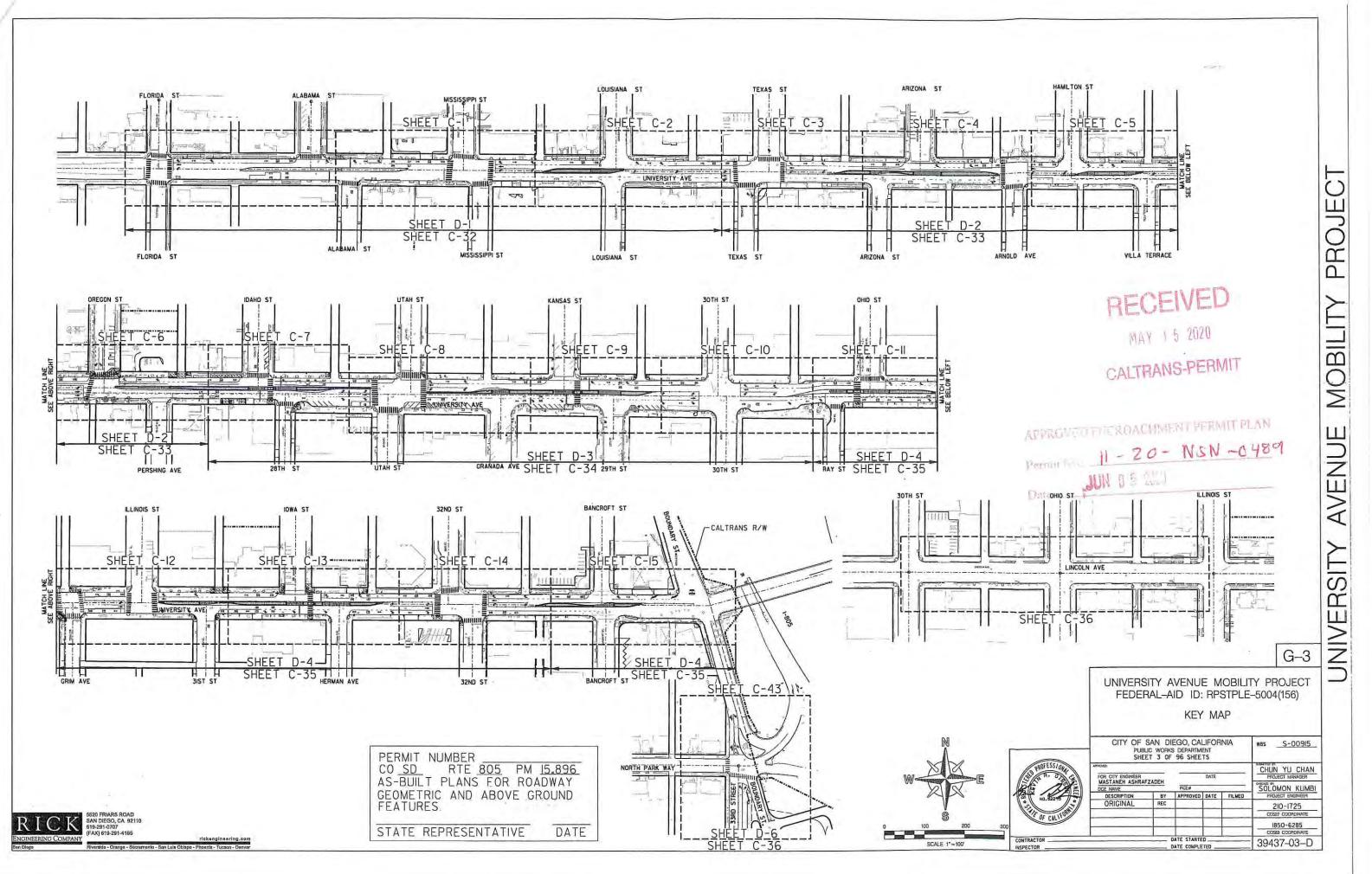
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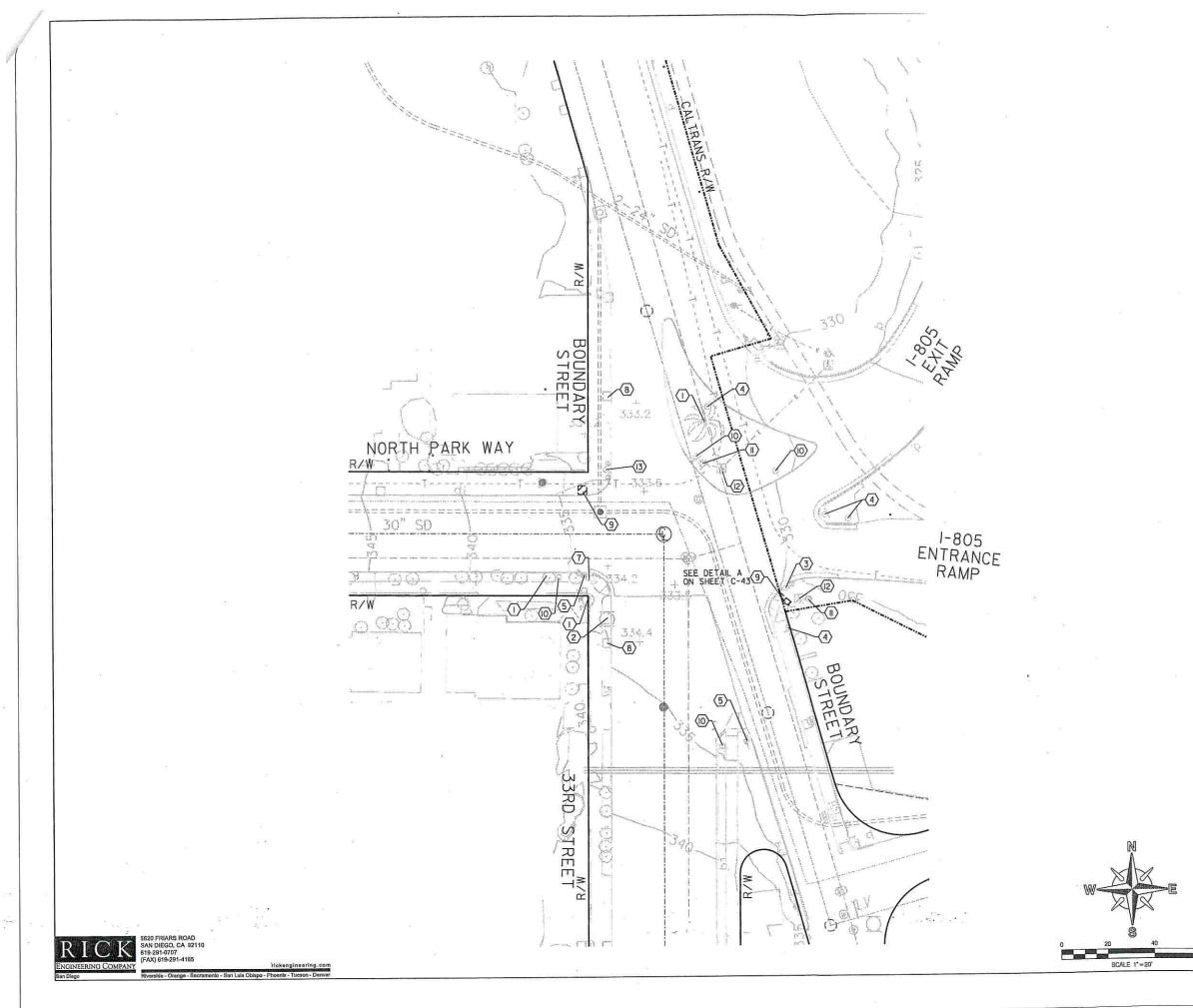
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UNIVERSITY AVENUE MOBILITY PROJECT FEDERAL-AID ID: RPSTPLE-5004(156)

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DEMOLITION NOTES

PROTECT EXISTING TREE IN PLACE
PROTECT EXISTING FIRE HYDRANT IN PLACE
REMOVE EXISTING FIRE HYDRANT IN PLACE
PROTECT EXISTING PEDESTRIAN BARRICADE
PROTECT EXISTING POWER POLE IN PLACE
PROTECT EXISTING CURB INLET IN PLACE
PROTECT EXISTING PULLBOX IN PLACE
PROTECT EXISTING METER BOX IN PLACE
SAWCUT AND REMOVE PORTION OF EXISTING CURB RAMP
REMOVE EXISTING SIGN
REMOVE EXISTING STREET LIGHT
RELOCATE EXISTING PEDESTRIAN BARRICADE

DEMOLITION LEGEND

---- SAWCUT LINE

REMOVE CONCRETE

NOTE: EXISTING LANDSCAPE COBBLESTONE DAMAGED DUE TO THE INSTALLATION OF PROPOSED IMPROVEMENTS TO BE REPLACED BACK TO ORIGINAL CONDITION, ANY EXISTING IRRIGATION SYSTEMS TO BE PROTECTED IN PLACE OR REPLACED IF DAMAGED.

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APPROVED ENCROACHMENT PERMIT PLAN

Permit No: 11-20-NSN-0489

Date: UN 0 5 2020

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1	CO <u>SD</u> RTE <u>805</u> PM <u>15.896</u> AS-BUILT PLANS FOR ROADWAY
	GEOMETRIC AND ABOVE GROUND FEATURES

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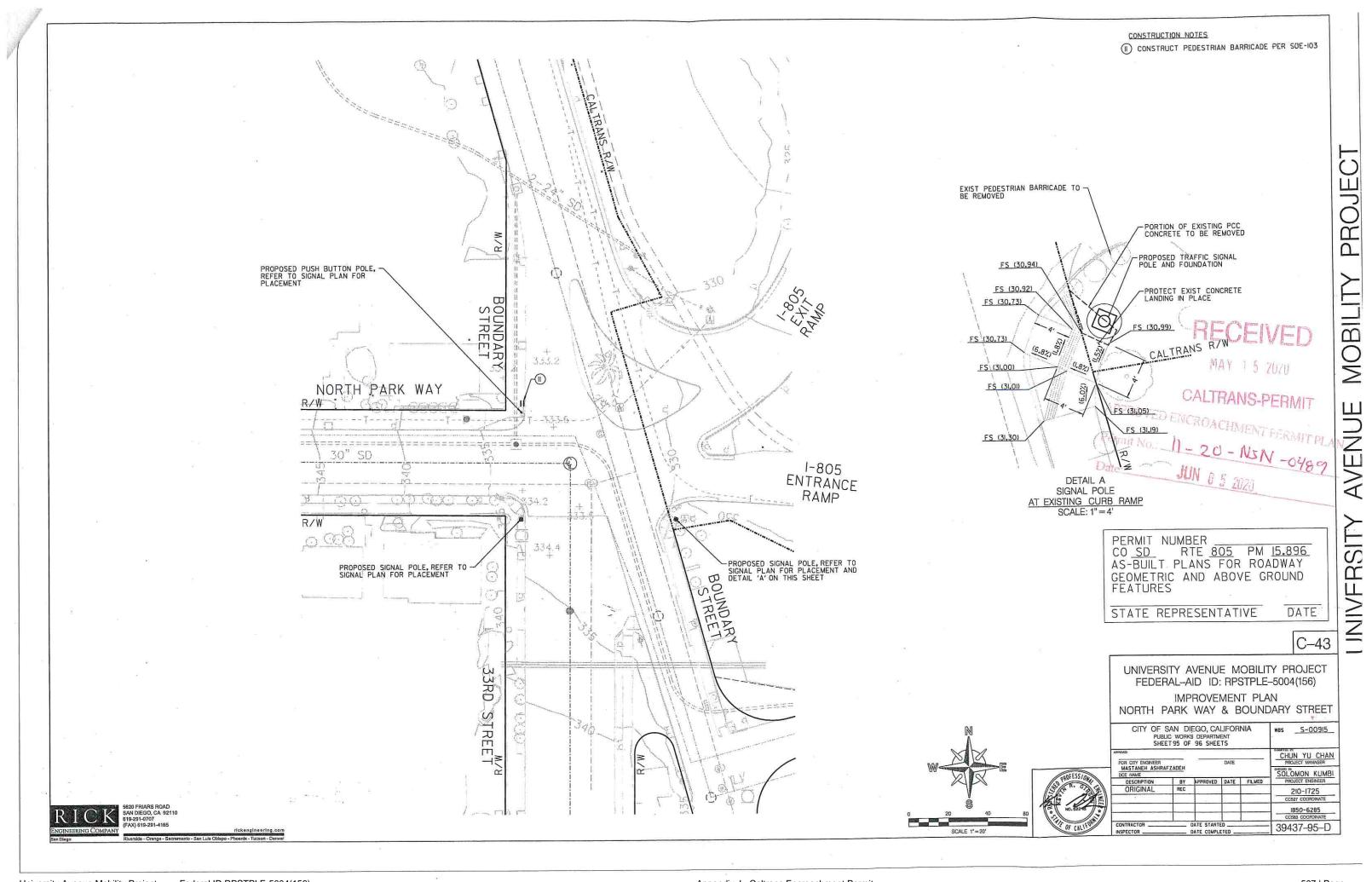
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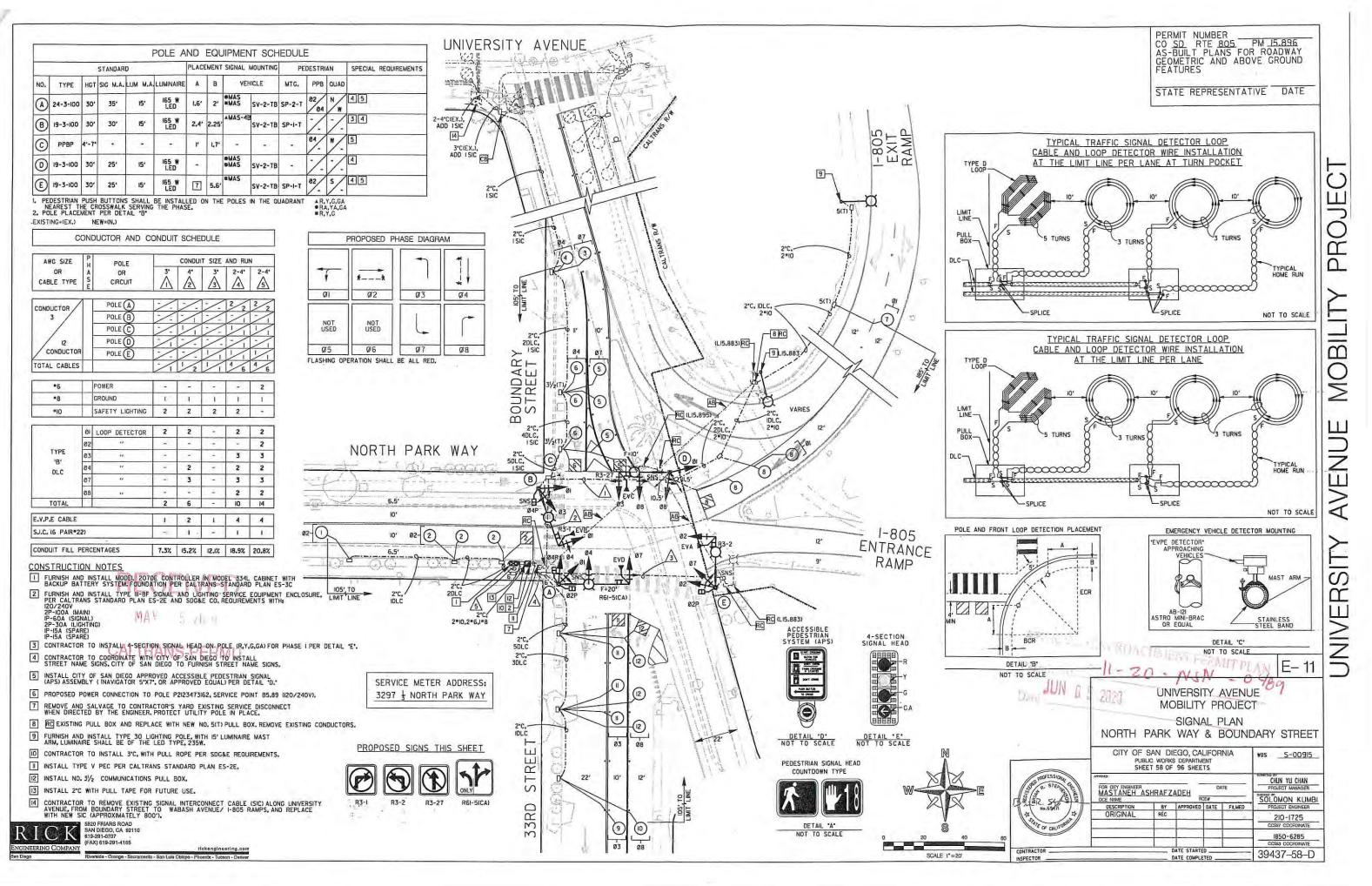
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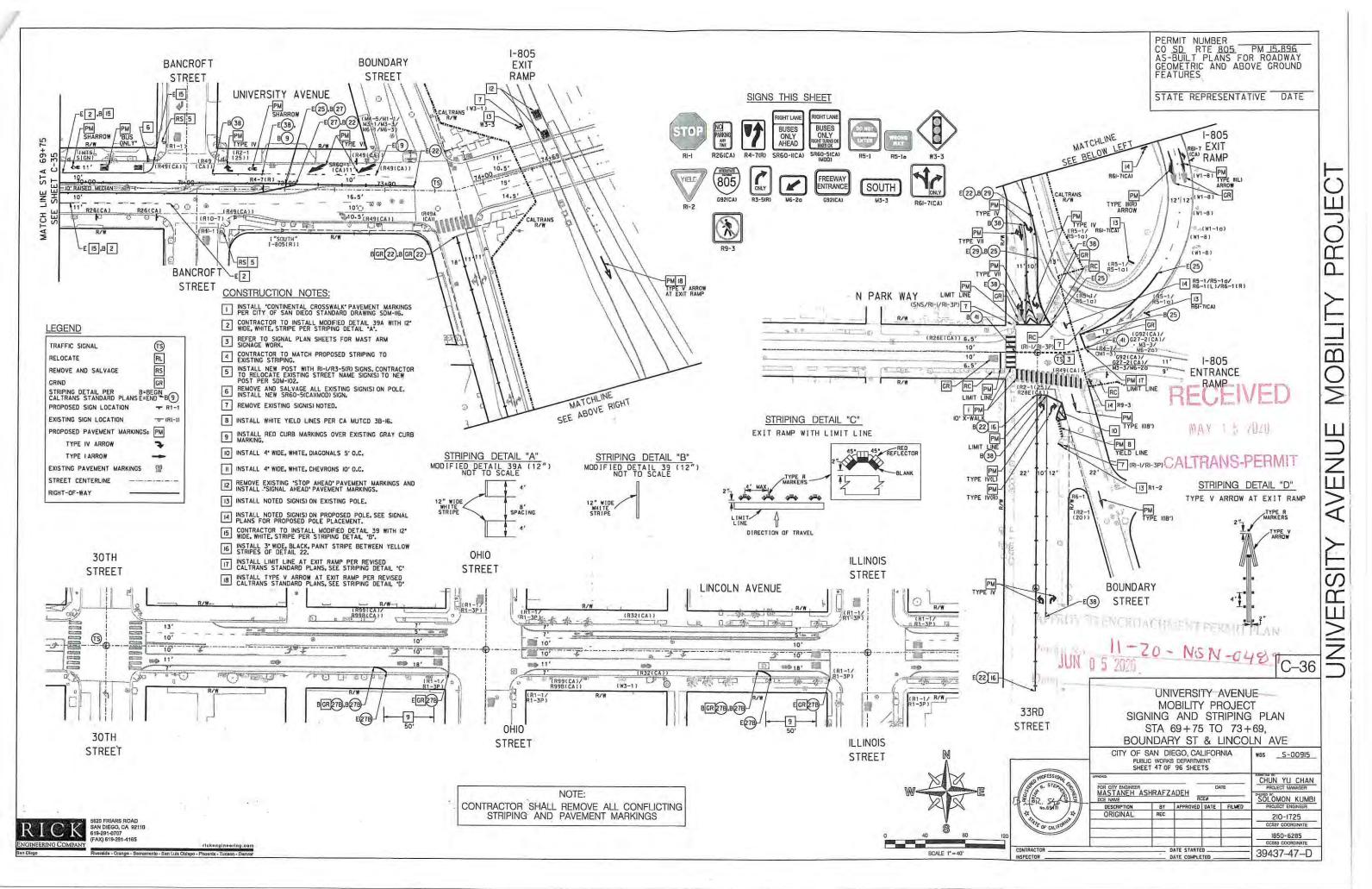
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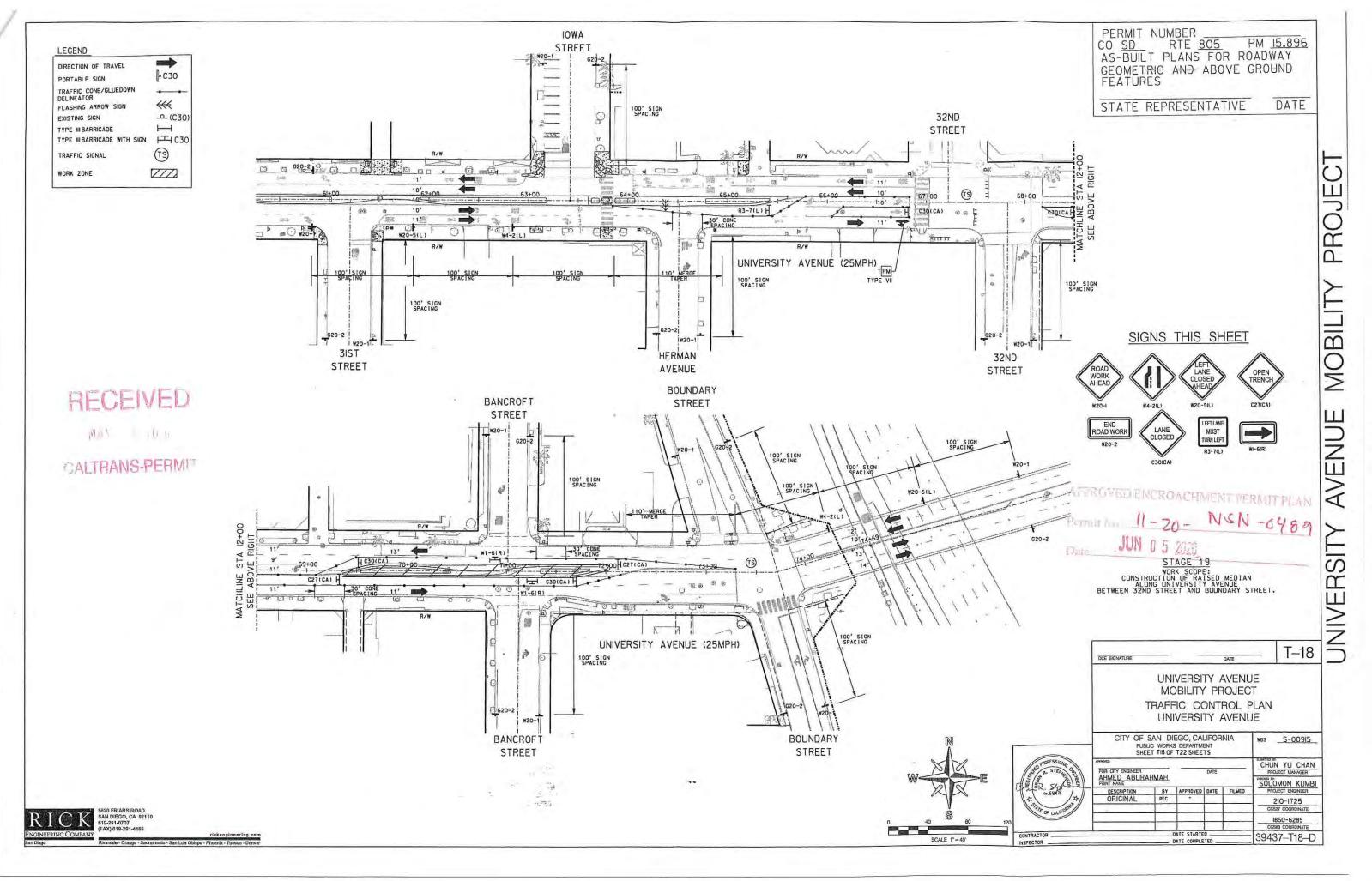
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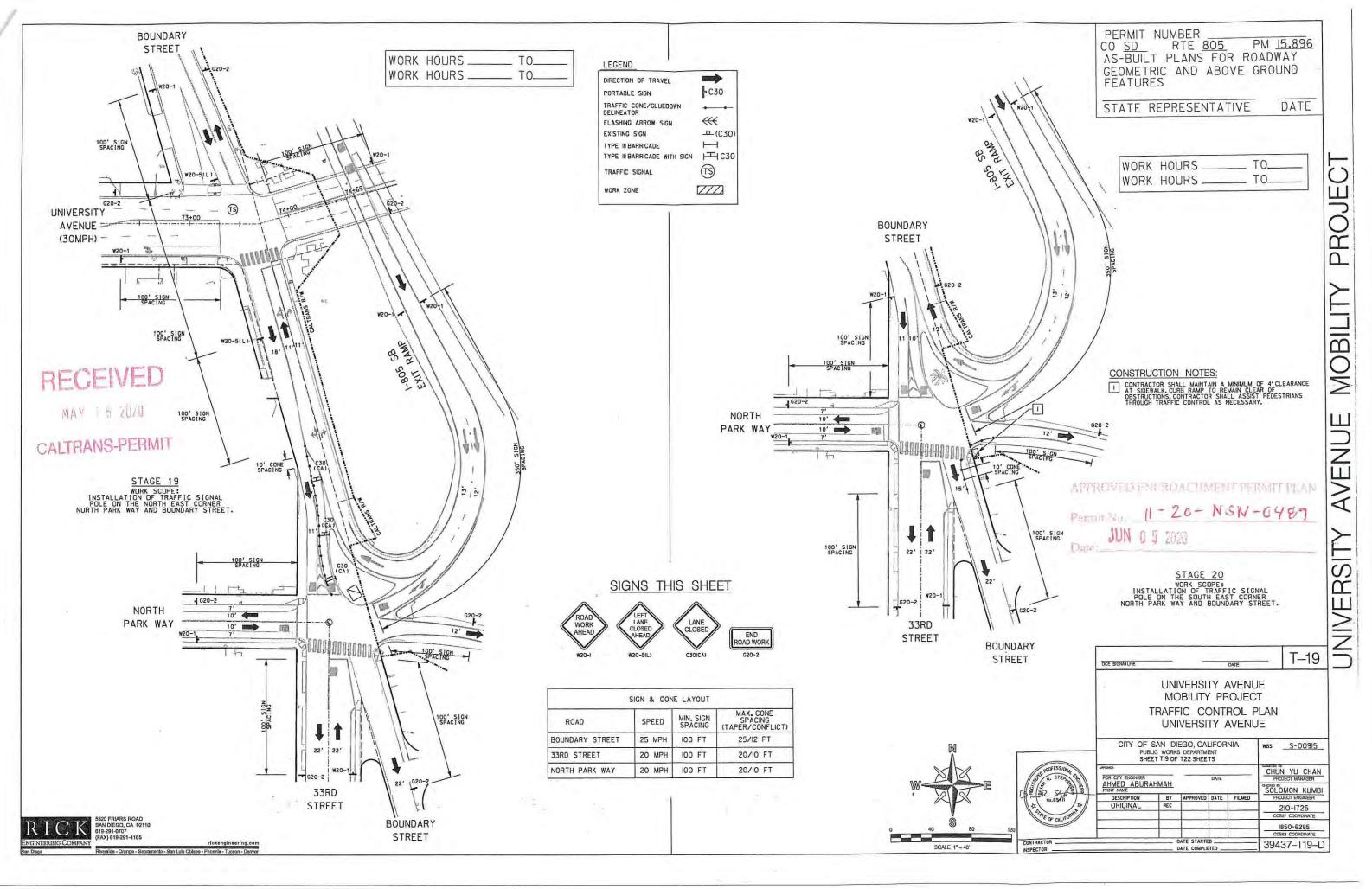


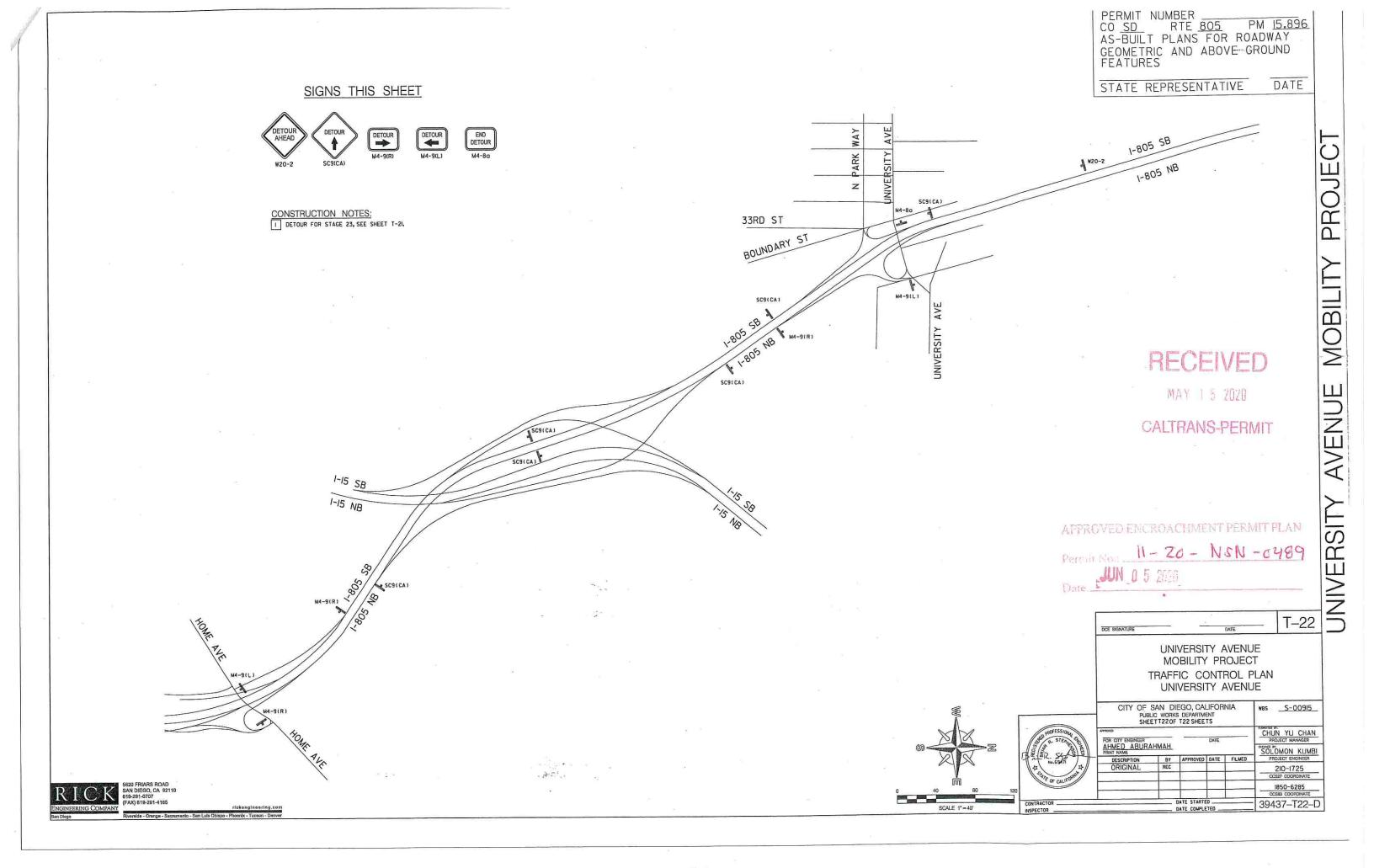


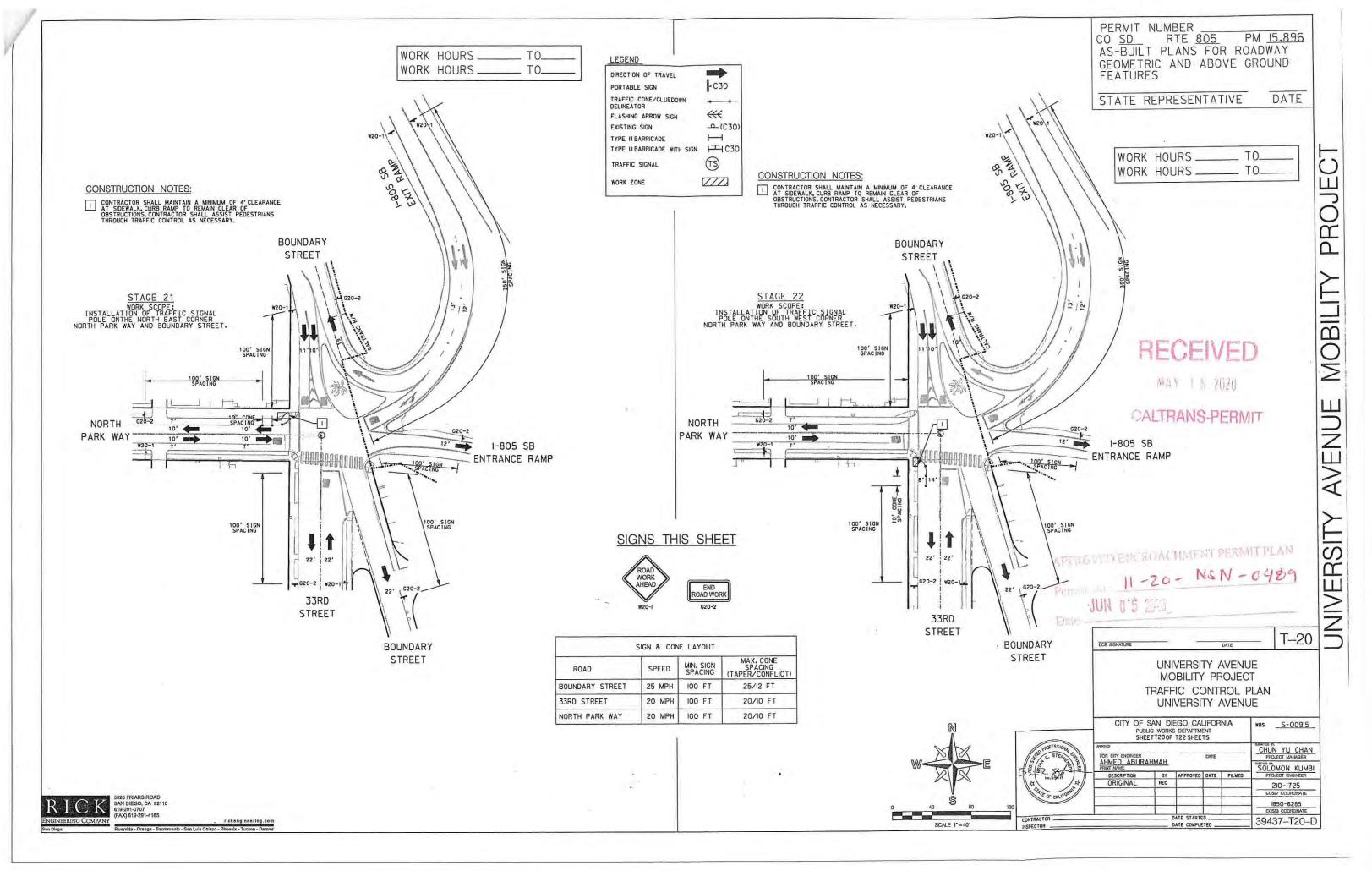


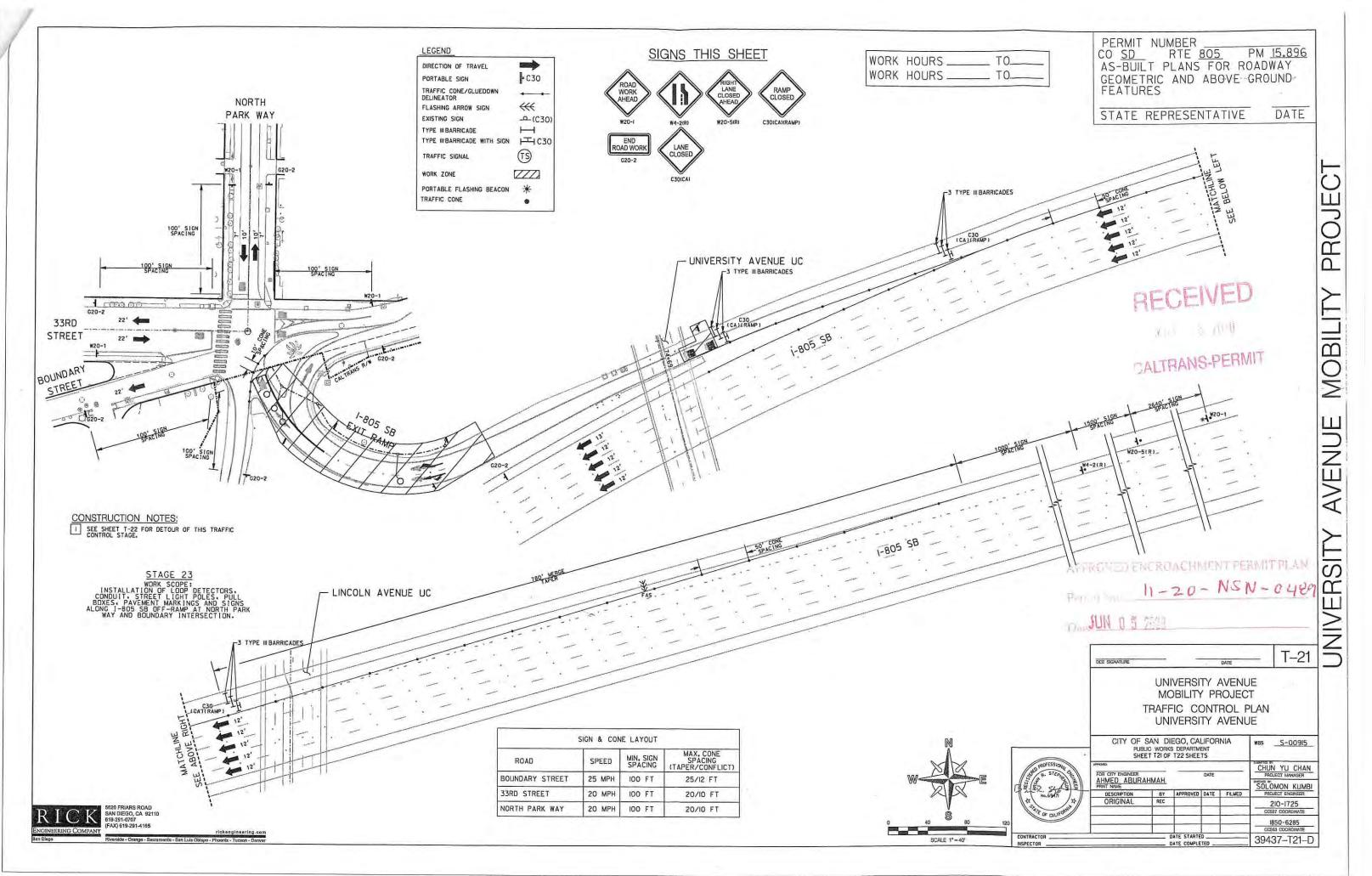


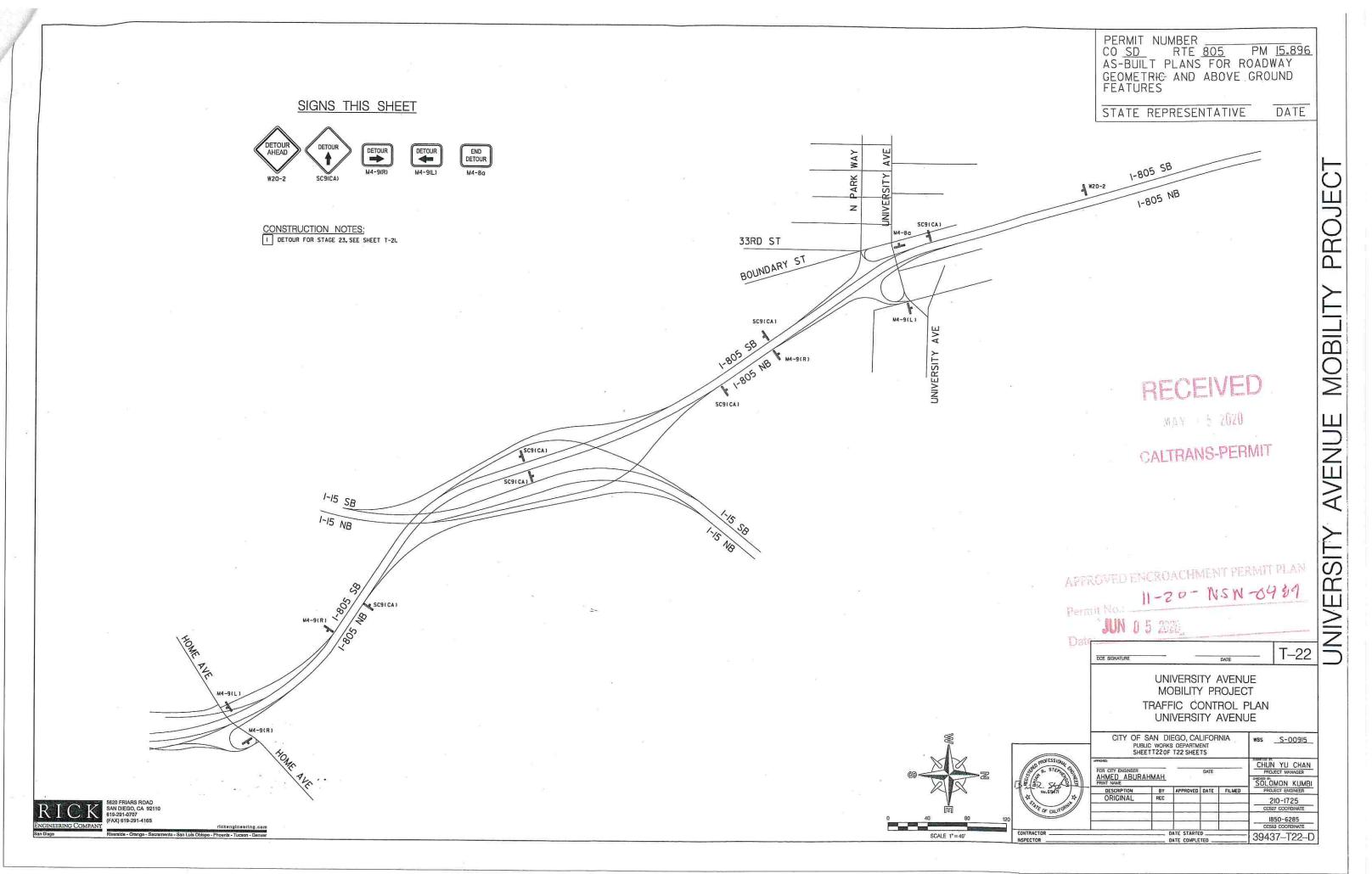












TRANSPORTATION MANAGEMENT PLAN (TMP) UNIVERSITY AVENUE MOBILITY PROJECT CITY OF SAN DIEGO Februarv 19. 2020 JOB NUMBER: 17208K

RICK ENGINEERING COMPANY



rickengineering.com

University Avenue Mobility Project

Federal ID RPSTPLE-5004(156)

TRANSPORTATION MANAGEMENT PLAN (TMP) UNIVERSITY AVENUE MOBILITY PROJECT CITY OF SAN DIEGO

February 19, 2020

Prepared for: City of San Diego 525 B Street, M.S. 908A San Diego, CA, 92101

Prepared by:



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- B) CALTRANS AND CITY OF SAN DIEGO ADT
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- E) CALTRANS STANDARD SPECIAL PROVISIONS (SSP'S)
- F) TRAFFIC CONTROL PLANS



PRELIMINARY UNIVERSITY AVENUE MOBILITY PROJECT

This Transportation Management Plan has been prepared under the direction of the following engineers. The registered Civil Engineer attests to the technical information contained therein and has judged the qualifications of any technical specialists providing engineering data upon which recommendations, conclusions, and decisions are based.

BinR.S

Brian R. Stephenson, P.E., T.E., P.T.O.E. Associate, Rick Engineering Company

Approval Recommended By:

Ajmal Zulali

Ajmal Zulali, T.E. TMP Coordinator

Approval By:

7-2020

Karina Cantero-Angel, P.E. TMP Manager



1.0 EXECUTIVE SUMMARY

Considered a living document, a TMP is subject to change as needed with changing circumstances. If material change to the project scope affects the function or adequacy of the TMP, changes to the TMP are required. If traffic conditions such as traffic congestion at the project site demonstrate the need for TMP adjustments, the TMP is revised accordingly.

This TMP addresses the signalization and vehicle detection improvements at the Interstate 805 (I-805) southbound (SB) ramp/North Park Way/33rd Street/Boundary Street intersection within Caltrans and City of San Diego right of way.

The proposed improvements within Caltrans right of way will include the installation of traffic signal poles/mast arms, traffic signal equipment, pull boxes, conduit, lighting poles, vehicle detection loops, signing and striping. **Exhibit 1** illustrates the project site location.

Although the majority of the work for the University Avenue Mobility Project will take place along University Avenue; temporary closure of the I-805 SB Exit Ramp, and partial right shoulder closure of the I-805 SB Entrance Ramp at the I-805 SB ramps/North Park Way/33rd Street/Boundary Street intersection will be required due to the nature of the work. Nightly, extended closures (24 hours or longer), or complete closures of a mainline lanes are not anticipated.

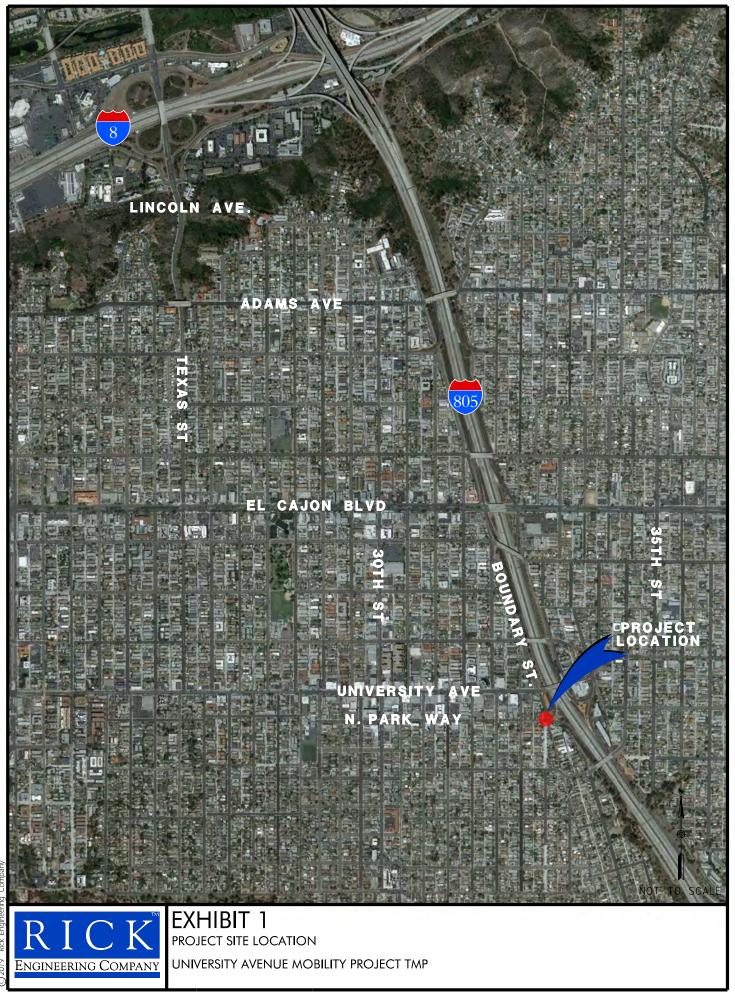
The TMP elements recommended in this report are:

- Public Information
- Motorist Information Strategies
- Incident Management
- Construction Strategies
- Alternate Route Strategies
- Contingency Plans

The goals and objectives of this TMP are to:

- Reduce traffic delay of time spent in the queue to less than 15 minutes above normal recurring traffic delay.
- Maintain traffic flow throughout the corridor and the surrounding areas.
- Provide a safe environment for the work force and monitoring public.

By implementing the recommendations of this report, the goals and objectives of the TMP can be effectively achieved.



2.0 PROJECT DESCRIPTION

In 2013, the City of San Diego adopted a Final Environmental Impact Report (FEIR) for the University Avenue Mobility Plan (UAMP) project. The UAMP project proposes to reconfigure University Avenue between Florida Street and Boundary Street, providing transit-only lanes and other multi-modal improvements. The reduction in the number of vehicular through lanes on University Avenue is expected to increase traffic on surrounding streets. Based upon the analysis in the FEIR, the installation of a traffic signal at the I-805 SB/North Park Way/33rd Street/Boundary Street intersection was identified as the mitigation improvement that would satisfy the impacts of the UAMP project.

Subsequent to the adoption of the FEIR, an ICE analysis was performed at the intersection to determine the appropriate intersection control, in which signalization was accepted. The intersection is located approximately 330 feet south of University Avenue within the North Park community of the City of San Diego, California as shown on the vicinity map as **Exhibit 2**.

A majority of the work as it relates to the project will occur along the University Avenue roadway and within the City of San Diego right-of-way. The work anticipated to encroach into the State right-of-way involves the installation traffic signal poles/mast arms, traffic signal equipment, pull boxes, conduit, vehicle detection loops, and typical temporary delineators, and temporary signage for the purposes of traffic control at the I-805 SB/North Park Way/33rd Street/Boundary Street intersection.

3.0 TRANSPORTATION MANAGEMENT PLAN (TMP)

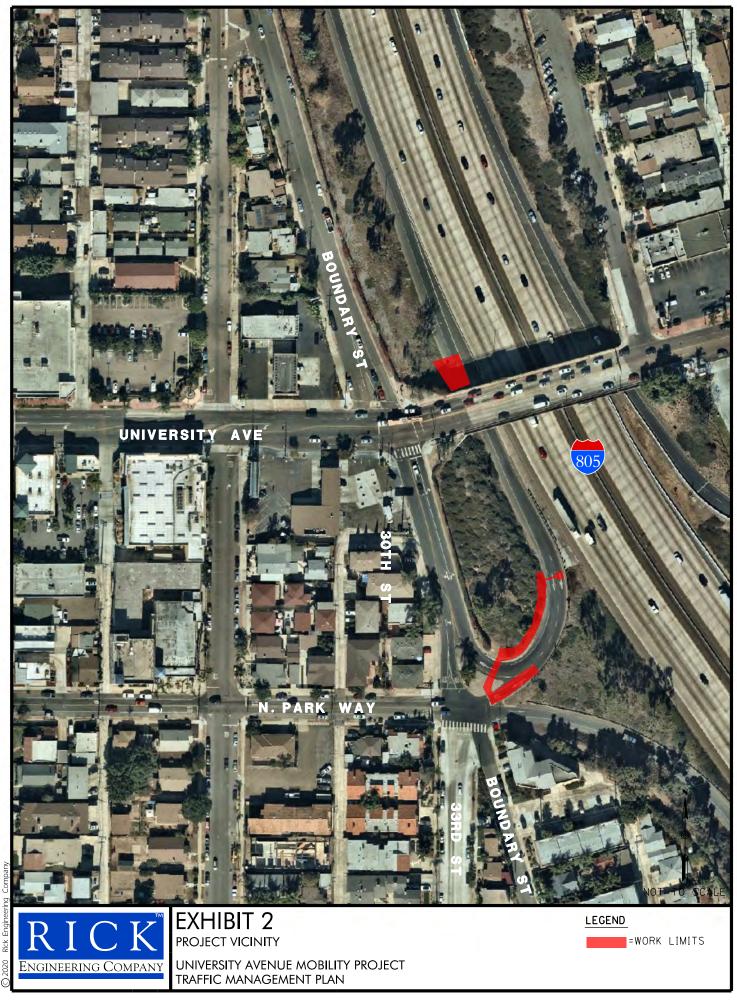
The policy for creating the TMP according to Deputy Directive-60-R2 (DD-60-R2) (See **Appendix A**) is to minimize motorist delays when implementing projects or performing other activities on the State highway and freeway systems. This is to be accomplished without compromising public or worker safety, or the quality of the work being performed.

This TMP will address closure and other requirements to complete the project in a cost-effective and timely manner with minimal interference with the traveling public.

In summary, the goals and objectives of this TMP are to:

- Reduce traffic delay of time spent in the queue to less than 15 minutes above normal recurring traffic delay.
- Maintain traffic flow throughout the corridor and the surrounding areas.
- Provide a safe environment for the work force and monitoring public.

Considered a living document, this TMP is subject to change as needed with changing circumstances. If material change to the project scope affects the function or adequacy of the TMP, changes to the TMP are required. If traffic conditions such as traffic congestion at the project site demonstrate the need for TMP adjustments, the TMP is revised accordingly.



University Avenue Mobility Project

Federal ID RPSTPLE-5004(156)

4.0 EXISTING FACILITIES

Roadways and Intersections

I-805 is a major north-south freeway corridor between the Mexico border and Sorrento Valley community in San Diego, California. The North Park Way and University Avenue interchange is located approximately 1.6 miles south of Interstate 8 (Route 805, Post Mile 15.91). Within the proposed project limits, I-805 currently has an average daily traffic (ADT) of 182,000 ADT. **Appendix B** contains the ADT count summary sheets.

The I-805 SB exit-ramp consists of one travel lane at the diverge from the mainline becoming two lanes near the intersection: one channelized free-right turn lane to northbound Boundary Street and one stop-controlled through/left lane to westbound N. Park Way, SB 33rd Street or SB Boundary Street. The two lanes are separated by a raised island. The free right-turn lane becomes the northbound lane of Boundary Street, ending at the signalized intersection of University Avenue and Boundary Street.

Boundary Street north of North Park Way is classified as a two-lane Light Collector, currently providing one vehicular travel lane in each direction north of North Park Way. South of North Park Way, Boundary Street is one-way providing one SB vehicular travel lane. Within the vicinity of the I-805 SB Ramps, the speed limit is posted at 20 mph, and 85th percentile speed of 27 mph. Within the proposed project limits, Boundary Street north of North Park Way currently has an ADT of 6,599 ADT.

North Park Way is classified as a one-lane Light Collector, currently providing one vehicular travel lane in each direction to the west of Boundary Street. At the intersection of North Park Way and I-805 Ramps, North Park Way provides one stop controlled shared through/right lane. Within the vicinity of the I-805 SB Ramps, the speed limit is posted at 25 mph, and 85th percentile speed of 22 mph. Within the proposed project limits, North Park Way, just west of 33rd street currently has a directional (eastbound) ADT of 796 ADT.

33rd Street south of North Park Way is classified as a two-lane Light Collector, currently providing one vehicular travel lane in each direction south of North Park Way. At the intersection of North Park Way and I-805 Ramps, 33rd Street provides one stop-controlled shared left/right lane. Within the vicinity of the I-805 SB Ramps, the speed limit is posted at 25 mph. Within the proposed project limits, 33rd Street, just south of North Park Way currently has a directional (northbound) ADT of 1,722 ADT.

Transit and Trolley Routes

Currently two major regional MTS transit routes use University Avenue (transit routes 7 and 10). No transit and trolley routes are anticipated to be affected by temporary ramp closures for the I-805 SB Off ramp at North Park Way and Boundary exit.

Truck Routes

The I-805 SB/North Park Way/33rd Street/Boundary Street intersection is not designated as a State Highway Terminal Access Route connecting to the National Network for Surface Transportation Assistance Act (STAA).

Cyclists and Pedestrians

Pedestrian crossings and Americans with Disability Act (ADA) standard ramps are currently found across North Park Way and south side of the intersection across 33rd Street/Boundary Street.

5.0 TMP ELEMENTS

The following TMP elements are considered important with respect to:

Reducing traveler delay and enhancing traveler safety

- Public Awareness Campaign (PAC)
- Motorist Information Strategies
 - Portable Changeable Message Signs (PCMS)
 - o Ground-Mounted Signs
 - Caltrans Highway Information Network (CHIN)
 - Other third party information systems.
- Incident Management
 - Construction Zone Enhanced Enforcement Program (COZEEP)
 - Traffic Management Team (TMT)
- Construction Strategies
 - Late Re-opening of closures
 - o Business Access closures
 - Pedestrian/Bicycle facilities closures
 - Conflict with other projects
 - Temporary Detours and alternative routes
- Contingency Plans
 - Traffic Contingency Plan
 - o Contractor Contingency Plan

The cost estimates for the TMP elements are listed in the Transportation Management Plan Data Sheet (see **Appendix C**). These TMP elements are discussed in the following sections.

5.1 PUBLIC AWARENESS CAMPAIGN

The primary goal of a public awareness campaign is to educate motorists, merchants, residents, elected officials, and governmental agencies about construction impacts. The public awareness campaign is an important tool for reaching target audiences with important construction project information.

An effective public awareness campaign enhances public acceptance, tolerance, and cooperation. In addition, by encouraging motorists to take alternate routes or to travel outside of closure hours, this element is expected to reduce the traffic demand in the construction zone.

In general, the public awareness campaign is designed to meet the following objectives:

- Identify all target audiences who will be impacted by construction activities.
- Serve as the focal point for project-related questions regarding construction activities, road closures, and noise, dust, and other construction-related activities.
- Inform the public about the construction project and how the project could affect their travel on I-805 SB.
- Promote alternative modes of transportation and alternate routes.

To accomplish these objectives, press releases and special alerts will be sent to news outlets and traffic reports to inform motorists about construction activities. Paid advertisements may also be used to inform motorists about construction activities, especially proposed detours.

Residents and business owners near the project area will be the most affected by the construction. Brochures and flyers describing the project, construction areas, potential lane closures, and possible alternate routes will be sent out to residents and businesses within the following zip code well in advance of the construction activities: 92104 (San Diego), and 92103 (San Diego).

Similarly, the following local schools and businesses can provide internal announcements and bulletins to appropriate persons (teaching staff, parents, employees, customers, etc.) notifying them well in advance of planned construction activities:

Schools:

- Jefferson Elementary School
- Alba High School

Businesses:

- North Park Main Street Organization
- Hillcrest Businesses Association

The City of San Diego will also inform the public regarding upcoming and ongoing construction activities via the Internet through the City's Engineering and Capital Projects home page. This can be accomplished with the creation of a project fact sheet that can be mailed to affected residents and/or shown on the City of San Diego's web site. This fact sheet will be updated with any possible changes that occur after the commencement of construction. The website is located at: http://www.sandiego.gov/engineering-cip/

Metropolitan Transit System will also be informed of construction activities in the vicinity of the project. It is not anticipated that any transit routes will be required to be relocated or closed. The following is a list of the current routes within the immediate project area:

- Route 7
- Route 10

In addition, to help emergency response vehicles (police, ambulance, fire truck, etc.) avoid heavily congested areas and plan alternate routes as necessary, the following fire stations within the immediate project area shall be informed of construction activities:

• San Diego Fire- Rescue Department Station14 at 4011 32nd Street.

Furthermore, the following hospital/medical offices shall also be informed about constructions activities:

- North Park Family Health Center
- Behavioral Health Urgent Care

5.2 MOTORIST INFORMATION STRATEGIES

The effective implementation of motorist information strategies is crucial in order to divert the desired volume of traffic away from the construction site. It also enables motorists to make informed decisions about their own travel plans and options by providing them with information that is as close as possible to being "real time." This TMP considered the following motorist information strategies: portable changeable message signs, ground-mounted signs, and the Caltrans Highway Information Network (CHIN).

5.2.1 PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS'S)

PCMS's are considered one of the best methods to alert motorists of construction activities prior to reaching the work zone, thereby encouraging them to take an alternate route.

• The project estimates a total of 2 PCMS's. These should be available to inform motorists along I-805 SB of construction activities ahead.

Note: Transportation Management Center (TMC) Traffic and Maintenance Electrical must be notified in advance of the deactivation of any existing permanent changeable message signs in the area.

- During construction, all PCMS's should have dial up control by cellular phone. The Resident Engineer (RE) should be able to operate the PCMS.
- During construction, all PCMS's should be checked nightly and fixed or replaced as needed to ensure they are working properly and their visibility is not compromised.
- Suitable locations and messages for the PCMS's will be developed jointly by the District Traffic Manager (DTM) Branch and Construction.

Note: PCMS's specified for this project by this TMP are designated for congestion relief as outlined by DD-60-R2 (see **Appendix A**). PCMS's required for other purposes should be included under other specifications.

5.2.2 GROUND-MOUNTED SIGNS

Ground-mounted signs are another effective method for getting information to motorists about construction and detours. In general, these signs shall be placed at key locations warning motorists well in advance of the construction areas and at decision-making points to inform motorists about the options that exist for avoiding construction areas.

Ground-mounted signs should be maintained and updated to keep information current and accurate.

5.2.3 CALTRANS HIGHWAY INFORMATION NETWORK (CHIN)

There is a 24-hour toll-free information hotline, 1-800-427-ROAD (7623), and an Internet web site with the latest information regarding the condition of the California Highway State System. The information provided covers incidents that cause significant delays to the normal flow of traffic such as, but not limited to, full closures, one-way traffic controls, lane closures, construction, maintenance projects, and emergencies. The Internet site is available on the Caltrans web site at: http://www.quickmap.dot.ca.gov

5.2.3 OTHER THIRD PARTY INFORMATION SYSTEMS

The public should also be provided with other available system that will provide them with traffic delays, alternative routes, and construction activities such as:

- Mapping apps (Google Maps, Waze, Apple Maps, etc.)
- GPS navigation

5.3 INCIDENT MANAGEMENT

5.3.1 CONSTRUCTION ZONE ENHANCED ENFORCEMENT PROGRAM (COZEEP)

The primary objective of a Construction Zone Enhanced Enforcement Program (COZEEP) is to maintain the integrity of the construction work area. Highly visible California Highway Patrol (CHP) within the work area discourages motorists from committing dangerous moving violations. As part of the COZEEP, California Highway Patrol (CHP) may also assist in removing disabled vehicles from the construction zone and in procuring towing services.

A limited COZEEP has been made available for this project, as full freeway closures are not anticipated and only limited work in ramp gore areas is expected. Some night work is anticipated for the ramps, but these facilities will be closed during this work. If necessary, COZEEP may be utilized during placement and removal of temporary control devices and during re-striping operation. It is anticipated that the COZEEP will be needed for approximately 10 nights.

A separate contract must be prepared with California Highway Patrol (CHP) and/or City of San Diego Police Department (SDPD) to provide COZEEP for this project.

Note: COZEEP specified for this project by this TMP is designated for congestion relief as outlined by DD-60-R2 (See **Appendix A**). COZEEP required for other purposes should be included under other specifications.

5.3.2 TRAFFIC MANAGEMENT TEAM (TMT)

The Traffic Management Team (TMT) should be scheduled whenever construction activities are expected to cause a traffic queue on the freeway. The TMT units are to be requested by the RE whenever a major lane closure or full freeway lane closure is planned. The TMT helps to prevent accidents (queue protection) by providing advance warning to the motorist of abnormal downstream traffic congestion on the freeway. They can also help evaluate signs for detours out in the field and provide advanced warning to the motorists in case of an accident or non-recurring congestion. Additionally, as traffic conditions dictate, the TMT will be used to direct traffic to alternate routes. The TMT and TMP staff will communicate on-site traffic conditions to the TMC and help develop effective messages for portable and fixed CMS's. The TMT will also work closely with the TMP Coordinator with regard to recommended changes in TMP elements that will be used to manage traffic.

The DTM/TMP manager will be responsible for overseeing the traffic management operation in this corridor. The TMT will work very closely with the TMP coordinator to assist in the monitoring of traffic conditions (e.g. monitoring traffic delays, which approach the District's 15-minute delay threshold). Therefore, during planned lane closures, it is recommended that the TMT monitor for any delays beyond the 15-minute threshold and inform Caltrans Construction RE/Inspector of any such delays.

TMT and TMP coordinators will also assess unforeseen problem areas and assist in implementing solutions. Due to the fact that the TMT are equipped with truck-mounted changeable message signs, the TMT can deploy units very quickly to provide end of queue signing to prevent rear-end type accidents from occurring when nonrecurring congestion develops.

These services should only be used for mainline closures of construction operations that can be quickly and efficiently removed from the roadway without risking the safety of both workers and traveling public.

The City of San Diego will be responsible for facilitating communication between construction personnel, the TMT, CHP personnel, San Diego Metropolitan Transit System (SDMTS), and the TMP Coordinator. By acting as the primary communications center, the City of San Diego will help to expedite the correction of minor and major incidents.

5.4 CONSTRUCTION STRATEGIES

5.4.1 LATE REOPENING OF CLOSURES

If a closure is not reopened to public traffic by the specified time, work shall be suspended in conformance with the provisions in Section 8-1.05 of the Standard Specifications, "Temporary Suspension of Work." The Contractor shall not make any further closures until the RE has accepted a Contractor-submitted work plan that ensures future closures will be reopened to public traffic at the specified time. The RE will have two working days to accept or reject the Contractor's proposed work plan. The Contractor will not be entitled to any compensation for the suspension of work resulting from the late reopening of closures.

5.4.2 BUSINESS ACCESS CLOSURES

Continued access to all driveways and streets in the project area is proposed during all stages of construction. During driveway reconstructions, closures will be required but limited to the maximum extent practicable.

5.4.3 PEDESTRIAN/BICYCLE FACILITY CLOSURES

For any existing pedestrian and bicycle facilities within the area that would be affected due to the construction of the project, adequate signing will be provided in advance of any closures to notify pedestrians and bicyclists.

5.4.4 CONFLICTS WITH OTHER PROJECTS

Concurrent construction with overlapping project limits should be anticipated in advance and may require a review of TMP elements during construction to avoid unanticipated impacts to traffic flow. A joint effort between the DTM/TMP Manager and Construction must be made to check whether there will be any projects scheduled concurrently with this project on North Park Way and Boundary Street in the vicinity of I-805. Other projects that will be in conflict with any of the construction stages of this project need to be addressed and coordination between the RE's needs to be established. At the time of the writing of this report, no projects (Caltrans and City of San Diego) appear to pose a direct conflict.

5.4.5 TEMPORARY DETOURS AND ALTERNATIVE ROUTES

The local street system within the immediate project areas provides detours along University Avenue from the I-805 northbound. If necessary, an alternative route could be provided along El Cajon Blvd, which is the nearest interchange north of the project limits. Detours shall be clearly signed before use. Pedestrian and bicycle access will be maintained through any detour. Similarly, reasonable access to businesses will remain in place during any detour.

If the project construction begins to dramatically shift local traffic patterns to the nearby roadways, the traffic signal timing at the associated intersections may need to be adjusted so as to minimize delay through the intersections (especially during the AM and PM commuter peaks).

Caltrans and City of San Diego staff should review and approve any proposed detour routes for the project. In addition, Caltrans, City of San Diego should be notified of any detours well in advance of the date any detour plan is to take effect.

5.6 CONTINGENCY PLANS

5.6.1 TRAFFIC CONTINGENCY PLANS

If redirecting traffic volumes is required, the DTM Branch shall be available on an as-needed basis to assist in developing solutions. Such efforts may require additional cooperation on the part of Caltrans Public Affairs, CHP COZEEP units, TMP coordinator, TMC personnel, TMT units, and maintenance personnel.

This plan is to be activated whenever the contractor's contingency plan is anticipated to fail and opening of lanes on time is deemed unachievable by the RE/field inspector.

5.6.2 EARLY NOTIFICATIONS

Early notification to the following is recommended:

- 5/24 TMC personnel at (858) 467-4332
- Public Information Officer
- District Traffic Manager Branch
- CHP
- TMT
- Maintenance

The TMC personnel have access to contact numbers of all branches listed above and can assist in communications if required by field personnel.

It is highly recommended that both a "Contractor Contingency" plan and a "Caltrans Contingency" plan be reviewed prior to any lane closure activity.

5.6.3 CONTRACTOR CONTINGENCY PLAN

Contract special provisions require the contractor to provide a Contingency Plan to the RE. This plan should be submitted by the Contractor and reviewed by the RE. Extra equipment and material should be on-site for any item of work in which a failure may cause a delayed opening of a lane closure.

6.0 TMP COORDINATION AND REVIEW

During the course of construction, relevant traffic data, such as the amount of traffic flowing past the work area and the actual traffic delay that occurs during construction, should be collected and given to the TMP Coordinator. TMP staff will also observe traffic conditions during construction and make recommendations to the RE concerning any changes that need to be made with respect to Traffic Management. The TMP coordinator will work closely with the Construction Office in order to develop timely recommendations regarding closing or opening entrance-ramps, changing messages on the PCMS's, and the signing along detour/alternate routes.

APPENDIX A

CALTRANS DEPUTY DIRECTIVE, 60-R2

(DD-60-R2)

Deputy Directive	Number:	DD-60-R2
	Refer to	
	Director's Policy:	DP-03-R1
		Safety and Health DP-05
		Multimodal Alternatives Analysis
		DP-08
		Freeway System
		Management
		DD-64-R2
		Complete Streets
	Effective Date:	01/15/2015
	Supersedes:	DD-60-R1 (09-28-07)
	Responsible	Maintenance &
	Program:	Operations
TITLE Transportation Management Plans		

POLICY

The California Department of Transportation (Caltrans) minimizes disruption to the traveling public on the State Highway System (SHS) by utilizing Transportation Management Plans (TMPs). TMPs are required for all planned construction, maintenance, and encroachment permit activities on the SHS to minimize work-related traffic delays while reducing overall duration of work activities.

BACKGROUND

Caltrans' emphasis towards the SHS has largely shifted from new construction to the reconstruction, rehabilitation, operation, and maintenance of existing facilities. With the ever increasing traffic volumes on California's SHS and more complex highway corridor projects, the need to actively manage traffic on the state's highway facilities is even more critical.

In order to prevent unreasonable traffic delays resulting from planned work, TMPs must be carefully developed and implemented to maintain acceptable levels of service and safety during all work activities on the SHS.

Federal Work Zone Safety and Mobility regulations (23 Code of Federal Regulations 630, Subpart J) require Caltrans to adopt a policy for the systematic consideration and management of work zone impacts on all federally funded highway projects. This policy and TMPs are to be consistent with the regulations.

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability" Deputy Directive Number DD-60-R2 Page 2

> TMPs are also to be consistent with Deputy Directive-64, "Complete Streets-Integrating the Transportation System."

DEFINITIONS

<u>Transportation Management Plan</u> is an approach for alleviating or minimizing work-related traffic delays by the effective application of traditional traffic handling practices and the innovative combination of various strategies. These strategies encompass public awareness campaigns, motorist information, demand management, incident management, construction methods and staging, and alternate route planning. Caltrans' "Transportation Management Plan Guidelines" provide more information on the recommended level of detail for TMPs.

<u>Major Lane Closures</u> are closures that are expected to result in *significant traffic impacts* despite the implementation of TMPs.

Significant Traffic Impact is defined as being an individual traffic delay of 30 minutes or more above normal recurrent travel time on the existing facility or the delay time set by the District Traffic Manager (DTM), whichever is less. TMP strategies are designed to maintain additional delays to be less than 20 minutes above normal recurrent travel time.

<u>District Lane Closure Review Committee (DLCRC)</u> is composed of the Deputy District Directors of Construction, Design, Maintenance and Traffic Operations, and the District Public Information Officer (PIO). In a regionalized setting, DLCRC is composed of the representatives of the Deputy District Directors of Construction, Design, Maintenance and Traffic Operations, and the District PIO.

<u>Headquarters Lane Closure Review Committee (HLCRC)</u> is composed of the Division Chiefs of Construction, Design, Maintenance, Traffic Operations, and the Deputy Director of External Affairs. The California Highway Patrol may be called upon to participate as appropriate at the district or headquarters level.

RESPONSIBILITIES

District Directors:

- Ensure TMPs and lane closure policies comply with established procedures, guidelines, and policies.
- Ensure TMPs are considered during the project initiation or planning phase to the fullest extent.

Chief, Division of Traffic Operations:

- Develops, implements, and maintains statewide policy regarding TMPs.
- Provides direction, assistance, and training to district staff on all TMP activities.
- Ensures consistency among the districts on the development and implementation of TMPs.

Deputy District Directors of Construction, Design, Project Management, Maintenance, and Traffic Operations:

- Require all staff involved in TMP activities to participate in TMP training.
- Ensure that staff involved in highway work activities consider alternatives that strike a balance between reducing the overall construction duration and minimizing disruption to the traveling public.
- Deputy District Director of Construction must designate a Construction Traffic Manager to serve as a liaison between Construction, the DTM, and the District Transportation Management Plan Manager (DTMPM) to review TMPs and traffic handling contingency plans for constructability issues.

District Public Information Officers:

- Work with the project managers to ensure that the TMP funding for community outreach strategies is planned and expended appropriately, and that personnel time is included in the work breakdown structure for the project.
- Attend preconstruction or planning meetings as needed.
- Lead the implementation of a project's public awareness campaign.

District Lane Closure Review Committee:

- Reviews proposals from the project manager for work activities of the preferred alternative that require major lane closures, and approves or makes recommendations in a timely manner when planned activities are expected to result in significant traffic impacts.
- For any activities that are of an interregional, statewide, environmental, or otherwise sensitive nature, the Deputy District Director of Traffic Operations shall contact the HLCRC to discuss the specific project, its anticipated impacts, and to obtain approval.

Headquarters Lane Closure Review Committee:

• Reviews and approves the proposals from the DLCRC for any activities that are of an interregional, statewide, environmental, or otherwise sensitive nature.

District Transportation Management Plan Managers:

- Act as the single focal point for planning and development of the TMPs.
- Participate in the evaluation of design, potential traffic impacts, and mitigation measures for project alternatives.
- Involve the DTM and the Project Development Team (PDT) in the planning and development of the TMP to address all pertinent issues.
- Work with the DTM and the PDT as appropriate to determine the scope and extent of a TMP, and ensure that the TMP is updated during all phases of a project.
- Consider the cumulative impact of multiple projects as well as other activities that may create or generate an increase in traffic demand or delay within the

Deputy Directive Number DD-60-R2 Page 4

project limits and during the work period. Coordinate with other jurisdictions (such as between corridors, districts, neighboring states, and Mexico) on regional and interregional TMPs.

Project Managers:

- Require TMPs to be considered in the earliest stages of development for all projects and activities performed on the SHS.
- Identify needed project resources for all TMP measures and activities.
- Encourage the use of innovative construction staging and contracting methods to accelerate project completion when appropriate.
- Include the DTMPM, the DTM, and the District PIO as needed on PDTs from project initiation phase through completion of construction.
- Prepare and submit the major lane closure request memo to the DLCRC when approval is being requested for proposed work activities causing significant traffic impacts.
- Coordinate development of TMPs with affected local and regional transportation stakeholders as needed.

District Traffic Managers:

- Consult with the DTMPM during the planning and development of the TMP.
- Coordinate with the district construction engineers, resident engineers, DTMPM, encroachment permit inspectors, maintenance supervisors/superintendents, and District PIO to ensure implementation of the TMP during construction.
- Responsible for the day-to-day decisions pertaining to traffic impacts from planned activities on the SHS.
- Coordinate with the Transportation Management Center (TMC) or District Communication Center staff (coordinate with adjacent districts, if applicable) and PIO to respond with appropriate measures when significant travel delays occur on the SHS.
- Facilitate review, approval, modification, or denial of planned lane closure requests on the SHS.
- Recommend termination or modification of active lane closure operations without compromising the safety of the public or workers when traffic impact becomes significant.
- Review construction and maintenance contingency plans.

District Design Engineers, Encroachment Permit Engineers, and Maintenance Engineers:

- Ensure TMP measures are fully incorporated in the development of a project and for special event permits.
- Coordinate with the DTM and the DTMPM to consider alternative strategies as appropriate to determine the best alternatives for balancing traffic impacts, and construction duration and cost.

Deputy Directive Number DD-60-R2 Page 5

- Ensure that impacts of TMP options are fully considered during the development of work schedules and cost estimates.
- Coordinate with the DTM, the DTMPM, and Construction if changes in the TMP strategies are warranted during special events and all phases of the work.

District Construction Engineers, Resident Engineers, and Maintenance Supervisors/Superintendents:

- Ensure full implementation of approved TMPs in close coordination with the DTM and District PIO.
- Include the DTMPM, the DTM, and the District PIO as appropriate in preconstruction or work planning meetings.
- Coordinate with the DTM and the DTMPM as soon as possible to consider traffic and construction impacts if an event is scheduled in an active work zone or construction area.

Traffic Management Center Staff:

- Activate transportation system management elements in support of the TMP.
- Inform the DTM when notified of potential significant impacts due to incidents or ongoing highway activities.

APPLICABILITY

All Caltrans employees involved in TMP activities.

Original signed by:

1/15/2015

KOME AJISE Chief Deputy Director Date Signed

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APPENDIX B

ADT DATA

Dist	Rte	0 S	Post Mile	Description	Back Peak Hour	Back Peak Month	Back AADT	Ahead Peak Hour	Ahead Peak Month	Ahead AADT
11	805	SD	15.95	SAN DIEGO, UNIVERSITY AVENUE	14200	189000	182000	15100	197000	191000
Source: Ca	Itrans PeMS	- 19.0.0, Rep	oort Generated on	December 9,2019.						

Volumes for: Wednesday, January 24, 2018 -Tuesday, January 30, 2018 Location : Boundary St. north of North Park Way City: San Diego

Project# 18-1025-005

AM Period	NB		SB		EB		WB			PM Period	NB		SB		EB		WB		
00:00	0		12		0		0			12:00	0		66		0		0		
00:15	0		15		0		0			12:15	0		63		0		0		
00:30	0		12		0		0			12:30	0		63		0		0		
00:45	0	0	12	51	0	0	0	0	51	12:45	0	0	59	250	0	0	0	0	250
01:00	0		11		0		0			13:00	0		59		0		0		
01:15	0		10		0		0			13:15	0		52		0		0		
01:30	0		8		0		0			13:30	0		64		0		0		
01:45	0	0	10	39	0	0	0	0	39	13:45	0	0	51	226	0	0	0	0	226
02:00	0		9		0		0			14:00	0		59		0		0		
02:15	0		6		0		0			14:15	0		37		0		0		
02:30	0		6		0		0			14:30	0		48		0		0		
02:45	0	0	5	26	0	0	0	0	26	14:45	0	0	41	185	0	0	0	0	185
03:00	0		7		0		0			15:00	0		51		0		0		
03:15	0		5		0		0			15:15	0		39		0		0		
03:30	0		6		0		0			15:30	0		34		0		0		
03:45	0	0	4	21	0	0	0	0	21	15:45	0	0	39	163	0	0	0	0	163
04:00	0		3		0		0			16:00	0		43		0		0		
04:00	0		3		0		0			16:15	0		40		0		0		
04:13	0		4		0		0			16:30	0		40		0		0		
04:45	0	0	3	14	0	0	0	0	14	16:45	0	0	37	160	0	0	0	0	160
05:00	0	~	4		0	Ŭ	0	Ŭ		17:00	0	-	32		0		0		
05:00	0		4		0		0			17:00	0		32 32		0		0		
05:30	0		8		0		0			17:30	0		33		0		0		
05:45	0	0	9	28	0	0	0	0	28	17:45	0	0	31	128	0	0	0	0	128
06:00	0		8	20	0	<u> </u>	0		20	18:00	0	<u> </u>	31	120	0		0		120
06:15	0		12		0		0			18:00	0		28		0		0		
06:30	0		14		0		0			18:30	0		33		0		0		
06:45	0	0	15	49	0	0	0	0	49	18:45	0	0	33	125	0	0	0	0	125
07:00	0		18	.,	0	<u> </u>	0			19:00	0	<u> </u>	37	120	0		0		120
07:15	0		18		0		0			19:00	0		34		0		0		
07:30	0		19		0		0			19:30	0		36		0		0		
07:45	0	0	25	80	0	0	0	0	80	19:45	0	0	32	139	0	0	0	0	139
08:00	0		33		0		0			20:00	0		33		0		0		
08:15	0		29		0		0			20:00	0		30		0		0		
08:30	0		31		0		0			20:30	0		24		0		0		
08:45	0	0	37	129	0	0	0	0	129	20:45	0	0	30	116	0	0	0	0	116
09:00	0		33		0	-	0			21:00	0	-	26		0		0		
09:15	0		36		0		0			21:15	0		20		0		0		
09:30	0		39		0		0			21:30	0		28		0		0		
09:45	0	0	50	158	0	0	0	0	158	21:45	0	0	25	105	0	0	0	0	105
10:00	0		44		0		0			22:00	0		29		0		0		
10:00	0		49		0		0			22:00	0		19		0		0		
10:30	0		49		0		0			22:30	0		21		0		0		
10:45	0	0	54	196	0	0	0	0	196	22:45	0	0	24	92	0	0	0	0	92
11:00	0		60		0		0			23:00	0		21		0		0		
11:15	0		59		0		0			23:15	0		20		0		0		
11:30	0		61		0		0			23:30	0		20		0		0		
11:45	0	0	66	246	0	0	0	0	246	23:45	0	0	18	78	0	0	0	0	78
Total Vol.				1036					1036					1769					1769
GPS Coordinate	s:			0											Da	aily Tot	als		
				-							-	NB		SB					Combined
					-									2804		D14			2804
Split %	-			100.0%	<u> </u>	M			36.9%	,	-			100.0%		PM			63.1%
Peak Hour				11:45					11:45					12:00					12:00
Volume				257					257					250					250
P.H.F.				0.97					0.97					0.94					0.94

Volumes for: Wednesday, January 24, 2018 -Tuesday, January 30, 2018 Location : Boundary St. south of University Ave. City: San Diego

Project# 18-1025-009

AM Period	NB		SB		EB		WB			PM Period	NB		SB		EB		WB		
00:00	18		0		0		0			12:00	62		0		0		0		
00:15	17		0		0		0			12:15	60		0		0		0		
00:30	15		0		0		0			12:30	64		0		0		0		
00:45	16	66	0	0	0	0	0	0	66	12:45	71	255	0	0	0	0	0	0	255
01:00	11		0		0		0			13:00	67		0		0		0		
01:15	11		0		0		0			13:15	66		0		0		0		
01:30	10		0		0		0			13:30	65		0		0		0		
01:45	13	45	0	0	0	0	0	0	45	13:45	65	263	0	0	0	0	0	0	263
02:00	9		0		0		0			14:00	60		0		0		0		
02:15	6		0		0		0			14:15	72		0		0		0		
02:30	9		0		0		0			14:30	66		0		0		0		
02:45	6	30	0	0	0	0	0	0	30	14:45	72	270	0	0	0	0	0	0	270
03:00	5		0		0		0			15:00	63		0		0		0		
03:15	5		0		0		0			15:15	59		0		0		0		
03:30	5		0		0		0			15:30	58		0		0		0		
03:45	4	19	0	0	0	0	0	0	19	15:45	54	234	0	0	0	0	0	0	234
04:00	3		0	-	0	-	0	-		16:00	51		0		0		0		
04:00	3 3		0		0		0			16:00	50		0		0		0		
04:30	4		0		0		0			16:15	56		0		0		0		
04:45	7	18	0	0	0	0	0	0	18	16:45	55	213	0	0	0	0	0	0	213
		10		5	0	0		5	10			215	0	5		5	0	5	
05:00 05:15	7 6		0 0		0		0 0			17:00 17:15	62 48		0		0 0		0		
05:15	0 7		0		0		0			17:15	40 52		0		0		0		
05:30	9	29	0	0	0	0	0	0	29	17:30	52 62	224	0	0	0	0	0	0	224
		29		0		0		0	29			224		0		0		0	224
06:00	11		0		0		0			18:00	72		0		0		0		
06:15	16		0		0		0			18:15	76		0		0		0		
06:30	18	45	0 0	0	0 0	0	0 0	0	45	18:30	79 70	205	0 0	0	0 0	0	0	0	205
06:45	20	65		0		0		0	65	18:45	78	305		0		0	0	0	305
07:00	20		0		0		0			19:00	81		0		0		0		
07:15	20		0		0		0			19:15	69		0		0		0		
07:30	24		0	0	0		0	0		19:30	67	070	0		0	0	0	0	070
07:45	29	93	0	0	0	0	0	0	93	19:45	60	278	0	0	0	0	0	0	278
08:00	31		0		0		0			20:00	56		0		0		0		
08:15	32		0		0		0			20:15	57		0		0		0		
08:30	33		0		0	_	0			20:30	52		0	_	0		0		
08:45	34	131	0	0	0	0	0	0	131	20:45	50	215	0	0	0	0	0	0	215
09:00	41		0		0		0			21:00	50		0		0		0		
09:15	43		0		0		0			21:15	47		0		0		0		
09:30	46		0		0	_	0			21:30	44		0	_	0		0		
09:45	50	179	0	0	0	0	0	0	179	21:45	41	183	0	0	0	0	0	0	183
10:00	50		0		0		0			22:00	42		0		0		0		
10:15	49		0		0		0			22:15	36		0		0		0		
10:30	54		0		0		0			22:30	35		0		0		0		
10:45	56	209	0	0	0	0	0	0	209	22:45	29	143	0	0	0	0	0	0	143
11:00	50		0		0		0			23:00	32		0		0		0		
11:15	55		0		0		0			23:15	27		0		0		0		
11:30	57	-	0		0		0			23:30	25		0		0	-	0		
11:45	61	223	0	0	0	0	0	0	223	23:45	24	108	0	0	0	0	0	0	108
Total Vol.		1106							1106			2690							2690
GPS Coordinate	as.			0											Da	ily Tot	als		
											_	NB		SB	2.0	,	-		Combined
												3795							3795
					A	M										PM			
Split %		100.0%							29.1%			100.0%							70.9%
Peak Hour		11:45							11:45			18:15							18:15
Volume		246							246			315							315
P.H.F.		0.97							0.97			0.97							0.97

Volumes for: Wednesday, January 24, 2018 -Tuesday, January 30, 2018 Location : 33rd St. south of North Park Way City: San Diego

Project# 18-1025-003

nono 2 0 0 0 1200 22 0 0 0 0 00316 2 0 0 0 0 0 1135 23 0	AM Period	NB		SB		EB		WB			PM Period	NB		SB		EB		WB		
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GPS Coordinates: 0 Daily Totals NB SB Combined NB SB SB Combined 1722 1722 Split % 100.0% 40.2% 100.0% 59.8% Peak Hour 07:30 07:30 14:45 14:45 Volume 147 147 143 143	11:45	24	89	0	0	0	0	0	0	89	23:45	3	17	0	0	0	0	0	0	17
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Volume 147 147 143 143	Split %		100.0%										100.0%							59.8%
	Peak Hour		07:30							07:30			14:45							14:45
P.n.r. 0.93 0.93 0.93 0.93																				
	P.H.F.		0.93							0.93			0.93							0.93

Volumes for: Wednesday, January 24, 2018 -Tuesday, January 30, 2018

Location : North Park Way west of 33rd St.

City: San Diego

Project# 18-1025-004

AM Period	NB		SB		EB		WB			PM Period	NB		SB		EB		WB		
00:00	0		0		1		0			12:00	0		0		20		0		
00:15	0		0		2		0			12:00	0		0		22		0		
00:30	0		0		2		0			12:30	0		0		22		0		
00:45	0	0	0	0	1	7	0	0	7	12:45	0	0	0	0	23	87	0	0	87
01:00	0	<u> </u>	0	<u> </u>	1		0	U		13:00	0	<u> </u>	0	<u> </u>	20	0,	0	Ŭ	
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01:45	0	0	0	0	2	6	0	0	6	13:45	0	0	0	0	18	79	0	0	79
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02:00	0		0		1		0			14:00	0		0		17		0		
02:15	0		0		1		0			14:15	0		0		19		0		
02:30	0 0	0	0 0	0	2 1	4	0 0	0	4	14:30	0 0	0	0 0	0	20	74	0 0	0	74
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03:30	0	_	0	_	0		0			15:30	0		0	_	18		0	-	
03:45	0	0	0	0	0	1	0	0	1	15:45	0	0	0	0	16	69	0	0	69
04:00	0		0		0		0			16:00	0		0		17		0		
04:15	0		0		1		0			16:15	0		0		16		0		
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04:45	0	0	0	0	1	2	0	0	2	16:45	0	0	0	0	15	61	0	0	61
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05:15	0		0		1		0			17:15	0		0		11		0		
05:30	0		0		1		0			17:30	0		0		11		0		
05:45	0	0	0	0	0	3	0	0	3	17:45	0	0	0	0	9	41	0	0	41
06:00	0		0		1		0			18:00	0		0		8		0		
06:15	0		0		1		0			18:15	0		0		11		0		
06:30	0		0		2		0			18:30	0		0		9		0		
06:45	0	0	0	0	1	5	0	0	5	18:45	0	0	0	0	6	34	0	0	34
07:00	0		0		2		0			19:00	0		0		7		0		
07:15	0		0		4		0			19:15	0		0		7		0		
07:30	0		0		6		0			19:30	0		0		7		0		
07:45	0	0	0	0	6	19	0	0	19	19:45	0	0	0	0	5	25	0	0	25
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08:00			0		9		0			20:00	0		0		6 5		0		
08:15	0		0		9		0			20:15			0						
08:30	0	0	0	0	9	24	0	0	24	20:30	0 0	0	0	0	4 3	10	0 0	0	10
08:45	0	0		0		36		0	36	20:45		0		0		18		0	18
09:00	0		0		10		0			21:00	0		0		5		0		
09:15	0		0		10		0			21:15	0		0		4		0		
09:30	0		0		12		0			21:30	0		0		4		0		
09:45	0	0	0	0	13	44	0	0	44	21:45	0	0	0	0	4	17	0	0	17
10:00	0		0		13		0			22:00	0		0		3		0		
10:15	0		0		15		0			22:15	0		0		3		0		
10:30	0		0		17		0			22:30	0		0		3		0		
10:45	0	0	0	0	17	62	0	0	62	22:45	0	0	0	0	3	13	0	0	13
11:00	0		0		16		0			23:00	0		0		3		0		
11:15	0		0		17		0			23:15	0		0		4		0		
11:30	0		0		23		0			23:30	0		0		2		0		
11:45	0	0	0	0	20	75	0	0	75	23:45	0	0	0	0	3	11	0	0	11
Total Vol.						265			265							530			530
						205			205						_				530
GPS Coordinates	s:			0								NB		SB	Da	aily Tot	als		Combined
											-	IND		JD		701			
					_											796			796
	_				A	М				_	_					PM			
Split %						100.0%			33.4%							100.0%			66.6%
						11:30			11:30							12:00			12:00
Peak Hour																			
Peak Hour Volume						85			85							87			87

APPENDIX C

TMP DATA SHEET

TRANSPORTATION MANAGEMENT PLAN DATA SHEET (Preliminary TMP Elements and Costs)

Co/Rte/PM	SD/805/15.911	EA	Alternative N	0.
Project Limit	15.911			
Project Descrip	•		y Project, signalization of	f I-805 SB/North Park
	· · · · · · · · · · · · · · · · · · ·	Sueer/Boundary	Street intersection	
I) Publ	lic Information			¢1 < 000 00
	\square a. Brochures an			\$16,888.00
	\square b. Press Release			
	c. Paid Adverti	•		\$12,000.00
	d. Public Inforr	nation Center/Kio	osk	\$1,200.00
	e. Public Meeti	ng/Speakers Bure	eau	
	f. Telephone H	otline		
	🔀 g. Internet			\$10,000.00
	h. Others			
2) Mot	orists Information Stra	ategies		
	a. Changeable I	Message Signs (F	ixed)	\$
	b. Changeable	Message Signs (P	ortable)	\$10,000.00
	C. Ground Mou	inted Signs		\$8,400.00
	d. Highway Ad	visory Radio		\$
	e. Caltrans Hig	hway Information	n Network (CHIN)	
	f. Others	5		\$
3) Incid	dent Management			
	a. Construction	Zone Enhanced	Enforcement	
	Program (CC	DZEEP)		\$20,000.00
	b. Freeway Ser	vice Patrol		\$
	c. Traffic Mana	agement Team		
	d. Helicopter S	urveillance		\$
	e. Traffic Surve	eillance Stations		
	(Loop Detect	tor and CCTV)		\$
	f. Others			\$

4) Construction Strategies

🔀 a. Lane Closure Chart	
b. Reversible Lanes	
c. Total Facility Closure	
d. Contra Flow	
e. Truck Traffic Restrictions	\$
f. Reduced Speed Zone	\$
g. Connector and Ramp Closures	
h. Incentive and Disincentive Clause	\$
i. Moveable Barrier	\$
j. Others	\$
5) Demand Management	
a. HOV Lanes/Ramps (New or Convert)	\$
b. Park and Ride Lots	\$
c. Rideshare Incentives	\$
d. Variable Work Hours	
e. Telecommute	
f. Ramp Metering (Temporary Installation)	\$
g. Ramp Metering (Modify Existing)	\$
h. Others	\$
6) Alternative Route Strategies	
a. Add Capacity to Freeway Connector	\$
b. Street Improvement (widening, traffic signal etc	e) \$
c. Traffic Control Officers	\$
d. Parking Restrictions	
e. Others	\$
7) Other Strategies	
a. Application of New Technology	\$
	φ.

Project Notes:

- 1. Work within the Caltrans right of way will take approximately 10 working days to construct.
- 2. Current dollar values used. Inflation was not factored into the estimate.
- 3. Traffic Control/Maintain Traffic costs were not provided.
 - 4. Portable CMS specified for this project by this estimate are designated for congestion relief as outlined by DD-60. Portable CMS required for other purposes should be included under other specifications. Two portable CMS are assumed for this TMP.
 - 5. The COZEEP specified for this project by this estimate is designated for congestion relief as outlined by DD-60. The COZEEP required for other purposes should be included under other specifications.
 - 6. Advertisements should be published via available sources of communication such as social media platforms, website, and open news outlets.
 - 7. Whenever feasible close coordination with signal and ramp metering staff is critical and highly recommended to maximize the throughput within the closure area.
 - 8. As outlined in Deputy Directive 60, this TMP is a living document, subject to change as required by changing circumstances. If there is material change to the project scope which will affect the function or adequacy of the TMP, then changes to the TMP must be addressed. If traffic conditions at the project site demonstrate that TMP elements need to be adjusted to adequately address congestion, then the TMP shall be altered accordingly.

9. Hospitals with emergency services and fire stations that may require access through work zones at all hours should be accommodated. Schools, major venues, shopping malls, and other heavily utilized area should also be notified of construction activities that may impact their services.

COZEEP specified for this project by this TMP are designated for congestion relief as outlined by DD-60-R2. COZEEP required for other purposes should be included under other specifications.

PREPARED BY	Brian R. Stephenson, PE, TE, PTOE	DATE	12/19/19
APPROVAL RECOMMENDED BY		DATE	
APPROVED BY		DATE	

TMP OPINION OF COST FOR UNIVERSITY AVENUE MOBILITY PROJECT DECEMBER 2019

SECTION AND DESCRIPTION	QTY			Unit Cost	
Public Information					
Brochures & Mailers	22325	adresses	\$	0.001	\$22.33
Brochures & Mailers distribution		mailers	\$	0.55	\$122.79
Flyers:	22325	adresses	\$	0.10	\$2,232.50
Flyers distribution		flyers	\$	65.00	\$14,511.25
Press Release/Paid Advertising	1	LS	\$	12,000.00	\$12,000.00
Public Information Kiosk	1	LS	\$	1,200.00	\$1,200.00
Telephone Hotline		LS			\$0.00
Develop webpage for City of San Diego website	1	LS	\$	5,000.00	\$5,000.00
Maintain webpage for City of San Diego website	1	LS	\$	5,000.00	\$5,000.00
	-		SEC	TION TOTAL:	\$40,088.86
Motorist Information Strategies					
Portable Changeable Message Signs	2	EA	\$	5,000.00	\$10,000.00
Construction Area Signs	28	EA	\$	300.00	\$8,400.00
	-		SEC	TION TOTAL:	\$18,400.00
Incident Management					
Construction Zone Enhanced Enforcement Program (COZEEP)	10	night	\$	2,000.00	\$20,000.00
Freway Service Patrol		patrol			\$0.00
			SEC	TION TOTAL:	\$20,000.00
Construction Strategies					
Lane Closure Chart					\$0.00
			SEC	TION TOTAL:	\$0.00
			GR/	AND TOTAL:	\$78,488.86

APPENDIX D

LANE CLOSURE REQUIREMENTS

Chart No. 1 Complete Ramp Lane Hours							
County: SD	Route/Direction: 805/SB	PM: 15.985					
		15.738					
Closure Limits: SB Exit ramp to I	N Parkway / Boundary						
SB Entrance ram	p from N Parkway / Boundary						
FROM HOUR TO HOUR 2	4 1 2 3 4 5 6 7 8 9 10 11 12	13 14 15 16 17 18 19 20 21 22 23 24					
Mondays through Thursdays	C C C C C S	S C C C					
Fridays	C C C C C S						
Saturdays							
Sundays		S C C C					
Work is allowed within the hig	ly. ght / left) for placement of signs only. hway where a shoulder or lane closure i	is not required.					
REMARKS: <u>NOTE:</u> When an Off-ramp is closed completely, place a PCMS (Portable Changeable Message Sign) in the direction of travel allowing the traffic the option to use the preceding Off-ramp and warning them of the ramp <u>closure ahead.</u>							

Permit # -XXXX-(11-20-XXX)- SPSALEM-01-08-2020

APPENDIX E

CALTRANS STANDARD SPECIAL PROVISIONS (SSP'S)

(TO BE PROVIDED BY CALTRANS)

APPENDIX F

TRAFFIC CONTROL PLANS

ermit #11-20-NSN-0489

Water Pollution Control Program (WPCP) UNIVERSITY AVENUE MOBILITY PROJECT

Permit No.

Reviewed By: R. SANTIS

NPDES Route Manager Approval

no additional semments

Revise and Resularad

WATER POLLUTION CONTROL PROGRAM (WPCP)

For

UNIVERSITY AVENUE MOBILITY PROJECT

Caltrans Encroachment Permit Number for Local Agency / Private Entity: TBD Caltrans Encroachment Permit Number for Contractor: TBD

> Prevared for: Caltrans

State of California, Department of Transportation District 11

APPROVED ENCROACHMENT PERMITPLAN 4050 Taylor Street

1120NSN0489 6/5/2020 San Diego, California 92110

TBD

Submitted by: City of San Diego 525 B Street Suite 700, M.S. 908A San Diego, CA 92101 (619) 533-7416 Chun Yu Chan

Project Site Address

MAY 1 5 2020

CALTRANS-PERMIT

Date:

VAMP I-805/NORTH

corporate commente as noted, no resubmit

Intersection of Boundary Street and North Park Way

Contractor's Water Pollution Control (WPC) Manager

To be determined by the Contractor

Contractor's Alternate Water Pollution Control (WPC) Manager

Contractor's Designated Water Pollution Control Inspector (if different from WPC Manager)

Contractor's Alternate Designated Water Pollution Control Inspector (if different from WPC Manager)

WPCP Prepared by:

Rick Engineering Company (Job #18022-J)

University Avenue Mobility Project

Permit No.:

Date:

Federal ID RPSTPLE-5004(156)

WATER POLLUTION CONTROL PROGRAM (WPCP)

For

UNIVERSITY AVENUE MOBILITY PROJECT

Caltrans Encroachment Permit Number for Local Agency / Private Entity: TBD Caltrans Encroachment Permit Number for Contractor: TBD

> Prepared for: Caltrans State of California, Department of Transportation District 11 4050 Taylor Street San Diego, California 92110

TBD

<u>Submitted by:</u>

City of San Diego 525 B Street Suite 700, M.S. 908A San Diego, CA 92101 (619) 533-7416 Chun Yu Chan

Project Site Address

Intersection of Boundary Street and North Park Way

Contractor's Water Pollution Control (WPC) Manager

To be determined by the Contractor

Contractor's Alternate Water Pollution Control (WPC) Manager

Contractor's Designated Water Pollution Control Inspector (if different from WPC Manager)

Contractor's Alternate Designated Water Pollution Control Inspector (if different from WPC Manager)

<u>WPCP Prepared by:</u>

Rick Engineering Company (Job #18022-J)

Water Pollution Control Program (WPCP) UNIVERSITY AVENUE MOBILITY PROJECT

5620 Friars Road San Diego, CA 92110

(619) 291-0707

Ms. Kelly Doyle Environmental Project Manager, QSD #33

WPCP Preparation Date

January 17, 2020

Less than 1 acre of soil disturbance.

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KD:PMJ:es:k/files/report/18022-J.002

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WPCP Attachments

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Attachment D	Stormwater Training Documentation

WPCP Appendices

Appendix A	CEM-2008 SWPPP/WPCP Amendment Certification and Authorization
Appendix B	CEM-2009 SWPPP/WPCP Amendment Log
Appendix C	CEM-2023 Stormwater Training Record
Appendix D	CEM-2024 Stormwater Training Log (Optional)
Appendix E	CEM-2034 Monthly Stormwater BMPs Material Inventory Report - Optional
Appendix F	CEM-2030 Stormwater Site Inspection Report
Appendix G	CEM-2035 Stormwater Corrective Actions Summary or
	CEM-2035T Stormwater Corrective Actions Summary - Lake Tahoe Hydrologic Unit
Appendix H	CEM-2061 Notice of Discharge Report or
Appendix I	CEM-2061T Notice of Discharge Report - Lake Tahoe Hydrologic Unit Stormwater Sample Field Test Report/Receiving Water Monitoring Report CEM-2070 SWPPP/WPCP Annual Certification of Compliance
- PP SHaik I	

SECTION 10 WPCP Certification and Acceptance

10.1 Contractor's Certification and Acceptance by the Resident Engineer

WPCP PREPARER CERTIFICATION OF WPCP

"I certify that I have the qualifications and certifications specified for a Qualified SWPPP Developer (QSD) or Qualified SWPPP Practitioner (QSP) shown in the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities, Order No. 2009-0009-DWQ, NPDES No.CAS000002, Section VII, Training Qualifications and Certification Requirements.

I certify that this WPCP meets the requirements set forth in the contract special provisions, Caltrans Standard Specifications, and the Caltrans SWPP/WPCP Preparation Manual.

I certify under a penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to ensure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted, to the best of my knowledge and belief is true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations."

helpfle	1/20/20	. P
WPCP Preparer Signature	Date	
Ms. Kelly Doyle	(619) 291-0707	
WPCP Preparer Name	Telephone Number	

Environmental Project Manager, QSD #33

WPCP Preparer Title

CONTRACTOR'S CERTIFICATION OF WPCP

"I certify under a penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to ensure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted, to the best of my knowledge and belief is true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations."

1/20/2020

Contractor's Signature

Contractor's Name

Telephone Number

Date

Contractor's Title

City of San Diego

Template Date : Feb 2019

WPCP Certification and Acceptance Page 10-1

University Avenue Mobility Project Federal ID RPSTPLE-5004(156)

For Use by Local Agency / Private Entity Only

LOCAL AGENCY / PRIVATE ENTITY RESIDENT ENGINEER'S ACCEPTANCE OF WPCP

"I certify under a penalty of law that this document and all attachments were reviewed under my direction or supervision in accordance with a system designed to ensure that qualified personnel properly evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted, to the best of my knowledge and belief is true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations."

This WPCP is accepted based on a review performed by myself or personnel acting under my direction. that detremined that the WPCP meets the requirements set forth in the contract special provisions, Caltrans Standard Specifications, and the Caltrans SWPPP/WPCP Preparation Manual.

Resident Engineer's Signature

TBD

Resident Engineer's Name

Telephone Number

Date

For Use by Caltrans Only

CALTRANS OVERSIGHT ENGINEER'S CONCURENCE OF WPCP

l, and/or personnel acting under my direction and supervision, have reviewed this WPCP and concur with the Resident Engineer's findings that it meets the requirements set forth in the contract special provisions, Caltrans Standard Specifications, and the Caltrans SWPPP/WPCP Preparation Manual.

Caltrans Oversight Engineer's Signature

Date of WPCP Concurrence

Caltrans Oversight Engineer's Name

Telephone Number

10.2 Amendments

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WPCP Certification and Acceptance Page 10-2

The WPCP shall be amended whenever there is a change in construction or operations that may cause the discharge of significant quantities of pollutants to surface waters, ground waters, municipal storm drain systems, or when deemed necessary by the Resident Engineer. The WPCP must be amended when:

- changes in work activities could affect the discharge of pollutants
- WPC practices are added by contract change order
- WPC practices are added at the contractor's discretion

Amendments to WPCP shall be documented in letter format and include revised Water Pollution Control Drawing sheets, as appropriate. WPCP amendments shall be certified by the contractor and require acceptance by Caltrans or Local Agency / Private Entity Resident Engineer. For encroachment permit projects, Caltrans Oversight Engineer concurrence is required. Documentation of WPCP amendment certification, acceptance and Caltrans Oversight Engineer concurrence, if required will be documented using CEM-2008 SWPPP/WPCP Amendment Certification and Acceptance form in Appendix A.

All WPCP amendments shall be documented on CEM-2009 SWPPP/WPCP Amendments Log which includes:

- amendment number
- amendment date
- brief description of the amendment
- name of individual requesting amendment
- amendment acceptance date.

All WPCP amendments shall be logged on CEM-2009 SWPPP/WPCP Amendment Log form, in Appendix B. Accepted amendments with an updated amendment log shall be attached to the contractor's on-site WPCP in Attachment C.

10.3 Contractor's Annual Certification and Acceptance by the Resident Engineer

Each year by July 15 the contractor shall certify that the water pollution control measures are being implemented in accordance with the accepted WPCP for the project, including accepted WPCP amendments. The contractor shall submit the annual certification to the Resident Engineer for acceptance. Documentation of annual certification shall be on CEM-2070 SWPPP/WPCP Annual Certification of Compliance form, in Appendix I.

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WPCP Certification and Acceptance Page 10-3

SECTION 20 Project and Contractor Information

20.1 Project Description

The project will be installing a traffic signal at the intersection of the I-805 south-bound offramp and North Park Way/ Boundary Street. A portion of the traffic signal system and appurtenances, including a signal pole, portion of a curb ramp, electrical conduit, and detector loops, will be installed withing the Caltrans right-of-way.

20.2 Unique Site Features

20.3 Contact Information for Responsible Parties

Resident Engineer

Name:	TBD
Title:	Resident Engineer
Company:	Caltrans
Address:	State of California, Department of Transportation District 11
	4050 Taylor Street
	San Diego, California 92110
Phone Number:	
Emergency Phone Number (24/7)	
Email address:	
Contractor	• •
Name:	Chun Yu Chan
Title:	
Company:	City of San Diego
Address:	525 B Street
	Suite 700, M.S. 908A
City of San Diego	Project and Contractor Information Page 20-1
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Water Pollution Control Program (WPCP) UNIVERSITY AVENUE MOBILITY PROJECT

	UNIVERSITTAV	
	San Diego, CA 92101	· · · · · · · · · · · · · · · · · · ·
Phone Number:	(619) 533-7416	
Emergency Phone Number (24/7)		
Email address:		
Water Pollution Control M	anager (WPC Manager)	
Name:	To be determined by the Contractor	
Title:		
Company:		
Address:		
	,	
Phone Number:		
Emergency Phone Number (24/7):		•
Email address:		
Erosion and Sediment Cont	trol Provider	
Name:	To be determined by Contractor	
Title:		
Company:		
Address:		
	·	
Phone Number:		
Emergency Phone Number (24/7)	-	
Email address:		
20.4 Training		
To be determined by the Contractor	r, the WPC Manager for this project, meets the Qua nent of Section VII., "Training Qualifications and on:	alified SWPPP Practioner (QSP) Certification Requirements," of the
• To be inserted by the WPC	C Manager.	
City of San Diego		Project and Contractor Information
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)

1

The WPC Manager has received the following training:

• To be inserted by the WPC Manager.

The WPC Manager has the following WPCP development and implementation experience:

• To be inserted by the WPC Manager.

The WPCP for this project was developed by Kelly Doyle, who meets the Qualified SWPPP Practitioner (QSP) registration or certification requirement of Section VII., "Training Qualifications and Certification Requirements," of the Construction General Permit based on:

•Qualified SWPPP Developer/Qualified SWPPP Practitioner training and certification #33

The QSP has received the following training:

- •Certified Professional in Erosion and Sediment Control Training and Certification #4120
- •CASQA Annual Storm Water Conference October 15-17, 2018

The QSP has the following WPCP development experience:

•Ms. Kelly Doyle of Rick Engineering Company has prepared and processed dozens of WPCPs through Caltrans. Ms. Doyle has performed the role of a QSP at dozens of construction projects in California.

Contractor or subcontractor employees responsible for water pollution control best management practices (BMPs) installation, maintenance and repair have received the following training:

• To be inserted by the WPC Manager.

Contractor and subcontractor employees shall be trained prior to working on the site in the following subjects:

- water pollution control rules and regulations.
- implementation and maintenance for:
 - temporary soil stabilization
 - temporary sediment control
 - tracking control
 - wind erosion control
 - material pollution prevention control
 - waste management
 - non-storm water management
- identifying and handling hazardous substances

City of San Diego

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1/16/2020

Project and Contractor Information Page 20-3 • potential dangers to humans and the environment from spills and leaks or exposure to toxic or hazardous substances

Informal employee training shall include tailgate site meetings to be conducted weekly and address the following topics:

- water pollution control best management practices (BMPs) deficiencies and corrective actions
- BMPs that are required for work activities during the week
- spill prevention and control
- material delivery, storage, use, and disposal
- waste management
- non-stormwater management

A summary of formal and informal training of various personnel is shown in Attachment D. A copy of all training certificate(s) for the WPC Manager and the WPCP Preparer are included in Attachment D.

Stormwater training for project personnel shall be documented on form CEM-2023 Stormwater Training shown in Appendix C. For each training occurance, both a training record and an updated training log, form CEM-2024 Stormwater Training Log, shown in Appendix D, must be completed. A copy of the training log, training record and copies of all training certificates for project personnel will be kept in WPCP file category 20.23 Contractor Personnel Training Documentation. An updated training log and documentation of new training shall be submitted to the RE within 5 days of training.

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Project and Contractor Information Page 20-4

SECTION 30 Pollution Sources and Control Measures

30.1 Pollutant Sources

30.1.1 Inventory of Materials and Activities that May Pollute Stormwater

The following is a list of construction materials that will be used and activities that will be performed that will have the potential to contribute pollutants, other than sediment, to stormwater runoff:

- Pavement Removal (asphalt, concrete)
- Clearing and Grubbing
- Utilities
- Saw Cutting
- Paving and Grading
- Concrete Placement (colored chalks)
- Concrete Curing (curing and glazing compounds)
- Concrete Finishing (surface cleaners)
- Litter, Trash and Debris
- Paint Preparation, Painting, Stenciling, and Etching
- Portable Toilets, Disturbance of Existing Sewer Lines
- Equipment Use (cleaning, fueling, and maintenance)
- Adhesive (glues, resins, epoxy synthetics, caulks, sealers, putty, sealing agents and coal tars)
- Concrete Waste Management

The following is a list of construction activities that have the potential to contribute sediment to stormwater discharges include:

- Pavement Removal (asphalt, concrete)
- Clearing and Grubbing
- Stockpiling
- Excavation
- Disturbance of Contaminated Soil

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Pollution Sources and Control Measures Page 30-1

• Utilities

• Landscaping, Planting and Plant Maintenance, Amending of Soil and Mulching

30.1.2 Potential Pollutants from Site Features or Known Contaminants

Existing site features that, as a result of past usage, may contribute pollutants to stormwater (e.g., toxic materials that are known to have been treated, stored, disposed, spilled, or leaked onto the construction site) include:

None

The following contaminants are known to exist at the project site locations identified:

• Rick Engineering Company has not reviewed any documents that identify any historical pollutants that may be on-site. If any existing pollutants are encountered, it will be the responsibility of the WPCM and LRP to ensure proper best management practices.

30.2 Soil Stabilization (Erosion Control) and Sediment Control

30.2.1 Soil Stabilization BMPs

The following soil stabilization BMP implementation table indicates the BMPs that shall be implemented to control erosion on the construction site. Implementation and locations of temporary soil stabilization BMPs are shown on the WPCDs in Attachment A and described in this section. Any additional BMP detail drawing necessary to convey site specific BMP configuations can also be found in Attachment A of this WPCP. The following list of BMPs and narrative explain how the selected BMPs will be incorporated into the project.

CONSTRUCTION BMP ID NO.(1	. BMP NAME	CONTRACT MIN REQUIRE-	CONTRACT BID ITEM	BMP	USED	IF A CONTRACT MINIMUM REQUIREMENT BUT NOT USED, STATE REASON
		MENT ⁽²⁾		Yes	No	,
SS-1	Scheduling	Z		ė	Q	
SS-2	Preservation of Property/ Preservation of Existing Vegetation			١		
SS-3 Bonded	Temporary Hydraulic Mulch (Bonded Stabilized Fiber Matrix)	·····································		-0-	۲	Implementing SS-5
SS-3 Polymer	Temporary Hydraulic Mulch (Polymer Stabilized Fiber Matrix)			0	9	Implementing SS-5
SS-4	Temporary Erosion Control (With Temporary Seeding)			۲	0	

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Pollution Sources and Control Measures Page 30-2

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Water Pollution Control Program (WPCP) UNIVERSITY AVENUE MOBILITY PROJECT

SS-5	Temporary Soll Stabilizer	V		۲	Ċ	
SS-6	Temporary Erosion Control (Straw Mulch with Stabilizing Emulsion)			0		Implementing SS-5
SS-7 Slope	Temporary Erosion Control Blanket (On Slope)			0	۲	Implementing SS-5
SS-7 Swale	Temporary Erosion Control Blanket (In swale or ditch)			- O		No swales or ditches.
SS-7 Geotextile	Temporary Cover (Geotextiles and Mats)	~		۲	Q	
SS-8	Temporary Mulch (Wood)			0		Implementing SS-5
SS-9	Earth Dikes / Drainage Swales & Lined Swales			0	۲	None proposed.
SS-10	Outlet Protection / Velocity Dissipation Devices			0	۲	None proposed.
SS-11	Slope Drains			0	۲	No slope drains.
SS-12	Streambank Stabilization				۲	No streams on-site.
ALTERN	IATIVE TEMPORARY S	OIL STABILIZ	ATION BMPs	USED (3	;)	
·	ି Yes) No				

Notes:

(1) The BMP designations (SS-1, SC-3, etc.) are solely for maintaining continuity with existing Caltrans documents and are not provided to imply that the Construction Site Best Management Practices (BMPs) Reference Manual is a required contract document. (2) Minimum requirements are based on the required contract plans and specifications. Not all minimum requirements may be applicable to every project. Applicability to a specific project shall be determined by the WPCP Preparer or WPC Manager. (3) Use of alternative BMPs will require written approval by the Resident Engineer

SS-1 Scheduling

The project schedule will sequence construction activities with the installation of sediment control measures. BMPs will be deployed in a sequence to follow the progress of grading and construction.

SS-2 Preservation of Existing Vegetation

Limit project disturbance to the minimum area required to complete the work.

SS-4 Hydroseeding

Hydroseeding may be applied to disturbed areas over the course of construction.

SS-5 Soil Binders

Soil binders will be applied to all disturbed areas that are temporarily inactive over the course of construction.

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Pollution Sources and Control Measures Page 30-3

30.2.2 Sediment Control BMPs

The following sediment control BMP implementation table indicates the BMPs that shall be implemented to control sediment on the construction site. Implementation and locations of temporary sediment control BMPs are shown on the WPCDs in Attachment A and described in this section. Any additional BMP detail drawings necessary to convey site specific BMP configurations can also be found in Attachment A of this WPCP. The following list of BMPs and narrative explain how the selected BMPs will be incorporated into the project.

CONSTRUCTION BMP ID NO.(1	BMP NAME	CONTRACT MIN REQUIRE-	CONTRACT	BMP	USED	IF A CONTRACT MINIMUM REQUIREMENT BUT NOT USED, STATE REASON
		MENT ⁽²⁾		Yes	No	USED, STATE REASON
SC-1	Temporary/Reinforced Silt Fence			۲	Û	
SC-2	Temporary Sediment Basin			Ö	۲	Not proposed due to a limited project footprint.
SC-3	Sediment Trap/Curb Cutback	[0	۲	Not proposed due to a limited project footprint.
SC-4	Temporary Check Dam					
SC-5	Temporary Fiber Rolls			۲	0	· · · · · · · · · · · · · · · · · · ·
SC-6	Temporary Gravel Bag Berm				•	Implementing SC-5
SC-7	Street Sweeping			۲	0	
SC-8	Temporary Sandbag Barrier			Ō		Implementing SC-5
SC-9	Temporary Straw Bale Barrier			0	۲	Implementing SC-5
3 C-10	Temporary Drain Inlet Protection					
SC-11	Compost Sock			0	(<u>)</u>	Implementing SC-5
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SC-12	Flexible Sediment Barrier			0	(<u>)</u>	Implementing SC-5
	ALTERNATIVE SEDEME		. BMPs USED	(3)	I	
	⊖ _{Yes} . ●) No				

Notes:

(1) The BMP designations (SS-1, SC-3, etc.) are solely for maintaining continuity with existing Caltrans documents and are not provided to imply that the Construction Site Best Management Practices (BMPs) Reference Manual is a required contract document, (2) Minimum requirements are based on the required contract plans and specifications. Not all minimum requirements may be applicable to every project. Applicability to a specific project shall be determined by the WPCP Preparer or WPC Manager. (3) Use of alternative BMPs will require written approval by the Resident Engineer

SC-1 Temporary Silt Fence

Temporary silt fence may be installed along the construction site perimeter and/or along the toe of slopes as applicable to settle out soil particles from storm water runoff.

SC-4 Temporary Check Dam

Temporary check dams may be installed as velocity dissipaters along areas of concentrated flows during construction.

SC-5 Temporary Fiber Rolls

Temporary fiber rolls will be installed at all grade breaks along slopes.

SC-7 Street Sweeping

A combination of sweeping and vacuuming will be implemented as needed to prevent generation of dust and track-out, and to effectively clean hardscape surfaces.

SC-10 Temporary Drain Inlet Protection

Storm drain inlet protection will be used at all operational internal inlets (where safe due to traffic hazards) to the storm drain system as shown on the WPCDs.

30.2.3 Tracking Control BMPs

The following tracking control BMP implementation table indicates the BMPs that shall be implemented to reduce sediment tracking from the construction site onto private or public roads. Implementation and locations of tracking control BMPs are shown on the WPCDs in Attachment A and described in this section. Any additional BMP detail drawings necessary to convey site specific BMP configurations can also be found in Attachment A of this WPCP. The following list of BMPs and narrative explain how the selected BMPs will be incorporated into the project.

REQUIRE- USED, STA	ENT BUT NOT
MENT ⁽²⁾ Yes No	TE REASON
SC-7 Street Sweeping	

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TC-1	Temporary Construction Entrance			• O	۲	Implementing SC-7
TC-2	Stabilization Construction Roadway				🛈	Implementing SC-7
TC-3	Temporary Entrance / Outlet Tire Wash			0	۲	Implementing SC-7
A	LTERNATIVE TRACKIN ○ Yes	IG CONTROL	BMPs USED	(3)		

Notes:

(1) The BMP designations (SS-1, SC-3, etc.) are solely for maintaining continuity with existing Caltrans documents and are not provided to imply that the Construction Site Best Management Practices (BMPs) Reference Manual is a required contract document. (2) Minimum requirements are based on the required contract plans and specifications. Not all minimum requirements may be applicable to every project. Applicability to a specific project shall be determined by the WPCP Preparer or WPC Manager. (3) Use of alternative BMPs will require written approval by the Resident Engineer

SC-7 Street Sweeping

Street sweeping will occur as needed.

30.2.4 Wind Erosion Control BMPs

The following wind erosion control BMP implementation table indicates the BMPs that shall be implemented to control wind erosion on the construction site. Implementation and locations of wind erosion control BMPs are shown on the WPCDs in Attachment A and/or described in this section. The following list of BMPs and narrative explain how the selected BMPs shall be incorporated into the project.

CONSTRUCTION BMP ID NO.(1	BMP NAME	CONTRACT MIN REQUIRE-	CONTRACT BID ITEM	BMP	USED	IF A CONTRACT MINIMUM REQUIREMENT BUT NOT USED, STATE REASON
		MENT (2)		Yes	No	,,
WE-1	Wind Erosion Control			۲	Ó	
TC-1	Temporary Construction Entrance			Ö		Implementing SC-7
	Stabilization Construction		[7:)			Implementing SC-7
	Roadway	L		0	•	
n dan seria dan dari Karangan seria	All Soil Stabilization Measures included in Section 30.2.1			۲	0	
ALT	ERNATIVE WIND ERO	SION CONTR	OL BMPs USE	D (3)		
	⊖ _{Yes} . ④	No	'n			

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Notes:

(1) The BMP designations (SS-1, SC-3, etc.) are solely for maintaining continuity with existing Caltrans documents and are not provided to imply that the Construction Site Best Management Practices (BMPs) Reference Manual is a required contract document. (2)Not all minimum requirements may be applicable to every project. Applicability to a specific project shall be determined by the contractor and approved by the Resident Engineer.

(3)Use of Alternative BMPs will require written approval by the Resident Engineer.

WE-1 Wind Erosion Control

Potable water shall be applied to disturbed soil areas of the project site to control dust and maintain optimum moisture levels for compaction. The water will be applied using water trucks.

30.3 **Construction Site Management**

30.3.1 Non-Stormwater Management BMPs

The following BMP implementation table indicates the BMPs that have been selected to control non-stormwater pollution on the construction site. Implementation and locations of non-stormwater control BMPs are shown on the WPCDs in Attachment A and described in this section. Any additional BMP detail drawings necessary to convey site specific BMP configurations can also be found in Attachment A of this WPCP.

CONSTRUCTION BMP ID NO.(1	BMP NAME	CONTRACT MIN REQUIRE-	CONTRACT BID ITEM	BMP	USED	IF A CONTRACT MINIMUM REQUIREMENT BUT NOT USED, STATE REASON
		MENT(2)		Yes	No	
NS-1	Water Control and Conservation			۲	. O	
NS-2	Dewatéring (3)			0		No dewatering is anticipated.
NS-3	Paving, Sealing, Sawcutting, and Grinding Operations			. 🕥	0	
NS-4	Temp Stream Crossing (3)			0		No streams on-site.
NS-5	Clear Water Diversion (3)			0	Ô	No streams on-site.
NS-6	Illegal Connection and Illicit Discharge				Ő	
NS-7	Potable Water / Irrigation			(<u>)</u>	0	

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NS-8	Vehicle and Equipment Cleaning	v		0	Ō	Will not occur within Caltrans right-of-way.
NS-9	Vehicle and Equipment Fueling					Will not occur within Caltrans right-of-way.
NS-10	Vehicle and Equipment Maintenance			0	۲	Will not occur within Caltrans right-of-way.
NS-11	Pile Driving Operations			Ô	٩	No pile driving or shoring operations.
NS-12	Concrete Curing		✓	٢	0	
NS-13	Material and Equipment Used Over Water		Π	o O National	١	No construction occuring over water.
NS-14	Concrete Finishing			۲	Ô	
NS-15	Structure Demolition / Removal Over or Adjacent to Water			0	۲	No construction occuring over water.
ALTERNATIN	/E NON-STORMWATEF	R POLLUTION	CONTROL B	MPs US	ED (4)	

Notes:

(1)The BMP designations (SS-1, SC-3, etc.) are solely for maintaining continuity with existing Caltrans documents and are not provided to imply that the Construction Site Best Management Practices (BMPs) Reference Manual is a required contract document. (2)Not all minimum requirements may be applicable to every project. Applicability to a specific project shall be determined by the contractor and approved by the Resident Engineer.

(3) The BMPs listed above are incidental and do not include operations included as separated line items in the contract.

(4)Use of alternative BMPs will require written approval by the Resident Engineer

NS-1 Water Conservation and Control

Water application rates will be minimized as necessary to prevent runoff and water equipment leaks will be repaired immediately.

NS-3 Paving Operations

Contractor will implement to prevent paving materials from discharging off-site. Inlets will be protected with the type of inlet protection as called out in the WPCDs.

NS-6-Illegal-Connection and Illegal-Discharge-Detection Reporting Inspection for evidence of illicit connections, dumping and discharges will occur before and after starting work.

NS-7 Potable Water

Potable water will be used in water trucks for dust control only. This BMP will be utilized to ensure that potable water does not runoff into the storm drain system.

NS-12 Concrete Curing DMBs for the concrete another to be implemented during the source of readium construction of the inter the

BMPs for the concrete operations to be implemented during the course of roadway construction at the interchange.

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NS-14 Concrete Finishing

The contractor will implement such concrete finishing measures as collecting and properly disposing of water and solid waste from all construction operations.

30.3.2 Waste Management and Materials Pollution Control BMPs

The following BMP implementation table indicates the BMPs that have been selected to control pollutants from construction site wastes and materials. Implementation and locations of materials handling and waste management BMPs are shown on the WPCDs in Attachment A. Any additional BMP detail drawings necessary to convey site specific BMP configurations can also be found in Attachment A of this WPCP. The following list of BMPs and narrative explain how the selected BMPs will be incorporated into the project.

CONSTRUCTION BMP ID NO.(1	BMP NAME	CONTRACT MIN REQUIRE-	CONTRACT BID ITEM	BMP USED		IF A CONTRACT MINIMUM REQUIREMENT BUT NOT USED, STATE REASON
		MENT(2)		Yes	No	
WM-1	Material Delivery and Storage	•		۲	0	
WM-2	Material Use					
WM-3	Stockpile Management			۰.	0	<u> </u>
WM-4	Spill Prevention and Control				0	
WM-5	Solid Waste Management			۲	0	· · · · · · · · · · · · · · · · · · ·
WM-6	Hazard Waste Management (3)				O.	
WM-7	Contaminated Soil Management (3)			۲	O	· · · · · · · · · · · · · · · · · · ·
WM-8 managed	Concrete Waste Management				0	
WM-8 temporary	Temporary Concrete Washout Facility			۲	0	
	Temporary Concrete Washout (Portable)				Ō	

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WM-9	Sanitary/Septic Waste Management			Q	
WM-10	Liquid Waste Maintenance			0	
ALTERNAT		IENT AND M. BMPs USED	LLUTIO	N	

Notes:

(1)The BMP designations (SS-1, SC-3, etc.) are solely for maintaining continuity with existing Caltrans documents and are not provided to imply that the Construction Site Best Management Practices (BMPs) Reference Manual is a required contract document. (2)Not all minimum requirements may be applicable to every project. Applicability to a specific project shall be verified by the contractor and approved by the Resident Engineer.

(3) The BMPs listed above are incidental and do not include operations included as separated line items in the contract. (4) Use of alternative BMPs will require written approval by the Resident Engineer.

WM-1 Material Delivery and Storage and WM-2 Material Use

In general, BMPs shall be implemented to help prevent discharges of construction materials during delivery, storage, and use. The general material storage area shall be located within the staging area, as shown on the WPCD. A storage facility will be used for all liquids, petroleum products and substances listed in 40 CFR Parts 110, 117 or 302. All materials will be stored in their original containers. Watertight shipping containers shall be used to store hand tools, small parts, and most construction materials that can be carried by hand, such as paint cans, solvents and grease. Spill clean-up materials, material safety data sheets, a material inventory, and emergency contact numbers shall be maintained and stored on-site.

WM-3 Stockpile Management

Stockpile management shall be implemented to reduce or eliminate pollution of storm water from stockpiles of materials such as Portland Cement Concrete (PCC) rubble. Temporary stockpiles shall be surrounded with a linear sediment barrier and covered with a temporary cover.

WM-4 Spill Prevention and Control

Spill control procedures shall be implemented anytime chemicals and/or hazardous substances are stored. Spills of oil, petroleum products, substances listed under 40 CFR parts 110, 117, and 302, and sanitary and septic wastes shall be contained and cleaned up immediately. Material discharges to the storm drain must be prevented.

WM-5 Solid Waste Management

Solid waste management BMPs shall be implemented to minimize storm water contact with waste materials and prevent storm water discharges. Solid wastes shall be loaded directly onto trucks for off-site disposal. When on-site storage is necessary, solid wastes shall be stored in watertight dumpsters in the designated staging area as shown on the WPCD. Solid waste, including rubble stockpiles, shall be removed and disposed of off-site at least weekly. Solid hazardous waste shall be stored in the shipping container or in the covered containment area.

WM-6 Hazardous Waste Management

The contractor shall designate hazardous waste storage areas on-site away from storm drains or watercourses and away from moving vehicles and equipment to prevent accidental spills. All hazardous waste shall be stored, transported, and disposed as required in Title 22 CCR, Division 4.5 and 49 CFR 261-263.

WM-7 Contaminated Soil Management

Contaminated soils shall be excavated, transported, and used in the construction of embankments and/or backfill. Excavation, transportation, and placement operations shall result in no visible dust. Caution should be used to prevent spillage of contaminated soil during transport.

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WM-8 Concrete Waste Management and Portable Systems

Concrete demolition wastes will be stockpiled in accordance with WM-3. Temporary concrete washouts are identified on the WPCDs and will be implemented to prevent the transport of any washout material onto the ground or in storm water runoff.

WM-9 Sanitary/Septic Waste Management

The contractor shall implement sanitary and septic waste management BMP. Portable toilets shall be located and maintained within the designated staging area as shown on the WPCD.

WM-10 Liquid Waste Management

The contractor will implement liquid waste management BMPs associated with this project such as containing liquid wastes, capturing liquid wastes, and properly disposing of liquid wastes.

30.4 Water Pollution Control Drawings (WPCDs)

The Water Pollution Control Drawings (WPCDs) show the necessary BMPs by project phase/stage for the project to be in compliance with water pollution control requirements. The WPCDs provide field staff with the information on where to install BMPs so that they are effective. The WPCDs and Water Pollution Control Schedule provide the necessary tools for a contractor to plan and implement BMPs to meet the requirements of the project WPCP.

The WPCD cover sheet(s) shall include a listing of the BMPs that will be used along with the associated BMP symbols used on the WPCDs.

WPCDs are provided for all areas that are directly related to the construction activity, including but not limited to staging areas, storage yards, material borrow areas and storage areas, access roads, etc., whether or not they reside within the Caltrans rights-of-way.

The WPCDs shall show the construction project site in detail, including:

- construction site perimeter
- geographic features within or immediately adjacent to the site, including surface waters such as lakes, streams, springs, wetlands, estuaries, ponds, and the ocean
- site topography before and after construction, including roads, paved areas, buildings, slopes, drainage facilities, and areas of known or suspected contamination
- permanent (post-construction) BMPs

The WPCDs shall show the following sitc information:

- discharge points from the project to offsite storm drain systems or receiving waters
- tributary areas and drainage patterns across the project area (show using flow arrows) into each onsite stormwater inlet or receiving water
- tributary areas and drainage patterns to each onsite stormwater inlet, receiving water or discharge point
- offsite tributary drainage areas that generate run-on to the project

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- emporary onsite drainage(s) to carry concentrated flows
- rainage patterns and slopes anticipated after major grading activities are completed
- outline of all areas of existing vegetation, soil cover, or native vegetation that will remain undisturbed during the project
- outline of all areas of planned soil disturbance (disturbed soil areas, DSAs)
- known location(s) of contaminated or hazardous soils
- any potential non-stormwater discharges and activities, such as dewatering operations, concrete saw-cutting or coring, pressure washing, waterline flushing, diversions, cofferdams, and vehicle and equipment cleaning. If operations can't be located on the WPCDs, a narrative description is provided.

The WPCDs show proposed locations of all construction site BMPs. Additional detail drawings are provided if necessary to convey site-specific BMP configurations. The WPCDs shall show construction site BMPs including the following:

- temporary soil stabilization and temporary sediment control BMPs that will be used during construction. Any temporary onsite drainage(s) to carry concentrated flows, BMPs implemented to divert offsite drainage around or through the construction site, and BMPs that protect stormwater inlets
- construction entrances used for site ingress and egress entrance and exit points and any proposed temporary construction roads
- BMPs to mitigate or eliminate non-stormwater discharges
- BMPs for waste management and materials pollution control, including, but not limited to storage of soil or waste; construction material loading, unloading, storage and access areas; and areas designated for waste handling and disposal
- BMPs for vehicle and equipment storage, fueling, maintenance, and cleaning

The WPCDs are included as Attachment A to this WPCP.

30.5 Water Pollution Control Schedule

The Water Pollution Control Schedule (WPCS) is the component of the project WPCP that shows the timeline for when BMPs will be installed so that the project is in compliance with water pollution control requirements. The WPCS provides field staff with the information necessary to plan for adequate materials and crews to install BMPs at the right time so that they are effective. The Water Pollution Control Schedule and Water Pollution Control Drawings provide the necessary tools for a contractor to plan and implement BMPs to meet the requirements of the project WPCP.

The WPCS shall contain an adequate level of detail to show major activities sequenced with implementation of construction site BMPs, including:

- project start and finish dates, including each stage of the project
- WPCP review and acceptance

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- mobilization dates
- mass clearing and grubbing/roadside clearing dates
- major grading/excavation dates
- dates named in other permits such as Fish and Game and Army Corps of Engineers Permits

The WPCS shall show implementation dates by location for deployment of:

- temporary soil stabilization BMPs
- temporary sediment control BMPs
- wind erosion control BMPs
- tracking control BMPs
- non-stormwater BMPs
- waste management and materials pollution control BMPs

The WPCS shall include:

- paving, saw-cutting, and any other pavement related operations
- major planned stockpiling operations
- dates for other significant long-term operations or activities that may cause non-stormwater discharges such as dewatering, grinding, etc.
- final stabilization activities for each disturbed soil area of the project

The WPCS when updated shall be filed in WPCP File Category 20.03 Water Pollution Control Schedule Updates.

The WPCS is included as Attachment B to this WPCP.

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SECTION 40 WPCP Implementation

40.1 Water Pollution Control Manager Responsibilities

The Water Pollution Control Manager (WPC Manager) shall have primary responsibility and authority to implement the WPCP. The WPC Manager is reponsible for WPCP implementation and amending the WPCP when any of the conditions specified in Section 10 are met. The Contractor has assigned authority to the WPC Manager to mobilize crews and subcontractors as necessary for WPCP compliance. The WPC Manager will be available at all times throughout duration of the project.

Duties of the contractor's WPC Manager include but are not limited to:

- ensuring compliance with the WPCP
- implementing all elements of the WPCP and contract specifications, including but not limited to implementing:
 - prompt and effective erosion and sediment control measures
 - non-stormwater management, and materials and waste management activities such as: monitoring discharges (dewatering, diversion devices); general site clean-up; vehicle and equipment cleaning, fueling and maintenance; spill control; ensuring that no materials other than stormwater are discharged in quantities, which will have an adverse effect on receiving waters or storm drain systems, etc.
- overseeing and ensuring that the following site inspections and visual monitoring is conducted:
 - daily required BMP inspections
 - weekly routine stormwater site BMP inspections
 - quarterly non-stormwater site inspections
 - pre-storm inspections for forecasted storm events
 - daily inspections during forecasted storm events
 - post-storm inspections for qualified rain events that produce project site runoff
- monitoring NWS Forecast Office forecasts for both storm events and qualified rain events; these events are defined as follows:
 - a forecasted storm event is defined as a 50% or greater likelihood that 0.10 inches or more of precipitation will fall within a 24-hour period
 - a qualifying rain event is defined as a rain event that may produce or has produced 1/2 inch or more of precipitation
- preparing Amendments to the WPCP when required
- ensuring elimination of all unauthorized discharges

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- mobilizing crews in order to make immediate repairs to the control measures
- coordinating with the Resident Engineer to assure all of the necessary corrections/repairs are made immediately, and that the project complies with the WPCP and approved plans at all times
- preparing and submitting Notices of Discharge Reports
- preparing and submitting Illegal Connections or Illicit Discharge Reports

40.2 Weather Forecast Monitoring

The Water Pollution Control Manager (WPC Manager) shall have primary responsibility to monitor the National Weather Service Forecast Office for forecasted precipitation based on project site location. Precipitation forecast information shall be obtained from the National Weather service Forecast Office available at:

http://www.srh.noaa.gov/

The project site location to be used for obtaining forecast from National Weather Forecast Office website is Intersection of Boundary Street and North Park Way

The WPC Manager shall monitor the weather forecast on a daily basis for predicted precipitation within the following 96 hours. The WPC Manager shall monitor the forecast for the next 24, 48, 72 and 96 hours to determine if the forecast for precipitation is 50 percent or greater for any 6-hour period. If the forecast for precipitation is 50 percent or greater, the WPC Manager shall calculate the amount of precipitation forecasted for each 24-hour period and the total precipitation for the forecasted storm event and record the information.

40.3 Best Management Practices Status Report

The Water Pollution Control Manager (WPC Manager) shall prepare a monthly status report of the water pollution control best management practices installed on the project site and best management practices that will be deployed. Because the WPCP and WPCDs are based on the entire project site and all construction activities, the monthly BMP status report should be a "snapshot" of what best management practices could be expected to be seen on the project site. The monthly status report will be used by stormwater inspectors and contractor pesonnel to ensure WPCP compliance.

The monthly status report will be used to ensure that weekly training meetings cover BMPs that are required for work activities. The monthly status report will be provided to regulatory agency staff who visit the project site to indicate which BMPs should be in place and which are scheduled to be implemented during the week.

The monthly status of stormwater BMPs will be documented on CEM-2034 Stormwater Best Management Practices Status Report form, in Appendix F. Completed monthly status reports shall be submitted to the RE. Copies of the completed reports will be kept in WPCP File Category 20.34: Monthly Best Management Practices Status Reports.

40.4 Stormwater Site Inspections and Site Visual Monitoring

Stormwater site inspections and visual monitoring are necessary to ensure that the project is in compliance with WPCP.

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40.5 Stormwater Site Inspections

Project site inspections of stormwater BMPs are conducted to identify and record:

- that BMPs are properly installed
- what BMPs need maintenance to operate effectively
- what BMPs have failed
- what BMPs could fail to operate as intended

Routine stormwater site inspections shall be conducted by the Contractor's WPC Manager or other 24-hour trained staff at the following minimum frequencies:

- daily for required BMPs
- weekly
- daily for projects within the Lake Tahoe Hydrologic Unit.

Stormwater site inspections will be documented on CEM-2030 Stormwater Site Inspection Report in Appendix G. Completed inspection reports shall be submitted to the RE within 24 hours of inspection. Copies of the completed reports will be kept in WPCP File Category 20.31: Contractor Stormwater Site Inspection Reports.

Deficiencies identified in site inspection reports and correction of deficiencies will be tracked on CEM-2035 Stormwater Site Inspection Report Corrective Actions Summary, in Appendix H. Corrections summaries shall be submitted to the RE when corrections are completed but must be submitted within 5 days of a site inspection. Copies of the completed correction summary reports shall be attached to the corresponding Stormwater Site Inspection Report and shall be kept in WPCP File Category 20.31: Contractor Stormwater Site Inspection Reports.

40.6 Site Visual Monitoring

Stormwater site visual monitoring inspections shall be conducted at the following minimum frequencies:

- Prior to a forecasted storm event
- At 24-hour intervals during extended forecasted storm events
- Post qualifying rain event that generated site runoff
- Quarterly for non-stormwater discharges

Site visual monitoring inspections for non-stormwater discharges will be conducted once during each of the following periods: January-March, April-June, July-September, and October-December.

If visual monitoring of the site is unsafe because of dangerous weather conditions, such as flooding and electrical storms, the stormwater site inspector shall document the reason for the exception. Documentation that the site visual monitoring inspection could not be performed shall be filed in WPCP File Category 20.33: Site Visual Monitoring Inspection Reports.

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40.6.1 Visual Monitoring Prior To a Forecasted Storm Event

Visual monitoring of the project site is required when the forecast for precipitation is greater than 50 percent within the next 24, 48, 72, or 96 hours and the amount of precipitation forecasted for any 24-hour period during the forecasted storm event is 0.10 inch or greater. Site visual monitoring for precipitation events shall be conducted within 48 hours prior to a forecasted storm event. The pre-storm site visual monitoring inspection shall visual observe:

- all stormwater drainage areas to identify any spills, leaks, or uncontrolled pollutant sources
- any stormwater storage and containment areas to detect leaks and ensure maintenance of adequate freeboard
- all BMPs for proper installation and adequate maintenance

Observations of the site and any recommended corrective actions will be documented on CEM-2030 Stormwater Site Inspection Report. Any photographs used to document observations will be referenced on stormwater site inspection report.

40.6.2 Visual Monitoring During Extended Forecasted Storm Event

Stormwater visual monitoring site inspections shall be conducted at least once each 24-hour period during extended forecasted storm events The during storm site visual monitoring inspection shall visual observe:

- stormwater discharges at all discharge locations
- any stored or contained stormwater that is derived from and discharged subsequent to the forecasted storm event. Stored or contained stormwater that will likely discharge after working hours due to anticipated precipitation shall be observed prior to the discharge during working hours.

Stormwater discharges and stored or contained stormwater will be observed for the presence or absence of floating and suspended materials, sheen on the surface, discolorations, turbidity, odors, and source(s) of any observed pollutants.

A during forecasted storm event visual monitoring site inspection will include observation of all site BMPs for:

- proper installation
- maintenance
- failure
- BMPs that could fail to operate as intended
- effectiveness so that design changes can be implemented as soon as feasible

Observations of the site and any recommended corrective actions will be documented on CEM-2030 Stormwater Site Inspection Report. Any photographs used to document observations will be referenced on stormwater site inspection report.

Required corrective actions will be initiated within 72 hours after they are identified and completed as soon as possible.

40.6.3 Visual Monitoring Within 48 Hours After A Qualifying Rain Event Generating Site Runoff

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Site visual monitoring post precipitation events shall be conducted within 48 hours of any qualifying rain event that causes site runoff. The post-storm site visual monitoring inspection shall visual observe:

- Stormwater discharges at all discharge locations
- Any stored or contained stormwater that is derived from and discharged subsequent to the qualifying rain event. Stored or contained stormwater that will likely discharge after working hours due to anticipated precipitation shall be observed prior to the discharge during working hours.

Stormwater discharges and stored or contained stormwater will be observed for the presence or absence of floating and suspended materials, sheen on the surface, discolorations, turbidity, odors, and source(s) of any observed pollutants.

Post qualifying rain event stormwater visual monitoring site inspection will include observation of all site BMPs for:

- proper installation
- maintenance
- failure
- BMPs that could fail to operate as intended
- effectiveness so that design changes can be implemented as soon as feasible

Observations of the site and any recommended corrective actions will be documented on CEM-2030 Stormwater Site Inspection Report. Any photographs used to document observations will be referenced on stormwater site inspection report.

Any corrective actions will be completed as soon as possible but if BMPs require design changes the implementation of changes will begin within 72 hours of identification and the changes will be completed as soon as possible.

40.6.4 Visual Monitoring Non-Stormwater Discharges

Visual monitoring and observations for non-stormwater discharges will be conducted for the presence or indications of prior unauthorized and authorized non-stormwater discharges and their sources. The presence or absence of non-stormwater discharges based on site observations will be documented on CEM-2030 Stormwater Site Inspection Report. Documentation of observed non-stormwater discharges will include presence or absence of floating and suspended inaterials, sheen on the surface, discolorations, turbidity, odors, and source(s) of any observed pollutants.

Observations of the site and the response taken to eliminate any unauthorized non-stormwater discharges and to reduce or prevent pollutants from contacting non-stormwater discharges shall be documented on CEM-2030 Stormwater Site Inspection Report. Any photographs used to document observations will be referenced on stormwater site inspection report.

If a discharge or evidence of a prior discharge is discovered, reporting will comply with the requirements in Section 50-2 Discharge Reporting Requirements.

If an illegal connection or illicit discharge is discovered, reporting will comply with the requirements in Section 50-4 Illegal Connection/Illicit Discharge Reporting.

40.6.5 Visual Monitoring Documentation, Follow-up and Tracking Procedures

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Site visual monitoring site inspections will be documented on CEM-2030 Stormwater Site Inspection Report, in Appendix F. Completed inspection reports shall be submitted to the Resident Engineer within 24 hours of inspection. Copies of the completed reports will be kept in WPCP File Category 20.33: Site Visual Monitoring Inspection Reports.

For deficiencies identified by site visual monitoring inspections the required repairs or maintenance of BMPs shall begin and be completed as soon as possible. For deficiencies identified by visual site inspections that require design changes, including additional BMPs, the implementation of changes will begin within 72 hours of identification and be completed as soon as possible. When design changes to BMPs are required the WPCP shall be amended, including Water Pollution Control Drawings.

Deficiencies identified in site visual monitoring inspection reports and correction of deficiencies will be tracked on CEM-2035 Stormwater Site Inspection Report Corrective Actions Summary, in Appendix G. Corrections summaries shall be submitted to the RE when corrections are completed and must be submitted within 5 days of the site inspection.

Completed CEM-2035 Stormwater Site Inspection Report Corrective Actions Summary forms shall be filed in WPCP File Category 20.35: Corrective Actions Summary. A copy of the completed CEM-2035 Stormwater Site Inspection Report Corrective Actions Summary form will also be attached to the corresponding visual monitoring inspection report and shall be kept in the WPCP File Category 20.33.

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SECTION 50 WPCP Reporting Requirements

50.1 Record Keeping

To manage the various documents required to by the WPCP and to provide easy access to the documents the following WPCP file categories will be used to file WPCP compliance documents:

- File Category 20.01 Water Pollution Control Program (WPCP)
- File Category 20.03 Water Pollution Control Schedule Updates
- File Category 20.10 Correspondence
- File Category 20.23 Stormwater Training Documentation
- File Category 20.31 Contractor Stormwater Site Inspection Reports
- File Category 20.33 Site Visual Monitoring Inspection Reports
- File Category 20.34 Best Management Practices Weekly Status Report
- File Category 20.40 Weather Monitoring Logs
- File Category 20.61 Notice of Discharge Reports

Records shall be retained for a minimum of three years for the following items:

- Accepted WPCP and Amendments
- Stormwater Site Inspection Reports
- Site Inspection Report CorrectiveActions Summary
- Notice of Discharge Reports

50.2 Discharge Reporting

If a discharge or evidence of a prior discharge is discovered by the contractor, the contractor shall notify the Resident Engineer within 6 hours of the discharge event or discovery, and will file a written report to the Resident Engineer within 48 hours of the discharge event or discovery of evidence of a prior discharge. The written report to the Resident Engineer-will contain the following items:

- the date, time, location, and type of unauthorized discharge
- nature of operation that caused the discharge
- initial assessment of any impacts caused by the discharge
- the BMPs deployed before the discharge event

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- the date of deployment and type of BMPs deployed after the discharge event, including additional measures installed or planned to reduce or prevent re-occurrence
- steps taken or planned to reduce, eliminate and/or prevent recurrence of the discharge

Reporting of discharges shall be documented on CEM-2061 Notice of Discharge Report, in Appendix H. Completed CEM-2061 Notice of Discharge Report shall be submitted to the Resident Engineer within 24 hours of discharge event or discovery of evidence of a prior discharge. Copies of the CEM-2061 Notice of Discharge Report will be kept in WPCP File Category 20.61: Notice of Discharge Reports.

50.3 Regulatory Agency Notice or Order Reporting

If the project receives a written notice or order from any regulatory agency, the contractor will notify the Resident Engineer within 6 hours or receiving the notice or order and will file a written report to the Resident Engineer within 48 hours of receiving the notice, or order. Corrective measures will be implemented immediately following the notice or order.

The report to the Resident Engineer will contain the following items:

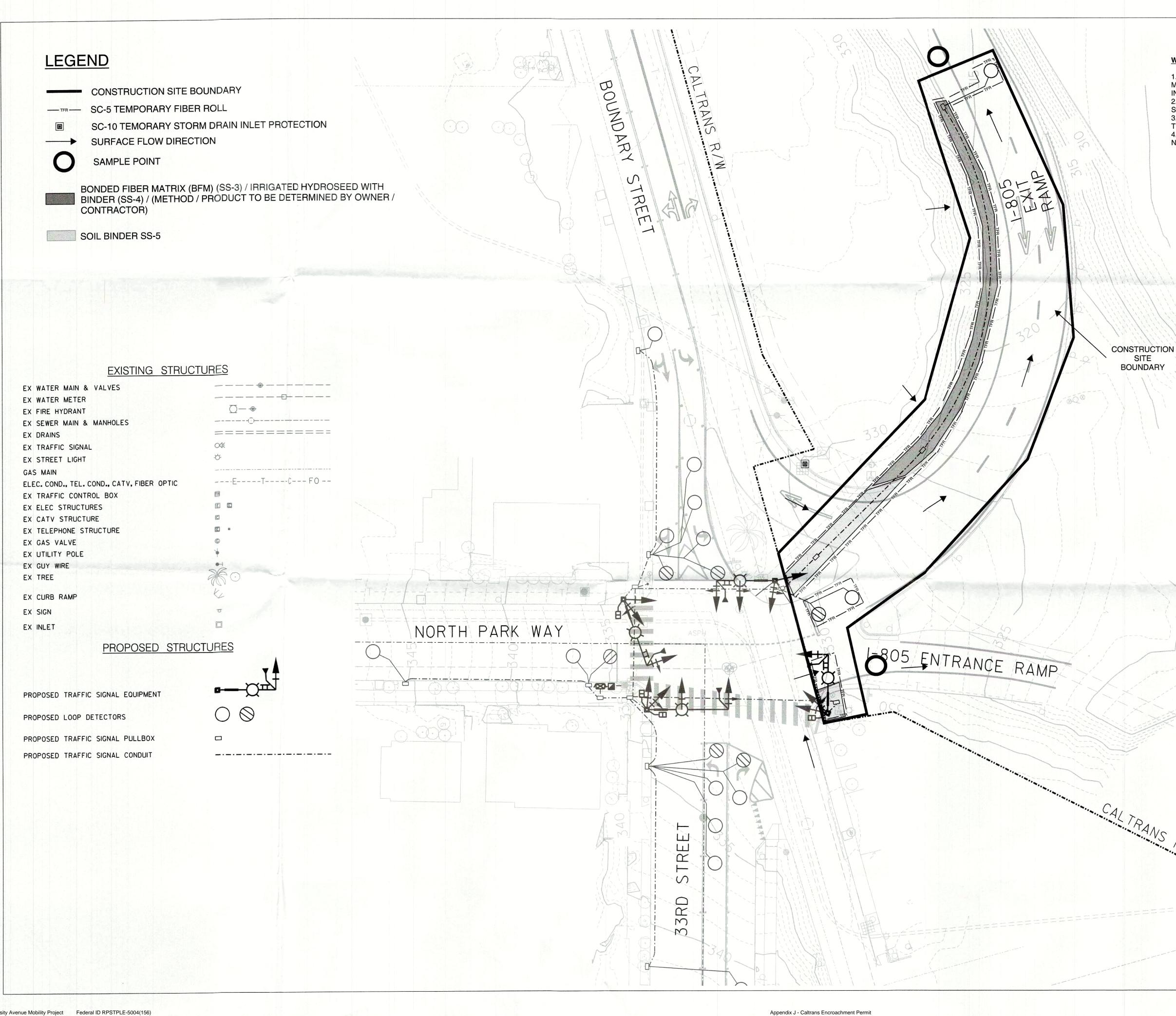
- date, time, location, and cause or nature of the notice or order
- BMPs deployed prior to receiving notice or order
- date of deployment and type of BMPs deployed after receiving the notice or order, including additional BMPs installed or planned to reduce or prevent re-occurrence
- an implementation and maintenance schedule for any affected BMPs

50.4 Illegal Connection/Illicit Discharge Reporting

If the contractor discovers an illegal connection to a storm drain system or any pipe discharging on to the project site not shown on the project plans the contractor shall notify the Engineer within 6 hours of the discovery and will file a written report to the Engineer within 48 hours of the discovery.

If the contractor discovers any illicit discharge including illegal dumping of material on the project site the contractor shall immediately notify the Engineer and will file a written report to the Engineer within 3 days of discovery. The report to the Engineer will contain the following items:

- date, time, and location of the discovery
- details of the illegal connection or illicit discharge, including any photographs taken
- any actions taken to contain illicitt discharge
- any sampling and testing to determine material dumped or discharged



University Avenue Mobility Project Federal ID RPSTPLE-5004(156)

WPCP PLAN NOTES:

REFERENCE THE CALIFORNIA STORM WATER QUALITY ASSOCIATION STORM WATER BEST MANAGEMENT FOR SUITABLE APPLICATIONS, LIMITATIONS, IMPLEMENTATION COST, INSPECTION AND MAINTENANCE OF BMPs.
 ALL EROSION & SEDIMENT CONTROL MEASURES PROVIDED, PER THE GRADING PLAN, SHALL BE INCORPORATED HEREON.
 THE CONSTRUCTION SITE PERIMETER IS A SCHEMATIC AND NOT INTENDED TO EXPAND THE LIMITS OF WORK AS DELINEATED MORE PRECISELY ON OTHER CONTRACT DOCUMENTS.
 ALL STOCKPILES MUST BE FULLY PROTECTED AND LOCATED AT LEAST 50 FEET FROM THE NEAREST STORM DRAIN INLET.

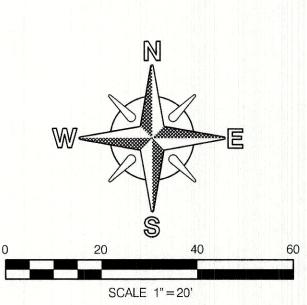
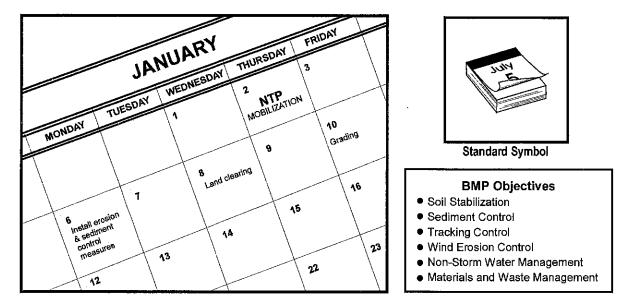


Exhibit A

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Scheduling



Definition and Purpose This best management practice (BMP) involves developing, for every project, a schedule that includes sequencing of construction activities with the implementation of construction site BMPs such as temporary soil stabilization (erosion control) and temporary sediment controls measures. The purpose is to reduce the amount and duration of soil exposed to erosion by wind, rain, runoff and vehicle tracking, and to perform the construction activities and control practices in accordance with the planned schedule.

Appropriate Construction sequencing shall be scheduled to minimize land disturbance for all projects during the rainy and non-rainy season. Appropriate BMPs shall be implemented during both rainy and non-rainy seasons.

Limitations None identified.

Standards and Specifications Developing a schedule and planning the project are the very first steps in an effective storm water program. The schedule shall clearly show how the rainy season relates to soil-disturbing and re-stabilization activities. The construction schedule shall be incorporated into the SWPPP or WPCP.

- The schedule shall include detail on the rainy season implementation and deployment of:
 - Temporary soil stabilization BMPs.
 - Temporary sediment control BMPs.
 - Tracking control BMPs.
 - Wind erosion control BMPs.



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- Non-storm water BMPs.
- Waste management and materials pollution control BMPs.
- Schedule shall also include dates for significant long-term operations or activities that may have planned non-storm water discharges such as dewatering, sawcutting, grinding, drilling, boring, crushing, blasting, painting, hydro-demolition, mortar mixing, bridge cleaning, etc.
- Schedule work to minimize soil disturbing activities during the rainy season.
- Develop the sequencing and timetable for the start and completion of each item such as site clearing and grubbing, grading, excavation, paving, pouring foundations, installing utilities, etc., to minimize the active construction area during the rainy season.
- Schedule major grading operations for the non-rainy season when practical.
- Stabilize non-active areas within 14 days from the cessation of soil-disturbing activities or one day prior to the onset of precipitation, whichever occurs first.
- Monitor the weather forecast for rainfall.
- When rainfall is predicted, adjust the construction schedule to allow the implementation of soil stabilization and sediment controls and sediment treatment controls on all disturbed areas prior to the onset of rain.
- Be prepared year-round to deploy soil stabilization and sediment control practices as required by Section 2 of this Manual. Erosion may be caused during dry seasons by unseasonal rainfall, wind, and vehicle tracking. Keep the site stabilized year-round, and retain and maintain rainy season sediment trapping devices in operational condition.
- Sequence trenching activities so that most open portions are closed before new trenching begins.
- Incorporate staged seeding and re-vegetation of graded slopes as work progresses.
- Consider scheduling when establishing permanent vegetation (appropriate planting time-for-specified-vegetation).
- Apply permanent erosion control to areas deemed substantially complete during the project's defined seeding window.



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Maintenance and Inspection

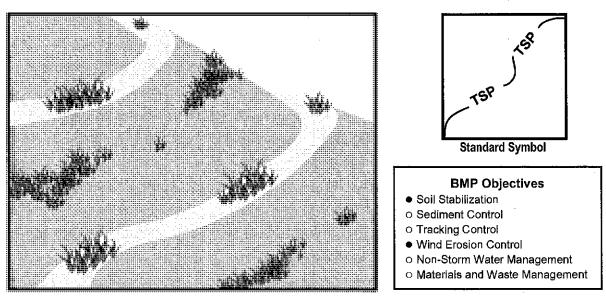
- Verify that work is progressing in accordance with the schedule. If progress deviates, take corrective actions.
- Amend the schedule when changes are warranted or when directed by the Resident Engineer (RE).
- The Special Provisions require annual submittal of a rainy season implementation schedule. Amend the schedule prior to the rainy season to show updated information on the deployment and implementation of construction site BMPs.



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Definition and Purpose Hydroseeding typically consists of applying a mixture of wood fiber, seed, fertilizer, and stabilizing emulsion with hydro-mulch equipment, which temporarily protects exposed soils from erosion by water and wind. This is one of five temporary soil stabilization alternatives to consider.

Appropriate Applications Hydroseeding is applied on disturbed soil areas requiring temporary protection until permanent vegetation is established or disturbed soil areas that must be re-disturbed following an extended period of inactivity.

- Limitations Hydroseeding may be used alone only when there is sufficient time in the season to ensure adequate vegetation establishment and erosion control. Otherwise, hydroseeding must be used in conjunction with a soil binder or mulching (i.e., straw mulch), refer to BMP SS-5, Table 1 for options.
 - Steep slopes are difficult to protect with temporary seeding.
 - Temporary seeding may not be appropriate in dry periods without supplemental irrigation.
 - Temporary vegetation may have to be removed before permanent vegetation is applied.
 - Temporary vegetation is not appropriate for short-term inactivity.



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Hydroseeding

Standards and To select appropriate hydroseeding mixtures, an evaluation of site conditions shall be performed with respect to:

- Soil conditions Maintenance requirements
- Site topography Sensitive adjacent areas
 - Season and climate Water availability
- Vegetation types Plans for permanent vegetation
- Selection of hydroseeding mixtures shall be approved by the District Landscape Architect and the Construction Storm Water Coordinator.

The following steps shall be followed for implementation:

- Seed mix shall comply with the Standard Specifications Section 20-2.10, and the project's special provisions.
- Hydroseeding can be accomplished using a multiple-step or one-step process; refer to the special provisions for specified process. The multiple-step process ensures maximum direct contact of the seeds to soil. When the onestep process is used to apply the mixture of fiber, seed, etc., the seed rate shall be increased to compensate for all seeds not having direct contact with the soil.
- Prior to application, roughen the slope, fill area, or area to be seeded with the furrows trending along the contours. Rolling with a crimping or punching type roller or track walking is required on all slopes prior to hydroseeding. Track walking shall only be used where other methods are impractical.
- Apply a straw mulch to keep seeds in place and to moderate soil moisture and temperature until the seeds germinate and grow, refer to Standard Specifications Sections 20-2.06 and 20-3.03.
- All seeds shall be in conformance with the California State Seed Law of the Department of Agriculture. Each seed bag shall be delivered to the site sealed and clearly marked as to species, purity, percent germination, dealer's guarantee, and dates of test; provide the Resident Engineer (RE) with such documentation. The container shall be labeled to clearly reflect the amount of Pure Live-Seed (PLS)-contained. All legume seed shall be applied at a rate of 2 kg of inoculant per 100 kg of seed (2-lb inoculant per 100-lb seed), refer to Standard Specifications Section 20-2.10.
- Commercial fertilizer shall conform to the requirements of the California Food and Agricultural Code. Fertilizer shall be pelleted or granular form.



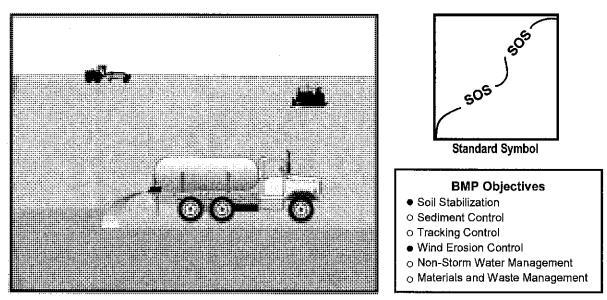
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Hydroseeding

- Follow-up applications shall be made as needed to cover weak spots, and to maintain adequate soil protection.
- Avoid over-spray onto the traveled way, sidewalks, lined drainage channels, and existing vegetation.
- Maintenance and Inspection All seeded areas shall be inspected for failures and re-seeded, fertilized, and mulched within the planting season, using not less than half the original application rates. Any temporary revegetation efforts that do not provide adequate cover must be reapplied at a scheduled recommended by the Caltrans Landscape Architect or RE.
 - After any rainfall event, the Contractor is responsible for maintaining all slopes to prevent erosion.



Soil Binders



Definition and Purpose Soil binders consist of applying and maintaining a soil stabilizer to exposed soil surfaces. Soil binders are materials applied to the soil surface to temporarily prevent water-induced erosion of exposed soils on construction sites. Soil binders also provide temporary dust, wind, and soil stabilization (erosion control) benefits. This is one of five temporary soil stabilization alternatives to consider.

Appropriate Soil binders are typically applied to disturbed areas requiring short-term temporary protection. Because soil binders can often be incorporated into the work, they may be a good choice for areas where grading activities will soon resume. Application on stockpiles to prevent water and wind erosion.

- Limitations Soil binders are temporary in nature and may need reapplication.
 - Soil binders require a minimum curing time until fully effective, as prescribed by the manufacturer, which may be 24 hours or longer. Soil binders may need reapplication after a storm event.
 - Soil binders will generally experience spot failures during heavy rainfall events. If runoff penetrates the soil at the top of a slope treated with a soil binder, it is likely that the runoff will undercut the stabilized soil layer and discharge at a point further down slope.
 - Soil binders do not hold up to pedestrian or vehicular traffic across treated areas.
 - Soil binders may not penetrate soil surfaces made up primarily of silt and clay, particularly when compacted.
 - Storm water quality runoff sampling is required for many soil binders. Soil binders that do not require sampling are identified in the Caltrans
 SWPPP/WPCP Preparation Manual, Pollutant Table, Attachment S.



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Soil Binders

- Some soil binders may not perform well with low relative humidity. Under rainy conditions, some agents may become slippery or leach out of the soil.
- May not cure if low temperatures occur within 24 hours of application.

Standards and Specifications

General Considerations

- Site-specific soil types will dictate appropriate soil binders to be used.
- A soil binder must be environmentally benign (non-toxic to plant and animal life), easy to apply, easy to maintain, economical, and shall not stain paved or painted surfaces, refer to Standard Specifications Section 20-2.11.
- Some soil binders are compatible with existing vegetation.
- Performance of soil binders depends on temperature, humidity, and traffic across treated areas.
- Avoid over-spray onto the traveled way, sidewalks, lined drainage channels, and existing vegetation.

Soil Binders Applications

After selecting an appropriate soil binder, the untreated soil surface must be prepared before applying the soil binder. The untreated soil surface must contain sufficient moisture to assist the agent in achieving uniform distribution. In general, the following steps shall be followed:

- Follow manufacturer's recommendations for application rates, pre-wetting of application area, and cleaning of equipment after use.
- Prior to application, roughen embankment and fill areas by rolling with a crimping or punching type roller or by track walking. Track walking shall only be used where rolling is impractical.
- Consider the drying time for the selected soil binder and apply with sufficient time before anticipated rainfall. Soil binders shall not be applied during or immediately before rainfall.
- Avoid over-spray onto the traveled way, sidewalks, lined drainage channels, sound walls, and existing vegetation.
- Soil binders shall not be applied to frozen soil, areas with standing water, under freezing or rainy conditions, or when the air temperature is below 4oC (40oF) during the curing period.
- More than one treatment is often necessary, although the second treatment may be diluted or have a lower application rate.
- Generally, soil binders require a minimum curing time of 24 hours before they
 are fully effective. Refer to manufacturer's instructions for specific cure times.



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Soil Binders

- For liquid agents:
 - Crown or slope ground to avoid ponding.
 - Uniformly pre-wet ground at 0.14 to 1.4 L/m² (0.03 to 0.3 gal/yd²) or according to manufacturer's recommendations.
 - Apply solution under pressure. Overlap solution 150 to 300 mm (6 to 12 in).
 - Allow treated area to cure for the time recommended by the manufacturer; typically, at least 24 hours.
 - In low humidities, reactivate chemicals by re-wetting with water at 0.5 to 0.9 L/m^2 (0.1 to 0.2 gal/yd²).

Selecting a Soil Binder

Properties of common soil binders used for erosion control are provided in Table 1 and Appendix B. Use Table 1 to select an appropriate soil binder.

Factors to consider when selecting a soil binder include the following:

- Suitability to situation Consider where the soil binder will be applied; determine if it needs a high resistance to leaching or abrasion, and whether it needs to be compatible with any existing vegetation. Determine the length of time soil stabilization will be needed, and if the soil binder will be placed in an area where it will degrade rapidly. In general, slope steepness is not a discriminating factor for the listed soil binders.
- Soil types and surface materials Fines and moisture content are key properties of surface materials. Consider a soil binder's ability to penetrate, likelihood of leaching, and ability to form a surface crust on the surface materials.
- Frequency of application The frequency of application can be affected by subgrade conditions, surface type, climate, and maintenance schedule.
 Frequent applications could lead to high costs. Application frequency may be minimized if the soil binder has good penetration, low evaporation, and good longevity. Consider also that frequent application will require frequent equipment clean-up.

After considering the above factors, the soil binders in Table 1 will be generally appropriate as follows:



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Plant-Material Based (Short Lived)

-Guar: Guar is a non-toxic, biodegradable, natural galactomannan-based hydrocolloid treated with dispersent agents for easy field mixing. It shall be diluted at the rate of 1.2 to 1.8 kg per 1,000 liters (1 to 5 lb per 100 gallons) of water, depending on application machine capacity. Recommended minimum application rates are as follows:

Application Rates for	r Guar Soil Stabilizer
------------------------------	------------------------

Slope (V:H):	Flat	1:4	1:3	1:2	1:1
Kg/Ha:	45	50	56	67	78
lb/ac	40	45	50	60	70

-*Psyllium:* Psyllium is composed of the finely ground muciloid coating of plantago seeds that is applied as a dry powder or in a wet slurry to the surface of the soil. It dries to form a firm but rewettable membrane that binds soil particles together but permits germination and growth of seed. Psyllium requires 12 to 18 hours drying time. Psyllium shall be applied at a rate of 90 to 225 kg/ha (80 to 200 lb/ac), with enough water in solution to allow for a uniform slurry flow.

-*Starch*: Starch is non-ionic, cold-water soluble (pre-gelatinized) granular cornstarch. The material is mixed with water and applied at the rate of 170 kg/ha (150 lb/ac). Approximate drying time is 9 to 12 hours.

Plant-Material Based (Long Lived)

-*Pitch and Rosin Emulsion:* Generally, a non-ionic pitch and rosin emulsion has a minimum solids content of 48%. The rosin shall be a minimum of 26% of the total solids content. The soil stabilizer shall be non-corrosive, water-dilutable emulsion that upon application cures to a water insoluble binding and cementing agent. For soil erosion control applications, the emulsion is diluted and shall be applied as follows:

For clayey soil: 5 parts water to 1 part emulsion

For sandy soil: 10 parts water to 1 part emulsion

Application can be by water truck or hydraulic seeder with the emulsion/product mixture applied at the rate specified by the manufacturer. Approximate drying time is 19 to 24 hours.



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Polymeric Emulsion Blends

-Acrylic Copolymers and Polymers: Polymeric soil stabilizers shall consist of a liquid or solid polymer or copolymer with an acrylic base that contains a minimum of 55% solids. The polymeric compound shall be handled and mixed in a manner that will not cause foaming or shall contain an antifoaming agent. The polymeric emulsion shall not exceed its shelf life or expiration date; manufacturers shall provide the expiration date. Polymeric soil stabilizer shall be readily miscible in water, non-injurious to seed or animal life, non-flammable, shall provide surface soil stabilization for various soil types without totally inhibiting water infiltration, and shall not re-emulsify when cured. The applied compound shall air cure within a maximum of 36 to 48 hours. Liquid copolymer shall be diluted at a rate of 10 parts water to 1 part polymer and applied to soil at a rate of 11,000 liters/hectare (1,175 gal/ac).

-Liquid Polymers of Methacrylates and Acrylates: This material consists of a tackifier/sealer that is a liquid polymer of methacrylates and acrylates. It is an aqueous 100% acrylic emulsion blend of 40% solids by volume that is free from styrene, acetate, vinyl, ethoxylated surfactants or silicates. For soil stabilization applications, it is diluted with water in accordance with manufacturer's recommendations, and applied with a hydraulic seeder at the rate of 190 L/ha (20 gal/ac). Drying time is 12 to 18 hours after application.

-Copolymers of Sodium Acrylates and Acrylamides: These materials are non-toxic, dry powders that are copolymers of sodium acrylate and acrylamide. They are mixed with water and applied to the soil surface for erosion control at rates that are determined by slope gradient:

Slope Gradient (V:H)	kg/ha (lb/ac)
Flat to 1:5	3.4 - 5.6 (3-5)
1:5 to 1:3	5.6 - 11.2 (5-10)
1:2 to 1:1	11.2 – 22.4 (10-20)

-Poly-Acrylamide and Copolymer of Acrylamide: Linear copolymer polyacrylamide is packaged as a dry-flowable solid. When used as a standalone stabilizer, it is diluted at a rate of 1.5 kg/1,000 liters (1 lb/100 gal) of water and applied at the rate of 5.6 kg/ha (5 lb/ac).

-*Hydro-Colloid Polymers:* Hydro-Colloid Polymers are various combinations of dry-flowable poly-acrylamides, copolymers and hydro-colloid polymers that are mixed with water and applied to the soil surface at rates of 60 to 70 kg/ha (53 to 62 lb/ac). Drying times are 0 to 4 hours.



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Cementitious-Based Binders

-*Gypsum:* This is a formulated gypsum-based product that readily mixes with water and mulch to form a thin protective crust on the soil surface. It is composed of high purity gypsum that is ground, calcined and processed into calcium sulfate hemihydrate with a minimum purity of 86%. It is mixed in a hydraulic seeder and applied at rates 4,500 to 13,500 kg/ha (4,000 to 12,000 lb/ac). Drying time is 4 to 8 hours.

- Maintenance and Inspection Reapplying the selected soil binder may be needed for proper maintenance. High traffic areas shall be inspected daily, and lower traffic areas shall be inspected weekly.
 - After any rainfall event, the Contractor is responsible for maintaining all slopes to prevent erosion.
 - Maintain an unbroken, temporary stabilized area while DSAs are nonactive.
 Repair any damaged stabilized area and re-apply soil binder to exposed areas.



SS-5	

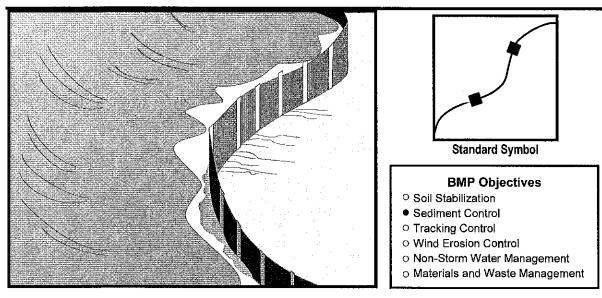
Table 1 Properties of Soil Binders for Erosion Control							
Chemicals	Plant Material Based (Short Lived)	Plant Material Based (Long Lived)	Polymeric Emulsion Blends	Cementitious-Based Binders			
Relative Cost	Low	Low	Low	Low			
Resistance to Leaching	High	High	Low to Moderate	Moderate			
Resistance to Abrasion	Moderate	Low	Moderate to High	Moderate to High			
Longevity	Short to Medium	Medium	Medium to Long	Medium			
Minimum Curing Time before Rain	9 to 18 hours	19 to 24 h ours	0 to 24 hours	4 to 8 hours			
Compatibility with Existing Vegetation	Good	Poor	Poor	Poor			
Mode of Degradation	Biodegradable	Biodegradable	Photodegradable/ Chemically Degradable	Photodegradable/ Chemically Degradable			
Labor Intensive	No	No	No -	No			
Specialized Application Equipment	Water Truck or Hydraulic Mulcher	Water Truck or Hydraulic Mulcher	Water Truck or Hydraulic Mulcher	Water Truck or Hydraulic Mulcher			
Liquid/Powder	Powder	Liquid	Liquid/Powder	Powder			
Surface Crusting	Yes, but dissolves on rewetting	Yes	Yes, but dissolves on rewetting	Yes			
Clean-Up	Water	Water	Water	Water			
Erosion Control Application Rate	Varies ⁽¹⁾	Varies (1)	Varies ⁽¹⁾	4,500 to 13,500 kg/ha			

(1) Dependant on product, soil type, and slope inclination



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Definition and
PurposeA silt fence is a temporary linear sediment barrier of permeable fabric designed to
intercept and slow the flow of sediment-laden sheet flow runoff. Silt fences allow
sediment to settle from runoff before water leaves the construction site.

Appropriate Silt for Applications

- Silt fences are placed:
- Below the toe of exposed and erodible slopes.
 - Down-slope of exposed soil areas.
 - Around temporary stockpiles.
 - Along streams and channels.
 - Along the perimeter of a project.

Limitations • Not effective unless trenched and keyed in.

- Not intended for use as mid-slope protection on slopes greater than 1:4 (V:H).
- Must be maintained.
- Must be removed and disposed of.
- Don't use below slopes subject to creep, slumping, or landslides.
- Don't use in streams, channels, drain inlets, or anywhere flow is concentrated.
- Don't use silt fences to divert flow.



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Section 4 Silt Fence SC-1 1 of 6



Standards and Specifications

Design and Layout

- The maximum length of slope draining to any point along the silt fence shall be 61 m (200 ft) or less.
- Slope of area draining to silt fence shall be less than 1:1 (V:H).
- Limit to locations suitable for temporary ponding or deposition of sediment.
- Fabric life span generally limited to between five and eight months. Longer periods may require fabric replacement.
- Silt fences shall not be used in concentrated flow areas.
- Lay out in accordance with Pages 5 and 6 of this BMP.
- For slopes steeper than 1:2 (V:H) and that contain a high number of rocks or large dirt clods that tend to dislodge, it may be necessary to install additional protection immediately adjacent to the bottom of the slope, prior to installing silt fence. Additional protection may be a chain link fence or a cable fence.
- For slopes adjacent to water bodies or Environmentally Sensitive Areas (ESAs), additional temporary soil stabilization BMPs shall be used.

Materials

- Silt fence fabric shall be woven polypropylene with a minimum width of 900 mm (36 inches) and a minimum tensile strength of 0.45-kN. The fabric shall conform to the requirements in ASTM designation D4632 and shall have an integral reinforcement layer. The reinforcement layer shall be a polypropylene, or equivalent, net provided by the manufacturer. The permittivity of the fabric shall be between 0.1 sec⁻¹ and 0.15 sec⁻¹ in conformance with the requirements in ASTM designation D4491. Contractor must submit certificate of compliance in accordance with Standard Specifications Section 6-1.07.
- Wood stakes shall be commercial quality lumber of the size and shape shown on the plans. Each stake shall be free from decay, splits or cracks longer than the thickness of the stake or other defects that would weaken the stakes and cause the stakes to be structurally unsuitable.
- Bar reinforcement may be used, and its size shall be equal to a number four
 (4) or greater. End protection shall be provided for any exposed bar reinforcement.
- Staples used to fasten the fence fabric to the stakes shall be not less than 45 mm (1.75 inches) long and shall be fabricated from 1.57 mm (0.06 inch) or heavier wire. The wire used to fasten the tops of the stakes together when



Caltrans Storm Water Quality Handbooks Construction Site Best Management Practices Manual March 1, 2003 Section 4 Silt Fence SC-1 2 of 6 joining two sections of fence shall be 3.05 mm (0.12 inch) or heavier wire. Galvanizing of the fastening wire is not required.

Installation

- Generally, silt fences shall be used in conjunction with soil stabilization source controls up slope to provide effective erosion and sediment control.
- Bottom of the silt fence shall be keyed-in a minimum of 150 mm (12 inches).
- Trenches shall not be excavated wider and deeper than necessary for proper installation of the temporary linear sediment barriers.
- Excavation of the trenches shall be performed immediately before installation of the temporary linear sediment barriers.
- Construct silt fences with a set-back of at least 1m (3 ft) from the toe of a slope. Where a silt fence is determined to be not practical due to specific site conditions, the silt fence may be constructed at the toe of the slope, but shall be constructed as far from the toe of the slope as practical.
- Construct the length of each reach so that the change in base elevation along the reach does not exceed 1/3 the height of the barrier; in no case shall the reach exceed 150 meters (490 ft).
- Cross barriers shall be a minimum of 1/3 and a maximum of 1/2 the height of the linear barrier.
- Install in accordance with Pages 5 and 6 of this BMP.
- Repair undercut silt fences.
- Maintenance and Inspection

- Repair or replace split, torn, slumping, or weathered fabric.
- Inspect silt fence when rain is forecast. Perform necessary maintenance, or maintenance required by the Resident Engineer (RE).
- Inspect silt fence following rainfall events. Perform maintenance as necessary, or as required by the RE.
- Maintain silt fences to provide an adequate sediment holding capacity. Sediment shall be removed when the sediment accumulation reaches onethird (1/3) of the barrier height. Removed sediment shall be incorporated in the project at locations designated by the RE or disposed of outside the right-of-way in conformance with the Standard Specifications.
- Silt fences that are damaged and become unsuitable for the intended purpose, as determined by the RE, shall be removed from the site of work, disposed of outside the highway right-of-way in conformance with the Standard Specifications, and replaced with new silt fence barriers.



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- Holes, depressions or other ground disturbance caused by the removal of the temporary silt fences shall be backfilled and repaired in conformance with the Standard Specifications.
- Remove silt fence when no longer needed or as required by the RE. Fill and compact post holes and anchorage trench, remove sediment accumulation, and grade fence alignment to blend with adjacent ground.

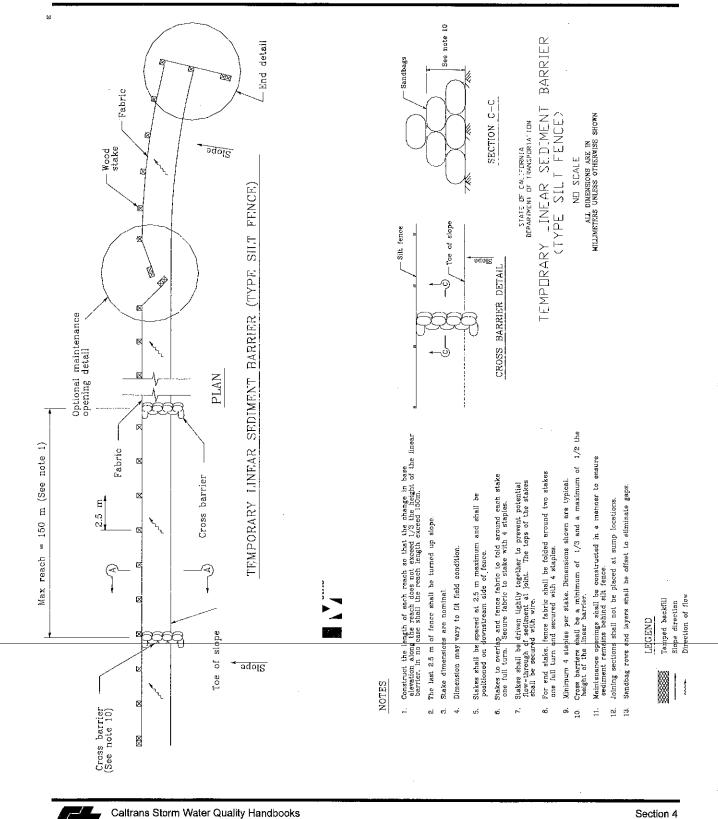


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Silt Fence

SC-1

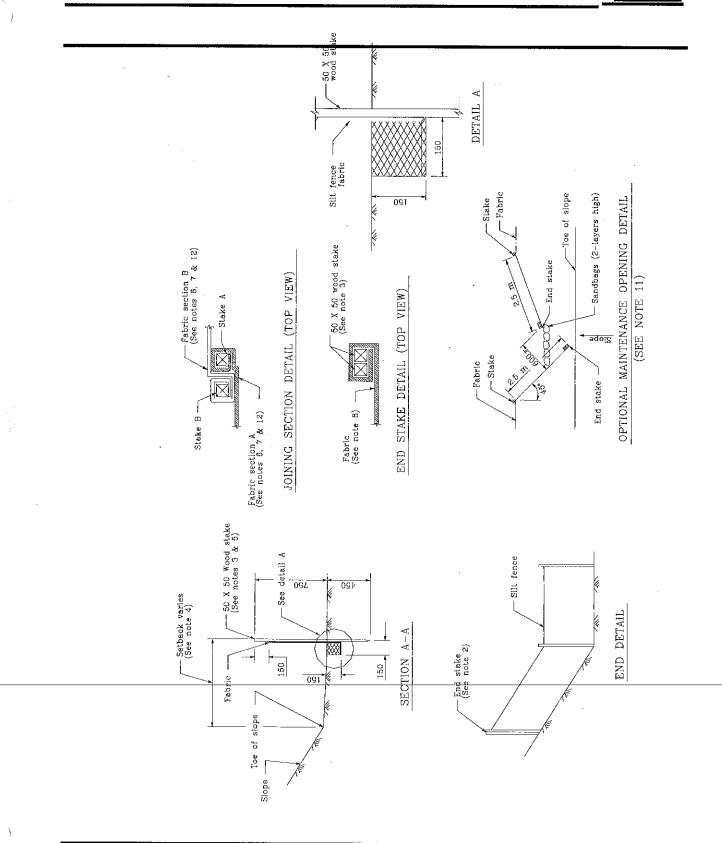


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Cultrans

Silt Fence

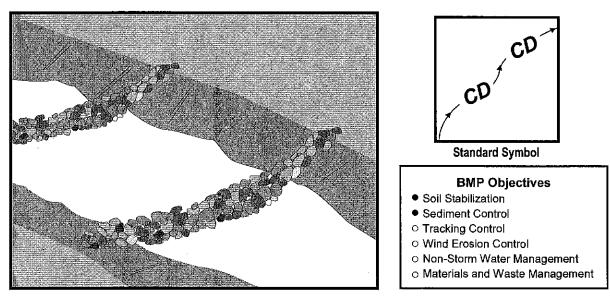
SC-1





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Check Dams



Definition and Purpose Check dams reduce scour and channel erosion by reducing flow velocity and encouraging sediment settlement. A check dam is a small device constructed of rock, gravel bags, sandbags, fiber rolls, or other proprietary product placed across a natural or man-made channel or drainage ditch.

Appropriate
Applications

- Check dams may be installed:
 - In small open channels that drain 4 ha (10 ac) or less.
 - In steep channels where storm water runoff velocities exceed 1.5 m/s (4.9 ft/sec).
 - During the establishment of grass linings in drainage ditches or channels.
 - In temporary ditches where the short length of service does not warrant establishment of erosion-resistant linings.
 - This BMP may be implemented on a project-by-project basis with other BMPs when determined necessary and feasible by the Resident Engineer (RE).
- Limitations Not to be used in live streams.
 - Not appropriate in channels that drain areas greater than 4 ha (10 ac).
 - Not to be placed in channels that are already grass lined unless erosion is expected, as installation may damage vegetation.
 - Require extensive maintenance following high velocity flows.
 - Promotes sediment trapping, which can be re-suspended during subsequent storms or removal of the check dam.



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Check Dams

Not to be constructed from straw bales or silt fence.

Standards and Specifications

- Check dams shall be placed at a distance and height to allow small pools to form behind them. Install the first check dam approximately 5 meters (16 ft) from the outfall device and at regular intervals based on slope gradient and soil type.
 - For multiple check dam installation, backwater from downstream check dam shall reach the toe of the upstream dam.
 - High flows (typically a 2-year storm or larger) shall safely flow over the check dam without an increase in upstream flooding or damage to the check dam.
 - Where grass is used to line ditches, check dams shall be removed when grass has matured sufficiently to protect the ditch or swale.
 - Rock shall be placed individually by hand or by mechanical methods (no dumping of rock) to achieve complete ditch or swale coverage.
 - Fiber rolls may be used as check dams if approved by the RE or the Construction NPDES Coordinator. Refer to SC-5 "Fiber Rolls."
 - Gravel bags may be used as check dams with the following specifications:

Materials

- Bag Material: Bags shall be either polypropylene, polyethylene or polyamide woven fabric, minimum unit weight 135 g/m2 (four ounces per square yard), mullen burst strength exceeding 2,070 kPa (300 psi) in conformance with the requirements in ASTM designation D3786, and ultraviolet stability exceeding 70% in conformance with the requirements in ASTM designation D4355.
- Bag Size: Each gravel-filled bag shall have a length of 450 mm (18 in), width of 300 mm (12 in), thickness of 75 mm (3 in), and mass of approximately 15 kg (33 lb). Bag dimensions are nominal, and may vary based on locally available materials. Alternative bag sizes shall be submitted to the RE for approval prior to deployment.
 - *Fill Material:* Fill material shall be between 10 mm and 20 mm (0.4 and 0.8 inch) in diameter, and shall be clean and free from clay balls, organic matter, and other deleterious materials. The opening of gravel-filled bags shall be secured such that gravel does not escape. Gravel-filled bags shall be between 13 kg and 22 kg (28 and 48 lb) in mass. Fill material is subject to approval by the RE.

Installation

- Install along a level contour.
- Tightly abut bags and stack gravel bags using a pyramid approach.



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Check Dams

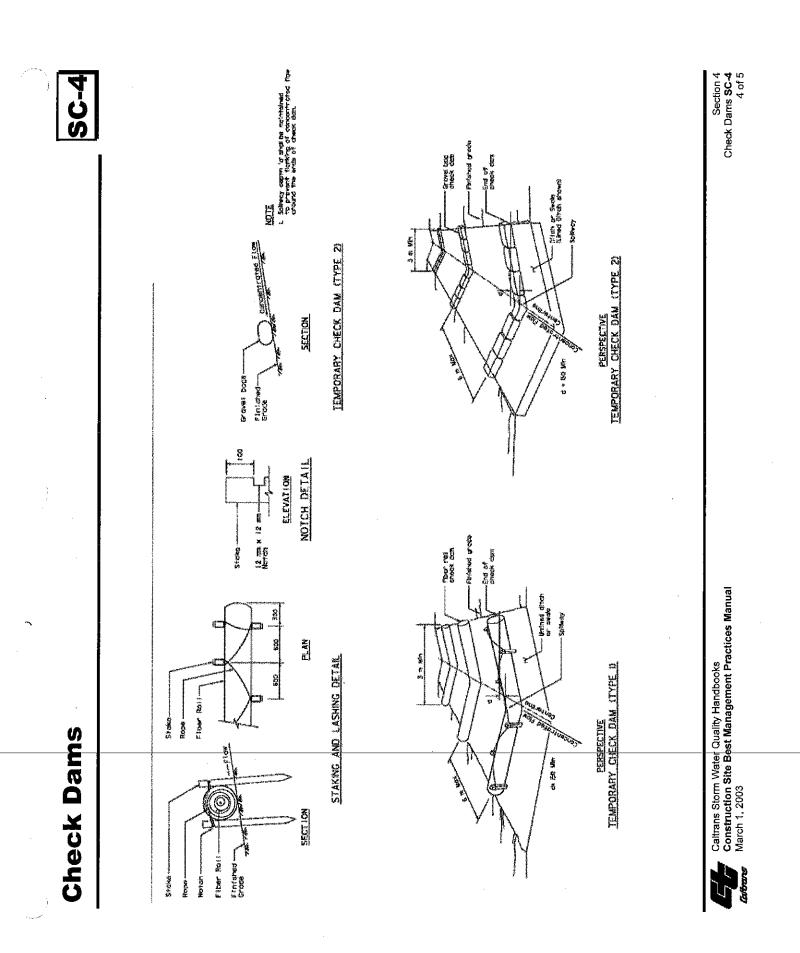
Gravel bags shall not be stacked any higher than 1 meter (3.2 ft).

Maintenance and Inspection

- Upper rows of gravel bags shall overlap joints in lower rows.
- Inspect check dams after each significant rainfall event. Repair damage as needed or as required by the RE.
 - Remove sediment when depth reaches one-third of the check dam height.
 - Remove accumulated sediment prior to permanent seeding or soil stabilization.
 - Remove check dam and accumulated sediment when check dams are no longer needed or when required by the RE.
 - Removed sediment shall be incorporated in the project at locations designated by the RE or disposed of outside the highway right-of-way in conformance with the Standard Specifications.

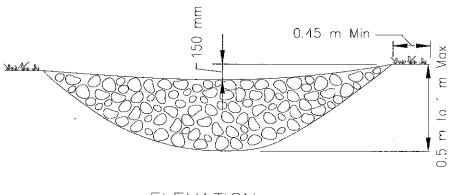


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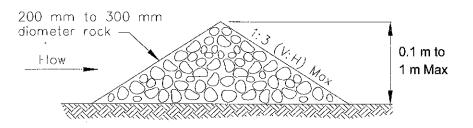


University Avenue Mobility Project

SC-4



ELEVATION



TYPICAL ROCK CHECK DAM SECTION

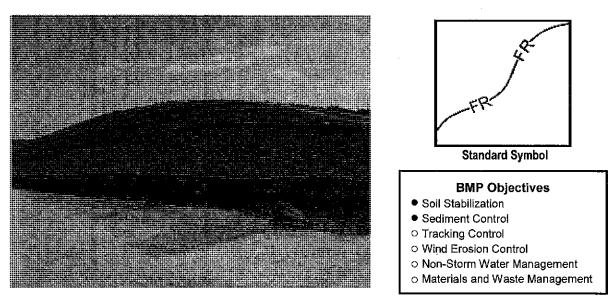
ROCK CHECK DAM



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1

Fiber Rolls



Definition and Purpose

A fiber roll consists of wood excelsior, rice or wheat straw, or coconut fibers that is rolled or bound into a tight tubular roll and placed on the toe and face of slopes to intercept runoff, reduce its flow velocity, release the runoff as sheet flow and provide removal of sediment from the runoff. Fiber rolls may also be used for inlet protection and as check dams under certain situations.

Appropriate Applications

- This BMP may be implemented on a project-by-project basis with other BMPs when determined necessary and feasible by the RE.
- Along the toe, top, face, and at grade breaks of exposed and erodible slopes to shorten slope length and spread runoff as sheet flow.
- Below the toe of exposed and erodible slopes.
- Fiber rolls may be used as check dams in unlined ditches if approved by the Resident Engineer (RE) or the District Construction Storm Water Coordinator (refer to SC-4 "Check Dams").
- Fiber rolls may be used for drain inlet protection if approved by the RE or the District Construction Storm Water Coordinator (refer to SC-10 "Storm Drain Inlet Protection").
- Down-slope of exposed soil areas.
- Around temporary stockpiles.
- Along the perimeter of a project.



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Limitations
Runoff and erosion may occur if fiber roll is not adequately trenched in.

- Fiber rolls at the toe of slopes greater than 1:5 may require the use of 500 mm (20" diameter) or installations achieving the same protection (i.e., stacked smaller diameter fiber rolls, etc.).
- Fiber rolls may be used for drainage inlet protection if they can be properly anchored.
- Difficult to move once saturated.
- Fiber rolls could be transported by high flows if not properly staked and trenched in.
- Fiber rolls have limited sediment capture zone.
- Do not use fiber rolls on slopes subject to creep, slumping, or landslide.

Standards and Specifications

Fiber Roll Materials

- Fiber rolls shall be either:
 - (1) Prefabricated rolls.
 - (2) Rolled tubes of erosion control blanket.

Assembly of Field Rolled Fiber Roll

- Roll length of erosion control blanket into a tube of minimum 200 mm (8 in) diameter.
- Bind roll at each end and every 1.2 m (4 ft) along length of roll with jute-type twine.

Installation

- Slope inclination of 1:4 or flatter: fiber rolls shall be placed on slopes 6.0 m apart.
- Slope inclination of 1:4 to 1:2: fiber rolls shall be placed on slopes 4.5 m apart.
- Slope inclination 1:2 or greater: fiber rolls shall be placed on slopes 3.0 in apart.
- Stake fiber rolls into a 50 to 100 mm (2 to 4 in) trench.



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Fiber Rolls

- Drive stakes at the end of each fiber roll and spaced 600 mm (2 ft) apart if Type 2 installation is used (refer to Page 4). Otherwise, space stakes 1.2 m (4 ft) maximum on center if installed as shown on Pages 5 and 6.
- Use wood stakes with a nominal classification of 19 by 19 mm (3/4 by 3/4 in), and minimum length of 600 mm (24 in).
- If more than one fiber roll is placed in a row, the rolls shall be overlapped; not abutted.

Removal

- Fiber rolls are typically left in place.
- If fiber rolls are removed, collect and dispose of sediment accumulation, and fill and compact holes, trenches, depressions or any other ground disturbance to blend with adjacent ground.

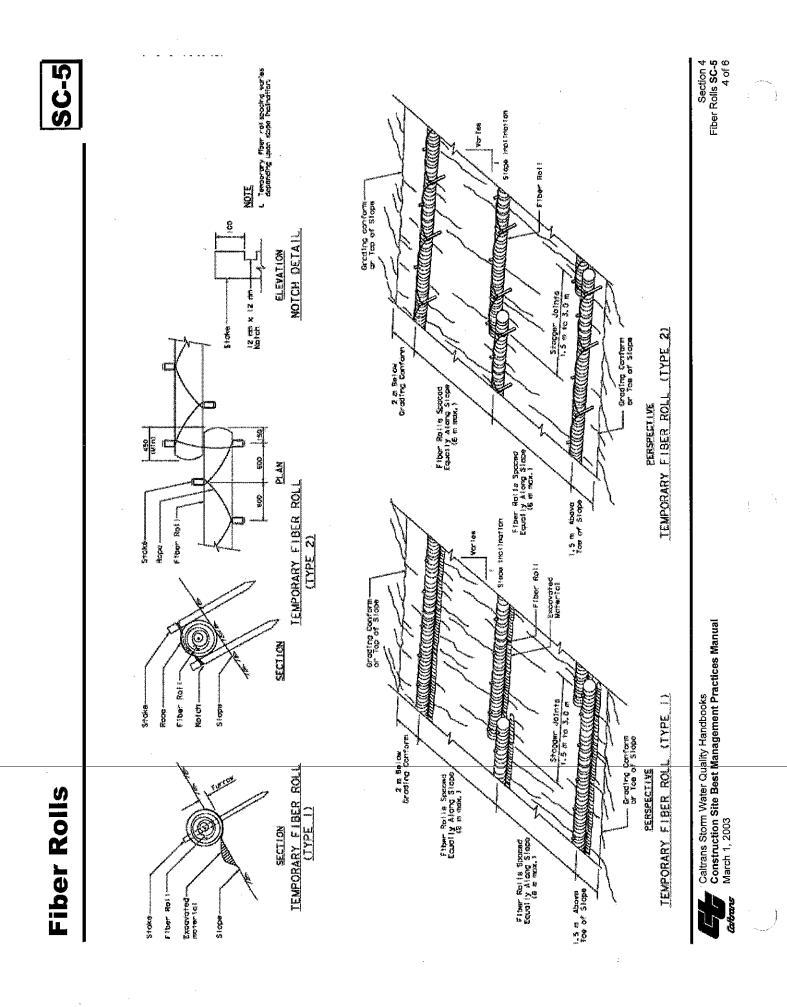
Maintenance and Inspection

- Repair or replace split, torn, unraveling, or slumping fiber rolls.
- Inspect fiber rolls when rain is forecast. Perform maintenance as needed or as required by the RE.
- Inspect fiber rolls following rainfall events and a least daily during prolonged rainfall. Perform maintenance as needed or as required by the RE.
- Maintain fiber rolls to provide an adequate sediment holding capacity. Sediment shall be removed when the sediment accumulation reaches three quarters (3/4) of the barrier height. Removed sediment shall be incorporated in the project at locations designated by the RE or disposed of outside the highway right-of-way in conformance with the Standard Specifications.



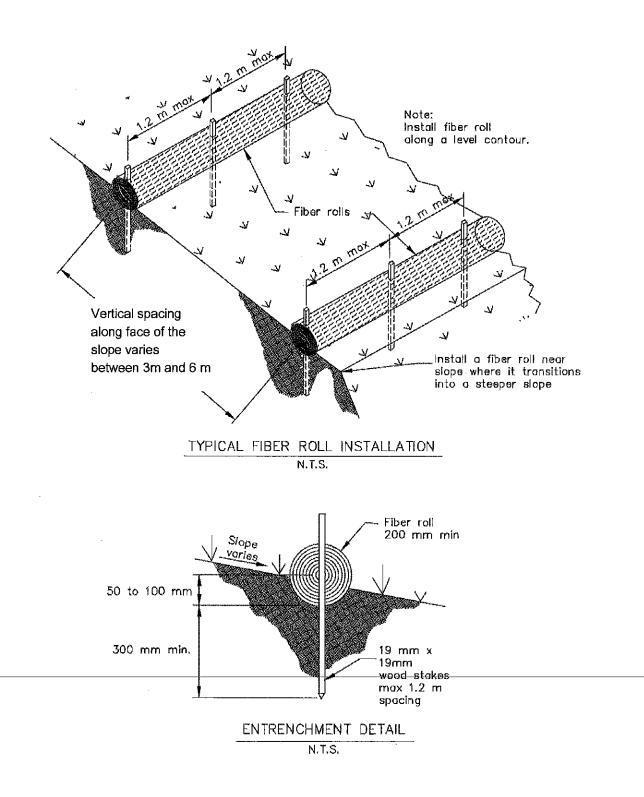
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University Avenue Mobility Project Federal ID RPSTPLE-5004(156)



Fiber Rolls



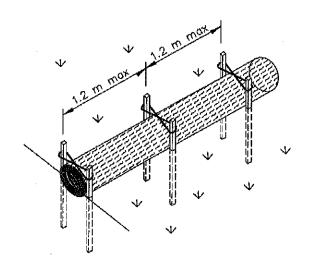


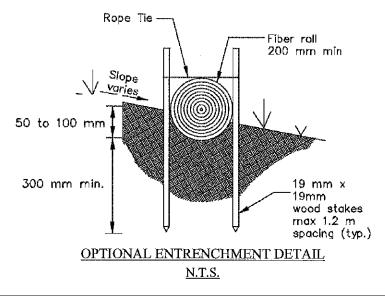


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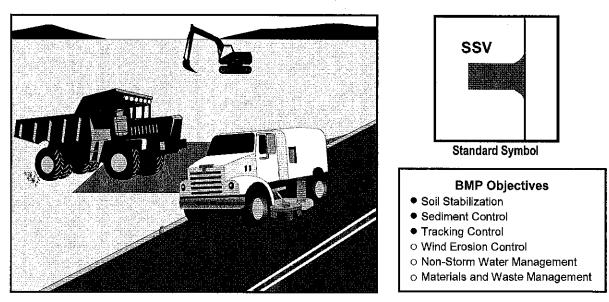






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Street Sweeping and Vacuuming



Definition and Practices to remove tracked sediment to prevent the sediment from entering a storm drain or watercourse.

AppropriateThese practices are implemented anywhere sediment is tracked from the projectApplicationssite onto public or private paved roads, typically at points of ingress/egress.

Limitations Sweeping and vacuuming may not be effective when soil is wet or muddy.

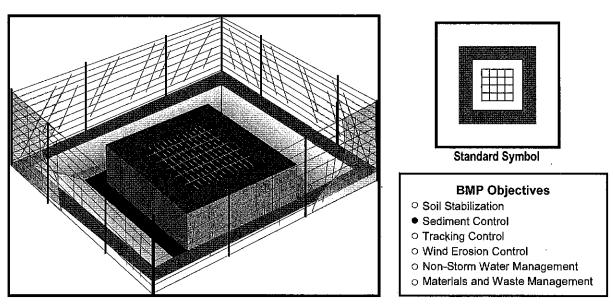
Standards and Specifications

- Kick brooms or sweeper attachments shall not be used.
- Inspect potential sediment tracking locations daily.
- Visible sediment tracking shall be swept and/or vacuumed daily.
- If not mixed with debris or trash, consider incorporating the removed sediment back into the project.
- Maintenance and Inspection Inspec
 - Be careful not to sweep up any unknown substance or any object that may be potentially hazardous.
 - Adjust brooms frequently; maximize efficiency of sweeping operations.
 - After sweeping is finished, properly dispose of sweeper wastes at an approved dumpsite in conformance with the provisions in Standard Specifications Section 7-1.13.



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Storm Drain Inlet Protection



Definition and Purpose Devices used at storm drain inlets that are subject to runoff from construction activities to detain and/or to filter sediment-laden runoff to allow sediment to settle and/or to filter sediment prior to discharge into storm drainage systems or watercourses.

Appropriate Applications

- Where ponding will not encroach into highway traffic.
- Where sediment laden surface runoff may enter an inlet.
- Where disturbed drainage areas have not yet been permanently stabilized.
- Where the drainage area is 0.4 ha (1 ac) or less.
- Appropriate during wet and snow-melt seasons.
- Limitations Requires an adequate area for water to pond without encroaching upon traveled way and should not present itself to be an obstacle to oncoming traffic.
 - May require other methods of temporary protection to prevent sediment-laden storm water and non-storm water discharges from entering the storm drain system.
 - Sediment removal may be difficult in high flow conditions or if runoff is heavily sediment laden. If high flow conditions are expected, use other onsite sediment trapping techniques (e.g. check dams) in conjunction with inlet protection.
 - Frequent maintenance is required.
 - For drainage areas larger than 0.4 ha (1 ac), runoff shall be routed to a sediment trapping device designed for larger flows. See BMPs SC-2, "Sediment/Desilting Basin," and SC-3 "Sediment Trap."



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SC-10

- Filter fabric fence inlet protection is appropriate in open areas that are subject to sheet flow and for flows not exceeding 0.014 m3/s (0.5 cfs).
- Gravel bag barriers for inlet protection are applicable when sheet flows or concentrated flows exceed 0.014 m3/s (0.5 cfs), and it is necessary to allow for overtopping to prevent flooding.
- Fiber rolls and foam barriers are not appropriate for locations where they cannot be properly anchored to the surface.
- Excavated drop inlet sediment traps are appropriate where relatively heavy flows are expected and overflow capability is needed.

Standards and Identify existing and/or planned storm drain inlets that have the potential to Specifications receive sediment-laden surface runoff. Determine if storm drain inlet protection is needed, and which method to use.

Methods and Installation

- **DI Protection Type 1 Filter Fabric Fence -** The filter fabric fence (Type 1) protection is illustrated on Page 5. Similar to constructing a silt fence. See BMP SC-1, "Silt Fence." Do not place filter fabric underneath the inlet grate since the collected sediment may fall into the drain inlet when the fabric is removed or replaced.
- DI Protection Type 2 Excavated Drop Inlet Sediment Trap The excavated drop inlet sediment trap (Type 2) is illustrated in Page 6. Similar to constructing a temporary silt fence, See BMP SC-1, "Silt Fence." Size excavated trap to provide a minimum storage capacity calculated at the rate of 130 m3/ha (67 yd3/ac) of drainage area.
- **DI Protection Type 3 Gravel bag -** The gravel bag barrier (Type 3) is illustrated in Page 7. Flow from a severe storm shall not overtop the curb. In areas of high clay and silts, use filter fabric and gravel as additional filter media. Construct gravel bags in accordance with BMP SC-6, "Gravel Bag Berm." Gravel bags shall be used due to their high permeability.
- **DI Protection Type 4 Foam Barriers and Fiber Rolls –** Foam barrier or fiber roll (Type 4) is placed around the inlet and keyed and anchored to the surface. Foam barriers and fiber rolls are intended for use as inlet protection where the area around the inlet is unpaved and the foam barrier or fiber roll can be secured to the surface. RE or Construction Storm Water Coordinator approval is required.

Maintenance and

Inspection

General

Inspect all inlet protection devices before and after every rainfall event, and weekly during the rest of the rainy season. During extended rainfall events, inspect inlet protection devices at least once every 24 hours.



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Section 4 Storm Drain Inlet Protection SC-10 2 of 7



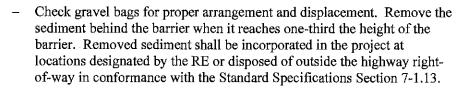
- Inspect the storm drain inlet after severe storms in the rainy season to check for bypassed material.
- Remove all inlet protection devices within thirty days after the site is stabilized, or when the inlet protection is no longer needed.
 - Bring the disturbed area to final grade and smooth and compact it. Appropriately stabilize all bare areas around the inlet.
 - Clean and re-grade area around the inlet and clean the inside of the storm drain inlet as it must be free of sediment and debris at the time of final inspection.

Requirements by Method

- Type 1 Filter Fabric Fence
 - This method shall be used for drain inlets requiring protection in areas where finished grade is established and erosion control seeding has been applied or is pending.
 - Make sure the stakes are securely driven in the ground and are structurally sound (i.e., not bent, cracked, or splintered, and are reasonably perpendicular to the ground). Replace damaged stakes.
 - Replace or clean the fabric when the fabric becomes clogged with sediment. Make sure the fabric does not have any holes or tears. Repair or replace fabric as needed or as directed by the RE.
 - At a minimum, remove the sediment behind the fabric fence when accumulation reaches one-third the height of the fence or barrier height. Removed sediment shall be incorporated in the project at locations designated by the RE or disposed of outside the highway right-of-way in conformance with the Standard Specifications Section 7-1.13.
- Type 2 Excavated Drop Inlet Sediment Trap
 - This method may be used for drain inlets requiring protection in areas that have been cleared and grubbed, and where exposed soil areas are subject to grading.
 - Remove sediment from basin when the volume of the basin has been reduced by one-half.
- Type 3 Gravel Bag Barrier
 - This method may be used for drain inlets surrounded by AC or paved surfaces.
 - Inspect bags for holes, gashes, and snags.



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SC-

Type 4 Foam Barriers and Fiber Rolls

- This method may be used for drain inlets requiring protection in areas that have been cleared and grubbed, and where exposed soil areas subject to grading. RE or Construction Storm Coordinator approval is required.
- Check foam barrier or fiber roll for proper arrangement and displacement. Remove the sediment behind the barrier when it reaches one-third the height of the barrier. Removed sediment shall be incorporated in the project at locations designated by the RE or disposed of outside the highway right-of-way in conformance with the Standard Specifications.

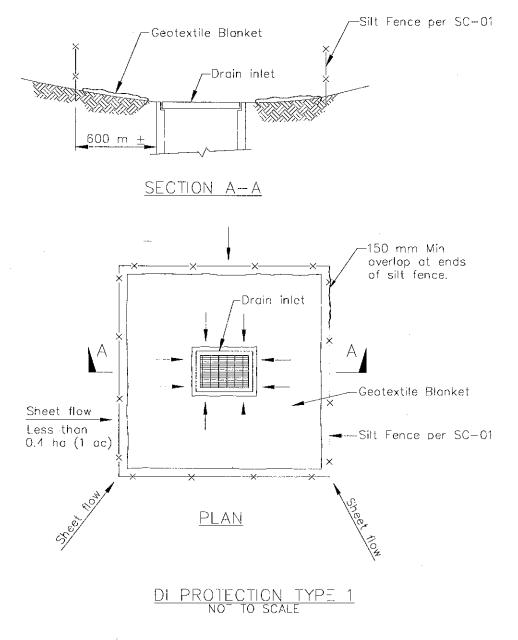


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University Avenue Mobility Project

Storm Drain Inlet Protection

SC-10



NOTES:

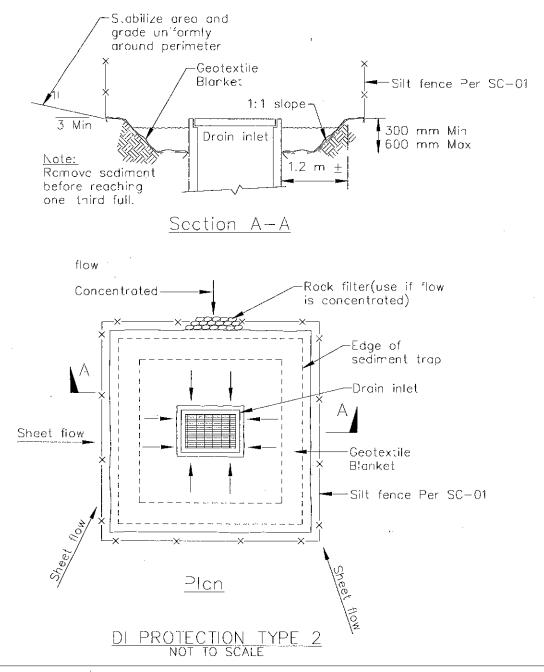
- 1. For use in areas where grading has been completed and final soil stabilization and seeding are pending.
- 2. Not applicable in paved areas.
- 3. Not applicable with concentrated flows.



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Storm Drain Inlet Protection

SC-10



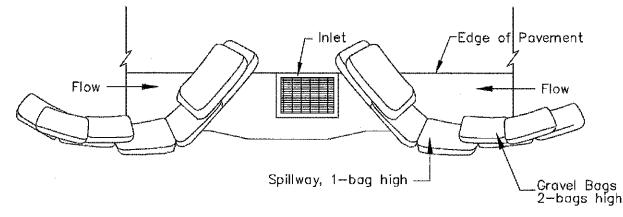
Notes

- 1. For use in cleared and grubbed and in graded areas.
- 2. Shape basin so that longest inflow area faces longest length of trap.
- 3. For concentrated flows, shape besin in 2:1 ratio with length oriented towards direction of flow.

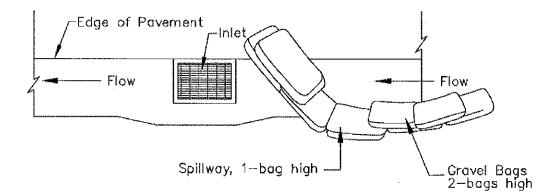
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Caltrans Storm Water Quality Handbooks Construction Site Best Management Practices Manual March 1, 2003 Section 4 Storm Drain Inlet Protection SC-10 6 of 7





TYPICAL PROTECTION FOR INLET WITH OPPOSING FLOW DIRECTIONS



TYPICAL PROTECTION FOR INLET WITH SINGLE FLOW DIRECTION

NOTES:

- 1. Intended for short-term use.
- 2. Use to inhibit non-storm water flow.
- 3. Allow for proper maintenance and cleanup.
- 4. Bags must be removed after adjacent operation is completed
- 5. Not applicable in areas with high silts and clays without filter fabric.



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Wind Erosion Control

Definition and Purpose Wind erosion control consists of applying water and/or other dust palliatives as necessary to prevent or alleviate erosion by the forces of wind. Dust control shall be applied in accordance with Caltrans standard practices. Covering of small stockpiles or areas is an alternative to applying water or other dust palliatives.

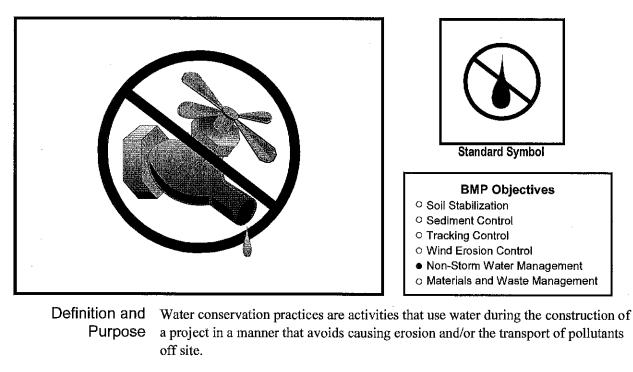
- Appropriate Applications Limitations
- This practice is implemented on all exposed soils subject to wind erosion.
 - Effectiveness depends on soil, temperature, humidity and wind velocity.
- Standards and Specifications
 - Water shall be applied by means of pressure-type distributors or pipelines equipped with a spray system or hoses and nozzles that will ensure even distribution.
 - All distribution equipment shall be equipped with a positive means of shutoff.
 - Unless water is applied by means of pipelines, at least one mobile unit shall be available at all times to apply water or dust palliative to the project.
 - If reclaimed water is used, the sources and discharge must meet California Department of Health Services water reclamation criteria and the Regional Water Quality Control Board requirements. Non-potable water shall not be conveyed in tanks or drain pipes that will be used to convey potable water and there shall be no connection between potable and non-potable supplies. Nonpotable tanks, pipes and other conveyances shall be marked "NON-POTABLE WATER - DO NOT DRINK."
 - Materials applied as temporary soil stabilizers and soil binders will also provide wind erosion control benefits.

Maintenance and Check areas that have been protected to ensure coverage.



Caltrans Storm Water Quality Handbooks Construction Site Best Management Practices Manual March 1, 2003 Section 5 Wind Erosion Control **WE-1** 1 of 1

Water Conservation Practices



Appropriate Water conservation practices are implemented on all construction sites and wherever water is used.

- Applies to all construction projects.
- Limitations
 None identified.
- Standards and Specifications
 - Keep water equipment in good working condition.
 - Stabilize water truck filling area.
 - Repair water leaks promptly.
 - Vehicles and equipment washing on the construction site is discouraged.
 - Avoid using water to clean construction areas. Do not use water to clean pavement. Paved areas shall be swept and vacuumed.
 - Direct construction water runoff to areas where it can infiltrate into the ground.
 - Apply water for dust control in accordance with the Standard Specifications Section 10, and WE-1, "Wind Erosion Control."
 - Report discharges to RE immediately.



Water Conservation Practices

NS-1

Maintenance and Inspection

Inspect water equipment at least weekly.

■ Repair water equipment as needed.



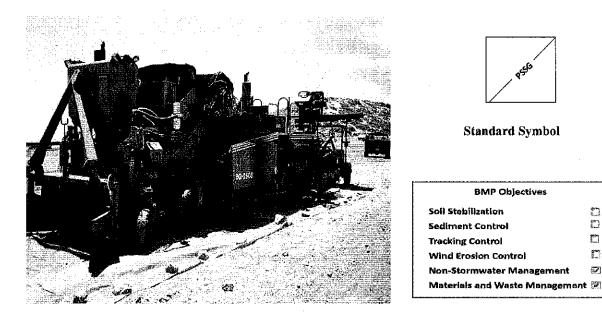
Caltrans Storm Water Quality Handbooks Construction Site Best Management Practices Manual March 1, 2003

Section 7 Water Conservation Practices **NS-1** 2 of 2

University Avenue Mobility Project Federal ID RPSTPLE-5004(156) Appendix J - Caltrans Encroachment Permit

Paving, Sealing, Sawcutting, and Grinding Operations





Definition and Procedures and practices for conducting paving, sealing, sawcutting, and grinding activities to minimize the transport of pollutants to the storm drain system or receiving water body.

Appropriate These procedures are implemented where operations such as paving, surfacing, resurfacing, grinding, coring, grooving, sealing and sawcutting generate spoils, residue, or process water that may pollute storm water runoff or discharge to the storm drain system or receiving water body.

- Limitations Activities related to paving, sealing, sawcutting, grooving, and grinding operations should be limited when precipitation is forecasted to prevent the triggering for visible and non-visible pollutant monitoring.
 - Discharges of freshly paved surfaces can raise pH and trigger permit violations.

Standards and Specifications

General Requirements

- Refer to Standard Specifications Section 13-4.03E (7) Paving, Sealing, Sawcutting, Grooving, and Grinding Activities.
- Do not allow the following materials to enter storm drain system and receiving waters: cementitious material, asphaltic material, aggregate or screenings, sawcutting, grooving, and grinding residue, pavement chunks, shoulder backing, methacrylate resin, and sandblasting residue. This list is not exhaustive.
- Drainage inlets shall be protected and linear sediment barriers (such as silt fences, gravel bag berms, or fiber rolls) shall be used to protect receiving waters during operations related to paving, sealing, sawcutting, or grinding.



NS-

- Drainage inlets and manholes shall be protected during application of seal coat, tack coat, slurry seal, and/or fog seal. Refer to SE-10, "Temporary Drainage Inlet Protection."
- Whenever precipitation is forecasted, limit paving, sawcutting, and grinding to places where runoff can be captured. Grinding or grooving of pavement shall not be conducted when precipitation is forecasted unless runoff can be captured.
- Seal coat, tack coat, slurry seal, or fog seal shall not be applied when precipitation is forecasted during the application or curing period.
- Slurry shall be removed with a vacuum immediately after it is produced and shall be prevented from running off the pavement or into lanes open to traffic.
- The residue from grooving and grinding activities shall be collected with a vacuum attachment on the grinding machine and shall be prevented from flowing across the pavement. See also WM-8, "Concrete Waste Management," and WM-10, "Liquid Waste Management."
- Material removed from existing roadways may be stockpiled, if allowed, away from drainage inlets and receiving waters in accordance with BMP WM-3, "Stockpile Management" and Standard Specification 13-4.03C(3) Stockpile Management.
- Drip pans or absorbent materials shall be placed under paving equipment when not in use. Refer to WM-4, "Spill Prevention and Control." Equipment shall be cleaned in accordance with NS-8, "Vehicle and Equipment Cleaning."
- Do not coat asphalt trucks and equipment with substances that contain soap, foaming agents, or toxic chemicals.

Asphalt Concrete and Concrete Pavement Handling

- Prevent sand and gravel from entering streets, storm drains, and receiving waters.
- Substances used to coat asphalt transport trucks, asphalt trucks, and asphalt spreading equipment shall not contain soap, foaming agents, or toxic chemicals.
 - Asphalt spoils must be recycled or disposed of in accordance with WM-5, "Solid Waste Management," and/or WM-6, "Hazardous Waste Management."
- AC and PCC grindings, pieces, or chunks approved by the RE for reuse in embankments or shoulder backing shall not be at risk of entering storm drain systems or receiving waters.
- Temporarily protect inlets and receiving waters until the structure is stabilized or permanent controls are in place.



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- The reuse of AC or PCC grindings, pieces, or chunks as road base must be placed at least five feet above the seasonal high groundwater elevation with the approval of the RE. Shoulder backing containing Recycled Asphalt Pavement (RAP) shall not be placed within 100 feet measured horizontally from a culvert, watercourse, or bridge and must comply with the 2016 SWMP.
- During chip seal application and sweeping operations, petroleum or petroleum covered aggregate must not be allowed to enter storm drains or receiving waters. Temporarily protect inlets and receiving waters until stabilized.
- Clean asphalt-coated equipment off-site whenever possible. When cleaning dry, hardened asphalt from equipment, manage hardened asphalt debris in accordance with WM-5, "Solid Waste Management," and/or WM-6, "Hazardous Waste Management," and NS-8 "Vehicle and Equipment Cleaning" whichever is applicable.
- Allow aggregate rinse to settle. Then, either allow rinse water to dry in a temporary pit as described in WM-8, "Concrete Waste Management," or dispose in accordance with WM-5, "Solid Waste Management."

Thermoplastic Striping and Pavement Markers

- Contractor shall not pre-heat, transfer, or load thermoplastic within 50 feet of drainage inlets or receiving waters.
- Do not unload, transfer, or load bituminous material for pavement markers within 50 feet of drainage inlets or receiving waters.
- All thermoplastic striper and pre-heater equipment shutoff valves shall be inspected to ensure that they are working properly to prevent thermoplastic from leaking.
- The pre-heater shall be filled carefully to prevent splashing or spilling of hot thermoplastic. Leave six inches of space at the top of the pre-heater container when filling thermoplastic to allow room for material to move when the vehicle is deadheaded.
- Melting tanks shall be loaded with care, a minimum of six inches of freeboard in case of splashing when vehicle is deadheaded. When servicing or filling melting tanks, ensure all pressure is released before removing lids to avoid spills.
- Immediately remove drips, overspray, improper markings, paint, and thermoplastic tracked by traffic with an authorized method.
- Collect and dispose of bituminous material from the roadway after removal of markers in accordance with WM-5, "Solid Waste Management."



Paving, Sealing, Sawcutting, and Grinding Operations

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Clean truck beds daily of loose debris and melted thermoplastic. When possible, recycle thermoplastic material. Thermoplastic waste shall be disposed of in accordance with BMP WM-5, "Solid Waste Management" and/or WM-6, "Hazardous Waste Management, as applicable.

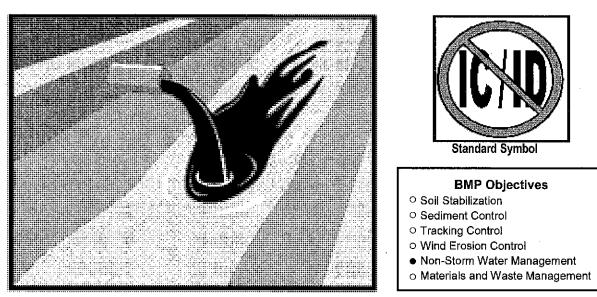
Maintenance and Inspection

- Inspect and maintain machinery and BMPs regularly to minimize leaks and drips.
- Ensure that employees and subcontractors are implementing appropriate measures during paving operations.
- If project operations trigger the IGP (industrial operations located within project limits regardless of whether the facility is within or outside Caltrans' right-of-way and outside Caltrans' right-of-way but within project limits), ensure that any run-on or run-off from IGP activities does not have potential to create pollution onto Caltrans right-of-way. Refer to 2016 SWMP Section 7.2 for additional guidance.

SWPPP or WPCP Paving, Sealing, Sawcutting and Grinding Operations must be discussed in Section 500.4 of the SWPPP or Section 30.3.1 of the WPCP.



Illicit Connection/Illegal Discharge Detection and Reporting



Definition and Purpose

Procedures and practices designed for construction contractors to recognize illicit connections or illegally dumped or discharged materials on a construction site and report incidents to the Resident Engineer (RE).

Appropriate Applications

- Illicit connection/illegal discharge detection and reporting is applicable anytime an illicit connection or discharge is discovered or illegally dumped material is found on the construction site.
- This best management practice (BMP) applies to all construction projects.
- Limitations Unlabeled or non-identifiable material shall be assumed to be hazardous.
 - Illicit connections and illegal discharges or dumping, for the purposes of this BMP, refer to discharges and dumping caused by parties other than the contractor.
 - Procedures and practices presented in this BMP are general. Contractor shall use extreme caution, immediately notify the RE when illicit connections or illegal dumping or discharges are discovered, and take no further action unless directed by the RE.
 - If pre-existing hazardous materials or wastes are known to exist onsite, the contractor's responsibility will be detailed in separate special provisions.



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Section 7 Illicit Connection/Illegal Discharge Detection and Reporting NS-6 1 of 3



Standards and Specifications

Planning

- Inspect site before beginning the job for evidence of illicit connections or illegal dumping or discharges.
- Inspect site regularly during project execution for evidence of illicit connections or illegal dumping or discharges.
- Observe site perimeter for evidence or potential of illicitly discharged or illegally dumped material, which may enter the job site.

Identification of illicit connections and illegal dumping or discharges.

- Solids Look for debris, or rubbish piles. Solid waste dumping often occurs on roadways with light traffic loads or in areas not easily visible from the traveled way.
- Liquids signs of illegal liquid dumping or discharge can include:
 - Visible signs of staining or unusual colors to the payement or surrounding adjacent soils.
 - Pungent odors coming from the drainage systems.
 - Discoloration or oily substances in the water or stains and residues detained within ditches, channels or drain boxes.
 - Abnormal water flow during the dry weather season.
- Urban Areas Evidence of illicit connections or illegal discharges is typically detected at storm drain outfall locations or at manholes. Signs of an illicit connection or illegal discharge can include:
 - Abnormal water flow during the dry weather season.
 - Unusual flows in subdrain systems used for dewatering.
 - Pungent odors coming from the drainage systems.
 - Discoloration or oily substances in the water or stains and residues detained within ditches, channels or drain boxes.
 - Excessive sediment deposits, particularly adjacent to or near active offsite construction projects.



- Rural Areas Illicit connections or illegal discharges involving irrigation drainage ditches are detected by visual inspections. Signs of an illicit discharge can include:
 - Abnormal water flow during the dry weather season.
 - Non-standard junction structures.
 - Broken concrete or other disturbances at or near junction structures.

Reporting

 Notify the RE of any illicit connections and illegal dumping or discharge incidents at the time of discovery. The RE will notify the District Construction Storm Water Coordinator and the Construction Hazmat Coordinator for reporting.

Cleanup and Removal

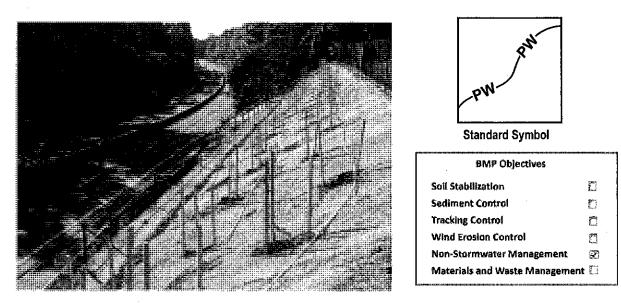
The contractor is not responsible for investigation and clean up of illicit or illegal dumping or discharges not generated by the contractor. Caltrans may direct contractor to clean up non-hazardous dumped or discharged material on the construction site.



Section 7 Illicit Connection/Illegal Discharge Detection and Reporting NS-6 3 of 3

University Avenue Mobility Project Federal ID RPSTPLE-5004(156) Appendix J - Caltrans Encroachment Permit

Potable Water/Irrigation



Definition and Purpose

Potable Water/Irrigation management consists of practices and procedures to manage the discharge of potential pollutants generated during discharges from irrigation water lines, landscape irrigation, lawn or garden watering, planned and unplanned discharges from potable water sources, water line flushing, and hydrant flushing.

Appropriate I Applications a

Implement this BMP whenever the above activities or discharges occur at or enter a construction site.

- Limitations
 None identified.
- Standards and Specifications
 - Inspect irrigated areas within the construction limits for excess watering. Adjust watering times and schedules to ensure that the appropriate amount of water is being used and to minimize runoff. Consider factors such as soil structure, grade, relative compaction, time of year, and type of plant material in determining the proper amounts of water for a specific area.
 - Take precautions to prevent irrigation water from eroding soil, wetting vehicles and pavement, or otherwise causing sediment, hydrocarbons, and other non-visible pollutants that accumulate on those surfaces to discharge into a storm drain system or receiving waterbody.
 - When possible, discharges from water line flushing or temporary Active Treatment Systems (see Appendix C "Temporary Active Treatment System) should be reused for landscaping purposes.
 - Resident Engineer (RE) approval is required prior to commencing any washing activities that could discharge to the storm drain or receiving waterbody.



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- Where possible, direct water from off-site sources around or through a construction site in a way that minimizes contact with the construction site.
- Perform pressure tests on the irrigation system supply lines to test for leaks, which could result in erosion or runoff if breached.
- Shut off the water source to broken lines, sprinklers, or valves as soon as possible to prevent excess water flow.
- Protect downstream storm water drainage systems and receiving waters from water pumped or bailed from trenches excavated to repair water lines.

Maintenance and Inspection

- Repair broken water lines as soon as possible or as directed by the RE.
- Inspect irrigated areas regularly for signs of erosion and/or discharge.

SWPPP or WPCP

Potable Water/Irrigation must be discussed in Section 500.4 of the SWPPP and/or Section 30.3 of the WPCP.



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Concrete Curing

BMP Objectives

- O Soil Stabilization
- O Sediment Control
- Tracking Control
- Wind Erosion Control
- Non-Storm Water Management
- Materials and Waste Management

Definition and Purpose

Concrete curing is used in the construction of structures such as bridges, retaining walls, and pump houses. Concrete curing includes the use of both chemical and water methods. Proper procedures minimize pollution of runoff during concrete curing.

Appropriate All concrete elements of a structure (e.g., footings, columns, abutments, stems, Applications soffit, deck) are subject to curing requirements.

Limitations
None identified.

Standards and Specifications

Chemical Curing

- Avoid over-spray of curing compounds.
- Minimize the drift of chemical cure as much as possible by applying the curing compound close to the concrete surface. Apply an amount of compound that covers the surface, but does not allow any runoff of the compound.
- Use proper storage and handling techniques for concrete curing compounds. Refer to BMP WM-1, "Material Delivery and Storage."
- Protect drain inlets prior to the application of curing compounds.
- Refer to WM-4, "Spill Prevention and Control."

Water Curing for Bridge Decks, Retaining Walls, and other Structures

 Direct cure water away from inlets and watercourses to collection areas for removal as approved by the RE and in accordance with all applicable permits.



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Concrete Curing



- Collect cure water and transport or dispose of water in a non-erodible manner. See BMPs SS-9, "Earth Dikes/Drainage Swales & Lined Ditches," SS-10,:
 "Outlet Protection/Velocity Dissipation Devices," and SS-11, "Slope Drains."
- Utilize wet blankets or a similar method that maintains moisture while minimizing the use and possible discharge of water.

Maintenance and Inspection

- Ensure that employees and subcontractors implement appropriate measures for storage, handling, and use of curing compounds.
- Inspect any temporary diversion devices, lined channels, or swales for washouts, erosion, or debris. Replace lining and remove debris as necessary.
- Inspect cure containers and spraying equipment for leaks.



Concrete Finishing

Standard Symbol **BMP** Objectives O Soil Stabilization O Sediment Control Tracking Control Wind Erosion Control Non-Storm Water Management Materials and Waste Management

Definition and Concrete finishing methods are used for bridge deck rehabilitation, paint removal, curing compound removal, and final surface finish appearances. Methods include Purpose sand blasting, shot blasting, grinding, or high pressure water blasting. Proper procedures minimize the impact that concrete finishing methods may have on runoff.

Appropriate These procedures apply to all construction locations where concrete finishing operations are performed. Applications

- Limitations Specific permit requirements may be included in the contract documents for certain concrete finishing operations.
- Standards and 1 Specifications
- Follow containment requirements stated in the project special provisions, if any.
 - Collect and properly dispose of water and solid waste from high-pressure water blasting operations.
 - Collect water from blasting operations and transport or dispose of water in a non-erodible manner. Refer to BMPs SS-9, "Earth Dikes/Drainage Swales & Lined Ditches," SS-10, "Outlet Protection/Velocity Dissipation Devices," and SS-11, "Slope Drains."
 - Direct water from blasting operations away from inlets and watercourses to collection areas for removal (e.g., dewatering) as approved in advance by the RE and in accordance with applicable permits.
 - Protect inlets during sandblasting operations. Refer to BMP SC-10, "Storm Drain Inlet Protection."



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Section 7 Concrete Finishing NS-14 1 of 2

NS-1



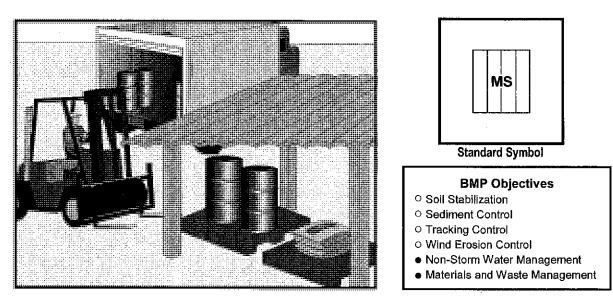
- Refer to BMP WM-8, "Concrete Waste Management."
- Minimize the drift of dust and blast material as much as possible by keeping the blasting nozzle close to the surface.
- When blast residue contains a potentially hazardous waste, refer to BMP WM-6, "Hazardous Waste Management."

Maintenance and Inspection

- Follow inspection procedure as required in the project special provisions.
- At a minimum, inspect containment structures, if any, for damage or voids prior to use each day and prior to the onset of rain.
- At the end of each work shift, remove and contain the liquid and solid wastes from containment structures, if any, and from the general work area.
- Discharges to waterways shall be reported to RE immediately upon discovery. A written discharge notification must follow within 7 days or as required by special provisions.



Material Delivery and Storage



Definition and Purpose Procedures and practices for the proper handling and storage of materials in a manner that minimizes or eliminates the discharge of these materials to the storm drain system or to watercourses.

Appropriate Applications These procedures are implemented at all construction sites with delivery and storage of the following:

- Hazardous chemicals such as:
 - Acids,
 - lime,
 - glues,
 - adhesives,
 - paints,
 - solvents, and
 - curing compounds.
- Soil stabilizers and binders.
- Fertilizers.
- Detergents.
- Plaster.
- Petroleum products such as fuel, oil, and grease.
- Asphalt and concrete components.
- Pesticides and herbicides.



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Other materials that may be detrimental if released to the environment.

Limitations

Storage sheds must meet building & fire code requirements.

Space limitation may preclude indoor storage.

Standards and Specifications

General

- Train employees and subcontractors on the proper material delivery and storage practices.
- Temporary storage area shall be located away from vehicular traffic.
- Material Safety Data Sheets (MSDS) shall be supplied to the Resident Engineer (RE) for all materials stored.

Material Storage Areas and Practices

- Liquids, petroleum products, and substances listed in 40 CFR Parts 110, 117, or 302 shall be stored in approved containers and drums and shall be placed in temporary containment facilities for storage.
- Throughout the rainy season, each temporary containment facility shall have a permanent cover and side wind protection or be covered during nonworking days and prior to and during rain events.
- A temporary containment facility shall provide for a spill containment volume able to contain precipitation from a 24-hour, 25-year storm event, plus the greater of 10% of the aggregate volume of all containers or 100% of the capacity of the largest container within its boundary, whichever is greater.
- A temporary containment facility shall be impervious to the materials stored therein for a minimum contact time of 72 hours.
- A temporary containment facility shall be maintained free of accumulated rainwater and spills. In the event of spills or leaks, accumulated rainwater and spills shall be collected and placed into drums. These liquids shall be handled as a hazardous waste unless testing determines them to be nonhazardous. All collected liquids or non-hazardous liquids shall be sent to an approved disposal site.
- Sufficient separation shall be provided between stored containers to allow for spill cleanup and emergency response access.
- Incompatible materials, such as chlorine and ammonia, shall not be stored in the same temporary containment facility.
- Materials shall be stored in their original containers and the original product labels shall be maintained in place in a legible condition. Damaged or otherwise illegible labels shall be replaced immediately.



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Section 8 Material Delivery and Storage WM-1 2 of 4

- Bagged and boxed materials shall be stored on pallets and shall not be allowed to accumulate on the ground. To provide protection from wind and rain, throughout the rainy season, bagged and boxed materials shall be covered during non-working days and prior to rain events.
- Stockpiles shall be protected in accordance with BMP WM-3, "Stockpile Management."
- Minimize the material inventory stored on-site (e.g., only a few days supply).
- Have proper storage instructions posted at all times in an open and conspicuous location.
- Do not store hazardous chemicals, drums, or bagged materials directly on the ground. Place these items on a pallet and when possible, under cover in secondary containment.
- Keep hazardous chemicals well labeled and in their original containers.
- Keep ample supply of appropriate spill clean up material near storage areas.
- Also see BMP WM-6, "Hazardous Waste Management", for storing of hazardous materials.

Material Delivery Practices

- Keep an accurate, up-to-date inventory of material delivered and stored onsite.
- Employees trained in emergency spill clean-up procedures shall be present when dangerous materials or liquid chemicals are unloaded.

Spill Clean-up

- Contain and clean up any spill immediately.
- If significant residual materials remain on the ground after construction is complete, properly remove and dispose any hazardous materials or contaminated soil.
- See BMP WM-4, "Spill Prevention and Control", for spills of chemicals and/or hazardous materials.



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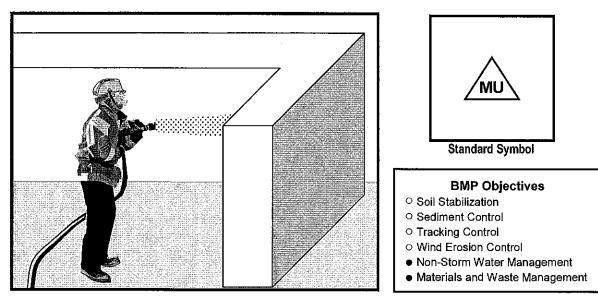


Maintenance and Inspection

- Storage areas shall be kept clean, well organized, and equipped with ample clean-up supplies as appropriate for the materials being stored.
- Perimeter controls, containment structures, covers, and liners shall be repaired or replaced as needed to maintain proper function.
- Inspect storage areas before and after rainfall events, and at least weekly during other times. Collect and place into drums any spills or accumulated rainwater.



Material Use



Definition and These are procedures and practices for use of construction material in a manner that minimizes or eliminates the discharge of these materials to the storm drain system or to watercourses.

Appropriate Applications This BMP applies to all construction projects. These procedures apply when the following materials are used or prepared on site:

- Hazardous chemicals such as:
 - Acids, lime, glues, adhesives, paints, solvents, and curing compounds.
- Soil stabilizers and binders.
- Fertilizers.
- Detergents.
- Plaster.
- Petroleum products such as fuel, oil, and grease.
- Asphalt and concrete components.
- Pesticides and herbicides.
- Other materials that may be detrimental if released to the environment.



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Material Use



Limitations	Safer alternative building and construction products may not be available or
	suitable in every instance.

Standards and Specifications

- d Material Safety Data Sheets (MSDS) shall be supplied to the Resident
 s Engineer (RE) for all materials.
 - Latex paint and paint cans, used brushes, rags, absorbent materials, and drop cloths, when thoroughly dry and are no longer hazardous, may be disposed of with other construction debris.
 - Do not remove the original product label, it contains important safety and disposal information. Use the entire product before disposing of the container.
 - Mix paint indoors, or in a containment area. Never clean paintbrushes or rinse paint containers into a street, gutter, storm drain or watercourse. Dispose of any paint thinners, residue and sludge(s), that cannot be recycled, as hazardous waste.
 - For water-based paint, clean brushes to the extent practical, and rinse to a drain leading to a sanitary sewer where permitted, or into a concrete washout pit. For oil-based paints, clean brushes to the extent practical and filter and reuse thinners and solvents.
 - Use recycled and less hazardous products when practical. Recycle residual paints, solvents, non-treated lumber, and other materials.
 - Use materials only where and when needed to complete the construction activity. Use safer alternative materials as much as possible. Reduce or eliminate use of hazardous materials on-site when practical.
 - Do not over-apply fertilizers and pesticides. Prepare only the amount needed. Strictly follow the recommended usage instructions. Apply surface dressings in smaller applications, as opposed to large applications, to allow time for it to work in and to avoid excess materials being carried off-site by runoff.
 - Application of herbicides and pesticides shall be performed by a licensed applicator.
 - Contractors are required to complete the "Report of Chemical Spray Forms" when spraying herbicides and pesticides.
 - Keep an ample supply of spill clean up material near use areas. Train employees in spill clean up procedures.
 - Avoid exposing applied materials to rainfall and runoff unless sufficient time has been allowed for them to dry.

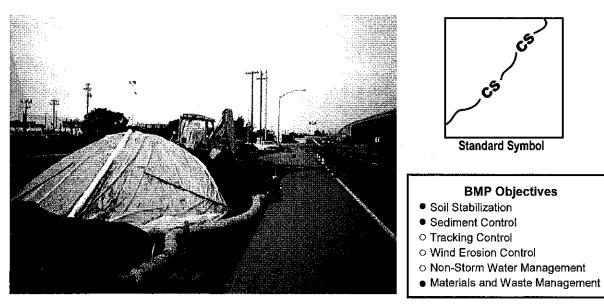
Maintenance and Inspections

 Spot check employees and subcontractors monthly throughout the job to ensure appropriate practices are being employed.



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Stockpile Management



Definition and Purpose Stockpile management procedures and practices are designed to reduce or eliminate air and storm water pollution from stockpiles of soil, and paving materials such as portland cement concrete (PCC) rubble, asphalt concrete (AC), asphalt concrete rubble, aggregate base, aggregate subbase or pre-mixed aggregate, asphalt binder (so called "cold mix" asphalt) and pressure treated wood.

Appropriate Implemented in all projects that stockpile soil and other materials. Applications

- Limitations
 None identified
- Standards and Specifications
- Protection of stockpiles is a year-round requirement.
- Locate stockpiles a minimum of 15 m (50 ft)away from concentrated flows of storm water, drainage courses, and inlets.
- Implement wind erosion control practices as appropriate on all stockpiled material. For specific information see BMP WE-1, "Wind Erosion Control."
- Stockpiles of contaminated soil shall be managed in accordance with BMP WM-7, "Contaminated Soil Management."
- Bagged materials should be placed on pallets and under cover.

Protection of Non-Active Stockpiles

Non-active stockpiles of the identified materials shall be protected further as follows:



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- Soil stockpiles:
 - During the rainy seasons, soil stockpiles shall be covered or protected with soil stabilization measures and a temporary perimeter sediment barrier at all times.
 - During the non-rainy season, soil stockpiles shall be covered and protected with a temporary perimeter sediment barrier prior to the onset of precipitation.
- Stockpiles of portland cement concrete rubble, asphalt concrete, asphalt concrete rubble, aggregate base, or aggregate subbase:
 - During the rainy season, the stockpiles shall be covered or protected with a temporary perimeter sediment barrier at all times.
 - During the non-rainy season, the stockpiles shall be covered or protected with a temporary perimeter sediment barrier prior to the onset of precipitation.
- Stockpiles of "cold mix":
 - During the rainy season, cold mix stockpiles shall be placed on and covered with plastic or comparable material at all times.
 - During the non-rainy season, cold mix stockpiles shall be placed on and covered with plastic or comparable material prior to the onset of precipitation.
- Stockpiles/Storage of pressure treated wood with copper, chromium, and arsenic or ammonical, copper, zinc, and arsenate:
 - During the rainy season, treated wood shall be covered with plastic or comparable material at all times.
 - During the non-rainy season, treated wood shall be covered with plastic or comparable material and shall be placed on pallets prior to the onset of precipitation.

Protection of Active Stockpiles

Active stockpiles of the identified materials shall be protected further as follows:

- All stockpiles shall be covered, stabilized, or protected with a temporary linear sediment barrier prior to the onset of precipitation.
- Stockpiles of "cold mix" shall be placed on and covered with plastic or comparable material prior to the onset of precipitation.



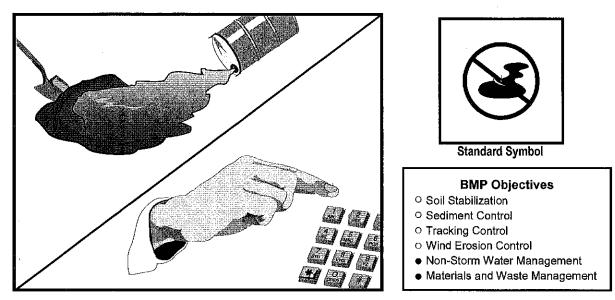
Maintenance and Inspections

Repair and/or replace perimeter controls and covers as needed, or as directed by the RE, to keep them functioning properly. Sediment shall be removed when sediment accumulation reaches one-third (1/3) of the barrier height.



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Spill Prevention and Control



Definition and These procedures and practices are implemented to prevent and control spills in a manner that minimizes or prevents the discharge of spilled material to the drainage system or watercourses.

Appropriate This best management practice (BMP) applies to all construction projects. Spill control procedures are implemented anytime chemicals and/or hazardous substances are stored. Substances may include, but are not limited to:

- Soil stabilizers/binders.
- Dust Palliatives.
- Herbicides.
- Growth inhibitors.
- Fertilizers.
- Deicing/anti-icing chemicals.
- Fuels.
- -Lubricants.
- Other petroleum distillates.

To the extent that the work can be accomplished safely, spills of oil, petroleum products, substances listed under 40 CFR parts 110, 117, and 302, and sanitary and septic wastes shall be contained and cleaned up immediately.



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Limitations
This BMP only applies to spills caused by the contractor.

 Procedures and practices presented in this BMP are general. Contractor shall identify appropriate practices for the specific materials used or stored on-site.

Standards and To the extent that it doesn't compromise clean up activities, spills shall be covered and protected from storm water run-on during rainfall.

- Spills shall not be buried or washed with water.
- Used clean up materials, contaminated materials, and recovered spill material that is no longer suitable for the intended purpose shall be stored and disposed of in conformance with the special provisions.
- Water used for cleaning and decontamination shall not be allowed to enter storm drains or watercourses and shall be collected and disposed of in accordance with BMP WM-10, "Liquid Waste Management."
- Water overflow or minor water spillage shall be contained and shall not be allowed to discharge into drainage facilities or watercourses.
- Proper storage, clean-up and spill reporting instruction for hazardous materials stored or used on the project site shall be posted at all times in an open, conspicuous and accessible location.
- Waste storage areas shall be kept clean, well organized and equipped with ample clean-up supplies as appropriate for the materials being stored.
 Perimeter controls, containment structures, covers and liners shall be repaired or replaced as needed to maintain proper function.

Education

- Educate employees and subcontractors on what a "significant spill" is for each material they use, and what is the appropriate response for "significant" and "insignificant" spills.
- Educate employees and subcontractors on potential dangers to humans and the environment from spills and leaks.
- Hold regular meetings to discuss and reinforce appropriate disposal procedures (incorporate into regular safety meetings).
- Establish a continuing education program to indoctrinate new employees.
- The Contractor's Water Pollution Control Manager (WPCM) shall oversee and enforce proper spill prevention and control measures.



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Cleanup and Storage Procedures

- Minor Spills
 - Minor spills typically involve small quantities of oil, gasoline, paint, etc., which can be controlled by the first responder at the discovery of the spill.
 - Use absorbent materials on small spills rather than hosing down or burying the spill.
 - Remove the absorbent materials promptly and dispose of properly.
 - The practice commonly followed for a minor spill is:
 - Contain the spread of the spill.
 - Recover spilled materials.
 - Clean the contaminated area and/or properly dispose of contaminated materials.
- Semi-Significant Spills
 - Semi-significant spills still can be controlled by the first responder along with the aid of other personnel such as laborers and the foreman, etc. This response may require the cessation of all other activities.
 - Clean up spills immediately:
 - Notify the project foreman immediately. The foreman shall notify the Resident Engineer (RE).
 - Contain spread of the spill.
 - If the spill occurs on paved or impermeable surfaces, clean up using "dry" methods (absorbent materials, cat litter and/or rags). Contain the spill by encircling with absorbent materials and do not let the spill spread widely.
 - If the spill occurs in dirt areas, immediately contain the spill by constructing an earthen dike. Dig up and properly dispose of contaminated soil.
 - If the spill occurs during rain, cover spill with tarps or other material to prevent contaminating runoff.



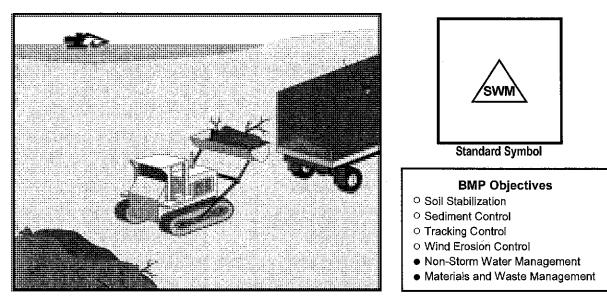
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- Significant/Hazardous Spills
 - For significant or hazardous spills that cannot be controlled by personnel in the immediate vicinity, the following steps shall be taken:
 - Notify the RE immediately and follow up with a written report.
 - Notify the local emergency response by dialing 911. In addition to 911, the contractor will notify the proper county officials. It is the contractor's responsibility to have all emergency phone numbers at the construction site.
 - Notify the Governor's Office of Emergency Services Warning Center, (805) 852-7550.
 - For spills of federal reportable quantities, in conformance with the requirements in 40 CFR parts 110,119, and 302, the contractor shall notify the National Response Center at (800) 424-8802.
 - Notification shall first be made by telephone and followed up with a written report.
 - The services of a spills contractor or a Haz-Mat team shall be obtained immediately. Construction personnel shall not attempt to clean up the spill until the appropriate and qualified staff have arrived at the job site.
 - Other agencies which may need to be consulted include, but are not limited to, the Fire Department, the Public Works Department, the Coast Guard, the Highway Patrol, the City/County Police Department, Department of Toxic Substances, California Division of Oil and Gas, Cal/OSHA, RWQCB, etc.
- Maintenance and Inspection
 - Verify weekly that spill control clean up materials are located near material storage, unloading, and use areas.
 - Update spill prevention and control plans and stock appropriate clean-up materials whenever changes occur in the types of chemicals used or stored onsite.



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Section 8 Spill Prevention and Control WM-4 4 of 4



Definition and Purpose Solid waste management procedures and practices are designed to minimize or eliminate the discharge of pollutants to the drainage system or to watercourses as a result of the creation, stockpiling, or removal of construction site wastes.

Appropriate Solid waste management procedures and practices are implemented on all construction projects that generate solid wastes.

Solid wastes include but are not limited to:

- Construction wastes including brick, mortar, timber, steel and metal scraps, sawdust, pipe and electrical cuttings, non-hazardous equipment parts, styrofoam and other materials used to transport and package construction materials.
- Highway planting wastes, including vegetative material, plant containers, and packaging materials.
- Litter, including food containers, beverage cans, coffee cups, paper bags, plastic wrappers, and smoking materials, including litter generated by the public.

Limitations

Temporary stockpiling of certain construction wastes may not necessitate stringent drainage related controls during the non-rainy season or in desert areas with low rainfall.



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Standards and Edu

Specifications

Education

- The Contractor's Water Pollution Control Manager (WPCM) shall oversee and enforce proper solid waste procedures and practices.
- Instruct employees and subcontractors on identification of solid waste and hazardous waste.
- Educate employees and subcontractors on solid waste storage and disposal procedures.
- Hold regular meetings to discuss and reinforce disposal procedures (incorporate into regular safety meetings).
- Require that employees and subcontractors follow solid waste handling and storage procedures.
- Prohibit littering by employees, subcontractors, and visitors.
- Wherever possible, minimize production of solid waste materials.

Collection, Storage, and Disposal

- Dumpsters of sufficient size and number shall be provided to contain the solid waste generated by the project and properly serviced.
- Littering on the project site shall be prohibited.
- To prevent clogging of the storm drainage system litter and debris removal from drainage grates, trash racks, and ditch lines shall be a priority.
- Trash receptacles shall be provided in the Contractor's yard, field trailer areas, and at locations where workers congregate for lunch and break periods.
- Construction debris and litter from work areas within the construction limits of the project site shall be collected and placed in watertight dumpsters at least weekly regardless of whether the litter was generated by the Contractor, the public, or others. Collected litter and debris shall not be placed in or next to drain inlets, storm water drainage systems or watercourses.
- Full dumpsters shall be removed from the project site and the contents shall be disposed of outside the highway right-of-way in conformance with the provisions in the Standard Specifications Section 7-1.13.
- Litter stored in collection areas and containers shall be handled and disposed of by trash hauling contractors.
- Construction debris and waste shall be removed from the site every two weeks or as directed by the RE.



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Section 8 Solid Waste Management **WM-5** 2 of 4

- Construction material visible to the public shall be stored or stacked in an orderly manner to the satisfaction of the RE.
- Storm water run-on shall be prevented from contacting stored solid waste through the use of berms, dikes, or other temporary diversion structures or through the use of measures to elevate waste from site surfaces.
- Solid waste storage areas shall be located at least 15 m (50 ft) from drainage facilities and watercourses and shall not be located in areas prone to flooding or ponding.
- Except during fair weather, construction and highway planting waste not stored in watertight dumpsters shall be securely covered from wind and rain by covering the waste with tarps or plastic sheeting or protected in
- conformance with the applicable Disturbed Soil Area protection section.
- Dumpster washout on the project site is not allowed.
- Notify trash hauling contractors that only watertight dumpsters are acceptable for use on-site.
- Plan for additional containers during the demolition phase of construction.
- Plan for more frequent pickup during the demolition phase of construction.
- Construction waste shall be stored in a designated area approved by the RE.
- Segregate potentially hazardous waste from non-hazardous construction site waste.
- Keep the site clean of litter debris.
- Make sure that toxic liquid wastes (e.g., used oils, solvents, and paints) and chemicals (e.g., acids, pesticides, additives, curing compounds) are not disposed of in dumpsters designated for construction debris.
- Dispose of non-hazardous waste in accordance with Standard Specification 7-1.13, Disposal of Material Outside the Highway Right of Way.
- For disposal of hazardous waste, see BMP WM-6, "Hazardous Waste Management." Have hazardous waste hauled to an appropriate disposal and/or recycling facility.
- Salvage or recycle useful vegetation debris, packaging and/or surplus building materials when practical. For example, trees and shrubs from land clearing can be converted into wood chips, then used as mulch on graded areas. Wood pallets, cardboard boxes, and construction scraps can also be recycled.



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Solid Waste Management

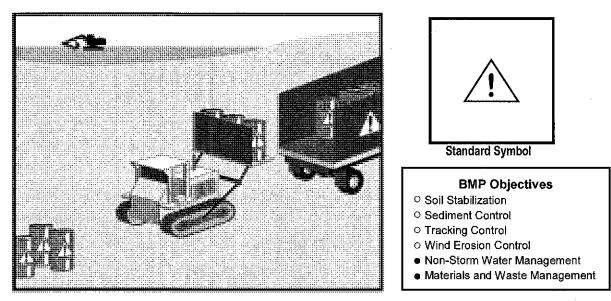
WM-

Maintenance and Inspection

- The WPCM shall monitor onsite solid waste storage and disposal procedures.
- Police site for litter and debris.



Caltrans Storm Water Quality Handbooks Construction Site Best Management Practices Manual March 1, 2003 Section 8 Solid Waste Management **WM-5** 4 of 4



Definition and Purpose These are procedures and practices to minimize or eliminate the discharge of pollutants from construction site hazardous waste to the storm drain systems or to watercourses.

Appropriate Applications

- This best management practice (BMP) applies to all construction projects.
- Hazardous waste management practices are implemented on construction projects that generate waste from the use of;
 - Petroleum Products,
 - Asphalt Products,
 - Concrete Curing Compounds,
 - Pesticides,
 - Acids,
 - Paints,
 - Stains,

-Solvents,

- Wood Preservatives,
- Roofing Tar, or
- Any materials deemed a hazardous waste in California, Title 22 Division
 4.5, or listed in 40 CFR Parts 110, 117, 261, or 302.



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- Limitations Nothing in this BMP relieves the Contractor from responsibility for compliance with federal, state, and local laws regarding storage, handling, transportation, and disposal of hazardous wastes.
 - This BMP does not cover aerially deposited lead (ADL) soils. For ADL soils refer to BMP WM-7, "Contaminated Soil Management," and the project special provisions.

Standards and *Education* Specifications

- Educate employees and subcontractors on hazardous waste storage and disposal procedures.
- Educate employees and subcontractors on potential dangers to humans and the environment from hazardous wastes.
- Instruct employees and subcontractors on safety procedures for common construction site hazardous wastes.
- Instruct employees and subcontractors in identification of hazardous and solid waste.
- Hold regular meetings to discuss and reinforce hazardous waste management procedures (incorporate into regular safety meetings).
- The Contractor's Water Pollution Control Manager (WPCM) shall oversee and enforce proper hazardous waste management procedures and practices.
- Make sure that hazardous waste is collected, removed, and disposed of only at authorized disposal areas.

Storage Procedures

- Wastes shall be stored in sealed containers constructed of a suitable material and shall be labeled as required by Title 22 CCR, Division 4.5 and 49 CFR Parts 172,173, 178, and 179.
- All hazardous waste shall be stored, transported, and disposed as required in Title 22 CCR, Division 4.5 and 49 CFR 261-263.
- Waste-containers-shall be-stored-in-temporary-containment-facilities-that-shallcomply with the following requirements:
 - Temporary containment facility shall provide for a spill containment volume able to contain precipitation from a 24-hour, 25 year storm event, plus the greater of 10% of the aggregate volume of all containers or 100% of the capacity of the largest tank within its boundary, whichever is greater.



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Section 8 Hazardous Waste Management **WM-6** 2 of 5

WM-6

- Temporary containment facility shall be impervious to the materials stored there for a minimum contact time of 72 hours.
- Temporary containment facilities shall be maintained free of accumulated rainwater and spills. In the event of spills or leaks accumulated rainwater and spills shall be placed into drums after each rainfall. These liquids shall be handled as a hazardous waste unless testing determines them to be non-hazardous. Non-hazardous liquids shall be sent to an approved disposal site.
- Sufficient separation shall be provided between stored containers to allow for spill cleanup and emergency response access.
- Incompatible materials, such as chlorine and ammonia, shall not be stored in the same temporary containment facility.
- Throughout the rainy season, temporary containment facilities shall be covered during non-working days, and prior to rain events. Covered facilities may include use of plastic tarps for small facilities or constructed roofs with overhangs. A storage facility having a solid cover and sides is preferred to a temporary tarp. Storage facilities shall be equipped with adequate ventilation.
- Drums shall not be overfilled and wastes shall not be mixed.
- Unless watertight, containers of dry waste shall be stored on pallets.
- Paint brushes and equipment for water and oil based paints shall be cleaned within a contained area and shall not be allowed to contaminate site soils, watercourses or drainage systems. Waste paints, thinners, solvents, residues, and sludges that cannot be recycled or reused shall be disposed of as hazardous waste. When thoroughly dry, latex paint and paint cans, used brushes, rags, absorbent materials, and drop cloths shall be disposed of as solid waste.
- Ensure that adequate hazardous waste storage volume is available.
- Ensure that hazardous waste collection containers are conveniently located.
- Designate hazardous waste storage areas on site away from storm drains or watercourses and away from moving vehicles and equipment to prevent accidental spills.
- Minimize production or generation of hazardous materials and hazardous waste on the job site.
- Use containment berms in fueling and maintenance areas and where the potential for spills is high.



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Section 8 Hazardous Waste Management **WM-6** 3 of 5

- Segregate potentially hazardous waste from non-hazardous construction site debris.
- Keep liquid or semi-liquid hazardous waste in appropriate containers (closed drums or similar) and under cover.
- Clearly label all hazardous waste containers with the waste being stored and the date of accumulation.
- Place hazardous waste containers in secondary containment.
- Do not allow potentially hazardous waste materials to accumulate on the ground.
- Do not mix wastes.

Disposal Procedures

- Waste shall be disposed of outside the highway right-of-way within 90 days of being generated, or as directed by the Resident Engineer (RE). In no case shall hazardous waste storage exceed requirements in Title 22 CCR, Section 66262.34.
- Waste shall be disposed of by a licensed hazardous waste transporter at an authorized and licensed disposal facility or recycling facility utilizing properly completed Uniform Hazardous Waste Manifest forms.
- A Department of Health Services (DHS) certified laboratory shall sample waste and classify it to determine the appropriate disposal facility.
- Make sure that toxic liquid wastes (e.g., used oils, solvents, and paints) and chemicals (e.g., acids, pesticides, additives, curing compounds) are not disposed of in dumpsters designated for solid waste construction debris.
- Properly dispose of rainwater in secondary containment that may have mixed with hazardous waste.
- Recycle any useful material such as used oil or water-based paint when practical.
- Attention is directed to "Hazardous Material", "Contaminated Material", and "Aerially Deposited Lead" of the contract documents regarding the handling and disposal of hazardous materials.



Caltrans Storm Water Quality Handbooks Construction Site Best Management Practices Manual March 1, 2003 Section 8 Hazardous Waste Management **WM-6** 4 of 5

WM-6

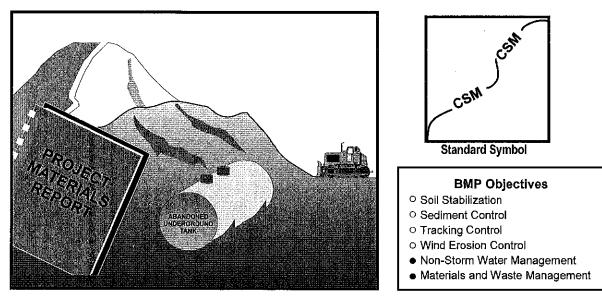
Maintenance and Inspection

- A foreman and/or construction supervisor shall monitor on-site hazardous waste storage and disposal procedures.
- Waste storage areas shall be kept clean, well organized, and equipped with ample clean-up supplies as appropriate for the materials being stored.
- Storage areas shall be inspected in conformance with the provisions in the contract documents.
- Perimeter controls, containment structures, covers, and liners shall be repaired or replaced as needed to maintain proper function.
- Hazardous spills shall be cleaned up and reported in conformance with the applicable Material Safety Data Sheet (MSDS) and the instructions posted at the project site.
- The National Response Center, at (800) 424-8802, shall be notified of spills of Federal reportable quantities in conformance with the requirements in 40 CFR parts 110, 117, and 302.
- Copy of the hazardous waste manifests shall be provided to the RE.



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Section 8 Hazardous Waste Management **WM-6** 5 of 5



Definition and
PurposeThese are procedures and practices to minimize or eliminate the discharges of
pollutants to the drainage system or to watercourses from contaminated soil.

- Appropriate Con Applications
- Contaminated soil management is implemented on construction projects in highly urbanized or industrial areas where soil contamination may have occurred due to spills, illicit discharges, and leaks from underground storage tanks.
 - It may also apply to highway widening projects in older areas where median and shoulder soils may have been contaminated by aerially deposited lead (ADL).
 - Limitations The procedures and practices presented in this best management practice (BMP) are general. The contractor shall identify appropriate practices and procedures for the specific contaminants known to exist or discovered on site.

Standards and / Specifications

- and Identifying Contaminated Areas
 - Contaminated soils are often identified during project planning and development with known locations identified in the plans and specifications. The contractor shall review applicable reports and investigate appropriate call-outs in the plans and specifications.
 - The contractor may further identify contaminated soils by investigating:
 - Past site uses and activities.
 - Detected or undetected spills and leaks.
 - Acid or alkaline solutions from exposed soil or rock formations high in acid or alkaline forming elements.



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Section 8 Contaminated Soil Management **WM-7** 1 of 4 Look for contaminated soil as evidenced by discoloration, odors, differences in soil properties, abandoned underground tanks or pipes, or buried debris. Test suspected soils at a certified laboratory.

Education

- Prior to performing any excavation work at the locations containing material classified as hazardous, employees and subcontractors shall complete a safety training program which meets 29 CFR 1910.120 and 8 CCR 5192 covering the potential hazards as identified.
- Educate employees and subcontractors in identification of contaminated soil and on contaminated soil handling and disposal procedures.
- Hold regular meetings to discuss and reinforce disposal procedures (incorporate into regular safety meetings).

Handling Procedures for Material with Aerially Deposited Lead (ADL)

- Materials from areas designated as containing (ADL) may, if allowed by the contract special provisions, be excavated, transported, and used in the construction of embankments and/or backfill.
- Excavation, transportation, and placement operations shall result in no visible dust.
- Use caution to prevent spillage of lead containing material during transport.
- Monitor the air quality during excavation of soils contaminated with lead.

Handling Procedures for Contaminated Soils

- To minimize on-site storage, contaminated soil shall be disposed of properly in accordance with all applicable regulations. All hazardous waste storage will comply with the requirements in Title 22, CCR, Sections 6626.250 to 66265.260.
- Test suspected soils at a DHS approved certified laboratory.
- If the soil is contaminated, work with the local regulatory agencies to develop options for treatment and/or disposal.
- Avoid temporary stockpiling of contaminated soils or hazardous material.
- If temporary stockpiling is necessary:
 - (1) Cover the stockpile with plastic sheeting or tarps.
 - (2) Install a berm around the stockpile to prevent runoff from leaving the area.
 - (3) Do not stockpile in or near storm drains or watercourses.



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Section 8 Contaminated Soil Management WM-7 2 of 4

- Contaminated material and hazardous material on exteriors of transport vehicles shall be removed and placed either into the current transport vehicle or the excavation prior to the vehicle leaving the exclusion zone.
- Monitor the air quality continuously during excavation operations at all locations containing hazardous material.
- Procure all permits and licenses, pay all charges and fees, and give all notices necessary and incident to the due and lawful prosecution of the work, including registration for transporting vehicles carrying the contaminated material and the hazardous material.
- Collect water from decontamination procedures and treat and/or dispose of it at an appropriate disposal site.
- Collect non-reusable protective equipment, once used by any personnel, and dispose of at an appropriate disposal site.
- Install temporary security fence to surround and secure the exclusion zone. Remove fencing when no longer needed.
- Excavation, transport, and disposal of contaminated material and hazardous material shall be in accordance with the rules and regulations of the following agencies (the specifications of these agencies supersede the procedures outlined in this BMP):
 - United States Department of Transportation (USDOT).
 - United States Environmental Protection Agency (USEPA).
 - California Environmental Protection Agency (CAL-EPA).
 - California Division of Occupation Safety and Health Administration (CAL-OSHA).
 - Local regulatory agencies.

Procedures for Underground Storage Tank Removals

- Prior to commencing tank removal operations, obtain the required
 underground storage tank removal permits and approval from the federal, state, and local agencies, which have jurisdiction over such work.
- Arrange to have tested, as directed by the Resident Engineer (RE), any liquid or sludge found in the underground tank prior to its removal to determine if it contains hazardous substances.
- Following the tank removal, take soil samples beneath the excavated tank and perform analysis as required by the local agency representative(s).



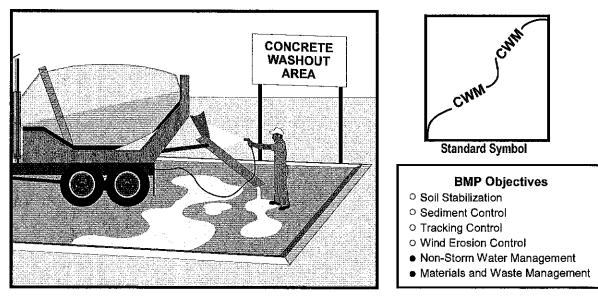
Caltrans Storm Water Quality Handbooks Construction Site Best Management Practices Manual March 1, 2003 Section 8 Contaminated Soil Management WM-7 3 of 4 • The underground storage tank, any liquid and/or sludge found within the tank, and all contaminated substances and hazardous substances removed during the tank removal shall be transported to disposal facilities permitted to accept such waste.

Water Control

- Take all necessary precautions and preventive measures to prevent the flow of water, including ground water, from mixing with hazardous substances or underground storage tank excavations. Such preventative measures may consist of, but are not limited to: berms, cofferdams, grout curtains, freeze walls, and seal course concrete or any combination thereof.
- If water does enter an excavation and becomes contaminated, such water, when necessary to proceed with the work, shall be dewatered consistent with BMP NS-2, "Dewatering Operations."
- Maintenance and Inspection
- The Contractor's Water Pollution Control Manager, foreman, and/or construction supervisor shall monitor on-site contaminated soil storage and disposal procedures.
 - Monitor air quality continuously during excavation operations at all locations containing hazardous material.
 - Coordinate contaminated soils and hazardous substances/waste management with the appropriate federal, state, and local agencies.
 - Inspect hazardous waste receptacles and areas regularly.



Concrete Waste Management



Definition and These are procedures and practices that are designed to minimize or eliminate the discharge of concrete waste materials to the storm drain systems or watercourses.

Appropriate Applications Concrete waste management procedures and practices are implemented on construction projects where concrete is used as a construction material or where concrete dust and debris result from demolition activities.

- Where slurries containing portland cement concrete (PCC) or asphalt concrete (AC) are generated, such as from sawcutting, coring, grinding, grooving, and hydro-concrete demolition.
- Where concrete trucks and other concrete-coated equipment are washed on site, when approved by the Resident Engineer (RE). See also NS-8, "Vehicle and Equipment Cleaning."
- Where mortar-mixing stations exist.
- Limitations
 None identified.

Standards and Education

Specifications

- Educate employees, subcontractors, and suppliers on the concrete waste management techniques described herein.
- The Contractor's Water Pollution Control Manager (WPCM) shall oversee and enforce concrete waste management procedures.

Concrete Demolition Wastes

- Stockpile concrete demolition wastes in accordance with BMP WM-3, "Stockpile Management."
- Disposal of hardened PCC and AC waste shall be in conformance with



Caltrans Storm Water Quality Handbooks Construction Site Best Management Practices Manual September 1, 2004

Section 8 Concrete Waste Management WM-8 1 of 7 Standard Specifications Section 7-1.13 or 15-3.02.

Concrete Slurry Waste Management and Disposal

- PCC and AC waste shall not be allowed to enter storin drainage systems or watercourses.
- A sign shall be installed adjacent to each temporary concrete washout facility to inform concrete equipment operators to utilize the proper facilities as shown on Page 7.
- A foreman and/or construction supervisor shall monitor onsite concrete working tasks, such as saw cutting, coring, grinding and grooving to ensure proper methods are implemented.
- Residue from saw cutting, coring and grinding operations shall be picked up by means of a vacuum device. Residue shall not be allowed to flow across the pavement and shall not be left on the surface of the pavement. See also BMP NS-3, "Paving and Grinding Operations."
- Vacuumed slurry residue shall be disposed in accordance with BMP WM-5, "Solid Waste Management" and Standard Specifications Section 7-1.13. Slurry residue shall be temporarily stored in a facility as described in "Onsite Temporary Concrete Washout Facility, Concrete Transit Truck Washout Procedures" below), or within an impermeable containment vessel or bin approved by the Engineer.
- Collect and dispose of all residues from grooving and grinding operations in accordance with Standard Specifications Section 7-1.13, 42-1.02 and 42-2.02.

Onsite Temporary Concrete Washout Facility, Concrete Transit Truck Washout Procedures

- Temporary concrete washout facilities shall be located a minimum of 15 m (50 ft) from storm drain inlets, open drainage facilities, and watercourses, unless determined infeasible by the RE. Each facility shall be located away from construction traffic or access areas to prevent disturbance or tracking.
- A sign shall be installed adjacent to each washout facility to inform concrete equipment operators to utilize the proper facilities. The sign shall be installed as shown on the plans and in conformance with the provisions in Standard Specifications Section 56-2, Roadside Signs.
- Temporary concrete washout facilities shall be constructed above grade or below grade at the option of the Contractor. Temporary concrete washout facilities shall be constructed and maintained in sufficient quantity and size to contain all liquid and concrete waste generated by washout operations.
- Temporary washout facilities shall have a temporary pit or bermed areas of sufficient volume to completely contain all liquid and waste concrete



Caltrans Storm Water Quality Handbooks Construction Site Best Management Practices Manual September 1, 2004 materials generated during washout procedures.

- Perform washout of concrete mixers, delivery trucks, and other delivery systems in designated areas only.
- Wash concrete only from mixer chutes into approved concrete washout facility. Washout may be collected in an impermeable bag or other impermeable containment devices for disposal.
- Pump excess concrete in concrete pump bin back into concrete mixer truck.
- Concrete washout from concrete pumper bins can be washed into concrete pumper trucks and discharged into designated washout area or properly disposed offsite.
- Once concrete wastes are washed into the designated area and allowed to harden, the concrete shall be broken up, removed, and disposed of in conformance with the provisions in Standard Specifications Section 7-1.13 or 15-3.02.

Temporary Concrete Washout Facility Type "Above Grade"

- Temporary concrete washout facility Type "Above Grade" shall be constructed as shown on Page 6 or 7, with a recommended minimum length and minimum width of 3 m (10 ft), but with sufficient quantity and volume to contain all liquid and concrete waste generated by washout operations. The length and width of a facility may be increased, at the Contractor's expense, upon approval from the RE.
- Straw bales, wood stakes, and sandbag materials shall conform to the provisions in BMP SC-9, "Straw Bale Barrier."
- Plastic lining material shall be a minimum of 10-mil polyethylene sheeting and shall be free of holes, tears or other defects that compromise the impermeability of the material. Liner seams shall be installed in accordance with manufacturers' recommendations.
- Portable delineators shall conform to the provisions in Standard Specifications Section 12-3.04, "Portable Delineators." The delineator bases shall be cemented to the pavement in the same manner as provided for cementing pavement markers to pavement in Standard Specifications Section 85-1.06, "Placement." Portable delineators shall be applied only to a clean, dry surface.

Temporary Concrete Washout Facility (Type Below Grade)

Temporary concrete washout facility Type "Below Grade" shall be constructed as shown on page 6, with a recommended minimum length and minimum width of 3m (10 ft). The quantity and volume shall be sufficient to contain all liquid and concrete waste generated by washout operations. The length and width of a facility may be increased, at the Contractor's expense,



Caltrans Storm Water Quality Handbooks Construction Site Best Management Practices Manual September 1, 2004 Section 8 Concrete Waste Management WM-8 3 of 7 upon approval of the RE. Lath and flagging shall be commercial type.

- Plastic lining material shall be a minimum of 10-mil polyethylene sheeting and shall be free of holes, tears or other defects that compromise the impermeability of the material. Liner seams shall be installed in accordance with manufacturers' recommendations.
- The soil base shall be prepared free of rocks or other debris that may cause tears or holes in the plastic lining material.

Removal of Temporary Concrete Washout Facilities

- When temporary concrete washout facilities are no longer required for the work, as determined by the RE, the hardened concrete shall be removed and disposed of in conformance with the provisions in Standard Specifications Section 7-1.13 or 15-3.02. Disposal of PCC dried residues, slurries or liquid waste shall be disposed of outside the highway right-of-way in conformance with provisions of Standard Specifications Section 7-1-13. Materials used to construct temporary concrete washout facilities shall become the property of the Contractor, shall be removed from the site of the work, and shall be disposed of outside the highway right-of-way in conformance with the provisions of the Standard Specifications, Section 7-1.13.
- Holes, depressions or other ground disturbance caused by the removal of the temporary concrete washout facilities shall be backfilled and repaired in conformance with the provisions in Standard Specifications Section 15-1.02, "Preservation of Property."
- Maintenance and Inspection
- The Contractor's Water Pollution Control Manager (WPCM) shall monitor on site concrete waste storage and disposal procedures at least weekly or as directed by the RE.
- The WPCM shall monitor concrete working tasks, such as saw cutting, coring, grinding and grooving daily to ensure proper methods are employed or as directed by the RE.
- Temporary concrete washout facilities shall be maintained to provide adequate holding capacity with a minimum freeboard of 100 mm (4 inches) for above grade facilities and 300 mm (12 inches) for below grade facilities. Maintaining temporary concrete washout facilities shall include removing and disposing of hardened concrete and returning the facilities to a functional condition. Hardened concrete materials shall be removed and disposed of in conformance with the provisions in Standard Specifications Section 7-1.13 or 15-3.02.
- Existing facilities must be cleaned, or new facilities must be constructed and ready for use once the washout is 75% full.
- Temporary concrete washout facilities shall be inspected for damage (i.e.



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tears in polyethylene liner, missing sandbags, etc.). Damaged facilities shall be repaired.



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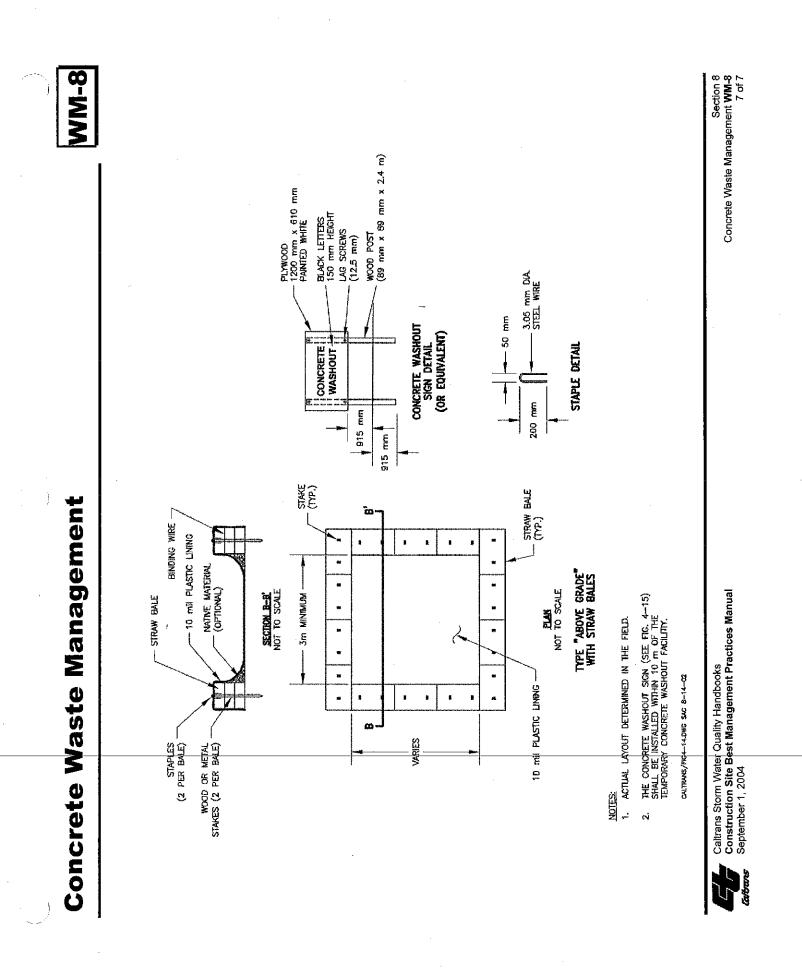
Section 8 Concrete Waste Management **WM-8** 5 of 7

WM-8 STAKE (TMP.) òo. 10 mil PLASTIC LINING TYPE "ABOVE GRADE" WITH WOOD PLANKS **PLAN** NOT TO SCALE SECTION B-B JIT WINIMUM 5<12< 10 mil PLASTIC LINING œ VARIES TWO-STACKED 2x12 ROUGH -WOOD FRAME WOOD FRAME SECURELY FASTENED AROUND ENTIRE PERIMETER WITH TWO STAKES **Concrete Waste Management** - 0 - BERN - BERM < TYPE "BELOW GRADE" THE CONCRETE WASHOUT SIGN (SEE PAGE 6) SHALL BE INSTALLED WITHIN 10 m OF THE TEMPORARY CONCRETE WASHOUT FACULTY. PLAN NOT TO SCALE SECTION A-A' NOT TO SCALE 1. ACTUAL LAYOUT DETERMINED IN THE FELD. SANDBAC 10 mil PLASTIC LINING 10 mil PLASTIC LINNG LATH AND FLAGGING ON 3 -100 VARIES SANDBAG NOTES: N

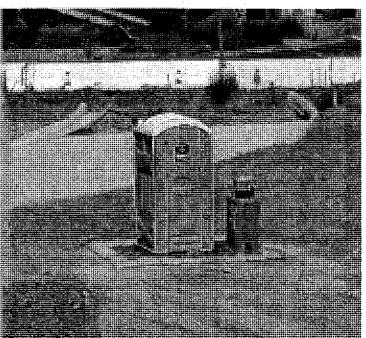
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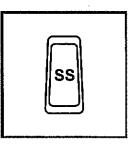
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Section 8 Concrete Waste Management WM-8



Sanitary and Septic Waste Management





Standard Symbol

BMP Objectives	
Soil Stabilization	Ð
Sediment Control	C
Tracking Control	(**)
Wind Erosion Control	ener.
Non-Stormwater Management	
Materials and Waste Management	

Definition and Procedures and practices to minimize or eliminate the discharge of construction site sanitary and septic waste materials to the storm drain system or to receiving Purpose waters,

Appropriate Sanitary/septic waste management practices are implemented on all construction sites that use temporary or portable sanitary and septic waste systems. Applications

None identified. Limitations

Standards and Education Specifications

Educate employees, subcontractors, and suppliers on sanitary and septic waste storage and disposal procedures.

- Educate employees, subcontractors, and suppliers of potential dangers to humans and the environment from sanitary/septic wastes.
- Instruct employees, subcontractors, and suppliers in identification of sanitary/septic waste.
- Hold regular meetings to discuss and reinforce disposal procedures (incorporate into regular safety meetings and tailgates).
- Establish a continuing education program to indoctrinate new employees.



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Section 8 Sanitary/Septic Waste Management WM-9 1 of 2

Management

WM-9

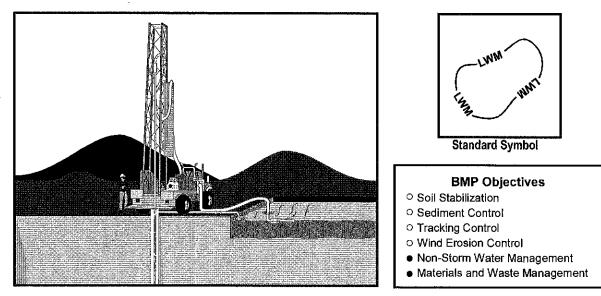
Storage and Disposal Procedures

- Temporary sanitary facilities shall be located away from drainage facilities, receiving waters, and from traffic circulation.
- When subjected to high winds or risk for overtopping, temporary systems must be properly secured.
- Wastewater shall not be discharged or buried within the highway right-of-way.
- Sanitary and septic systems that discharge directly into sanitary sewer systems, where permissible, shall comply with the local health agency, city, county, and sewer district requirements.
- If using an on-site disposal system, such as a septic system, comply with local health agency requirements.
- Properly connect temporary sanitary facilities that discharge to the sanitary sewer system to avoid illicit discharges.
- Ensure that sanitary and septic facilities are maintained in good working order by a licensed service.
- Use only reputable, licensed sanitary/septic waste haulers.
- Maintenance and Inspection
- Inspect onsite sanitary and septic waste storage and disposal procedures at least weekly, prior to a forecasted rain event, daily during extended rain events and post-storm events.
 - Locations for portable Santiary Systems must be shown on the WPCDs and reflect current site conditions.
 - SWPPP or Sanitary and Septic Waste Management must be discussed in Section 500.4.2 of the SWPPP or Section 30.3.2 of the WPCP.



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Liquid Waste Management



Definition and
PurposeProcedures and practices to prevent discharge of pollutants to the storm drain
system or to watercourses as a result of the creation, collection, and disposal of
non-hazardous liquid wastes.

Appropriate Applications Liquid waste management is applicable to construction projects that generate any of the following non-hazardous byproducts, residuals, or wastes:

- Drilling slurries and drilling fluids.
- Grease-free and oil-free wastewater and rinse water.
- Dredgings.
- Other non-storm water liquid discharges not permitted by separate permits.
- Limitations Disposal of some liquid wastes may be subject to specific laws and regulations, or to requirements of other permits secured for the construction project (e.g., National Pollutant Discharge Elimination System [NPDES] permits, Army Corps permits, Coastal Commission permits, etc.).
 - Does not apply to dewatering operations (see BMP NS-2, "Dewatering Operations"), solid waste management (see BMP WM-5, "Solid Waste Management"), hazardous wastes (see BMP WM-6, "Hazardous Waste Management"), or concrete slurry residue (see BMP WM-8, "Concrete Waste Management").
 - Does not apply to non-stormwater discharges permitted by any NPDES permit held by the pertinent Caltrans District, unless the discharge is determined by Caltrans to be a source of pollutants. Typical permitted nonstormwater discharges can include: water line flushing; landscape irrigation; diverted stream flows; rising ground waters; uncontaminated pumped ground



Caltrans Storm Water Quality Handbooks Construction Site Best Management Practices Manual March 1, 2003

Section 8 Liquid Waste Management WM-10 1 of 4 water; discharges from potable water sources; foundation drains; irrigation water; springs; water from crawl space pumps; footing drains; lawn watering; flows from riparian habitats and wetlands; and, discharges or flows from emergency fire fighting activities.

WM-1

Standards and G Specifications

General Practices

- The Contractor's Water Pollution Control Manager (WPCM) shall oversee and enforce proper liquid waste management procedures and practices.
- Instruct employees and subcontractors how to safely differentiate between non-hazardous liquid waste and potential or known hazardous liquid waste.
- Instruct employees, subcontractors, and suppliers that it is unacceptable for any liquid waste to enter any storm drainage structure, waterway, or receiving water.
- Educate employees and subcontractors on liquid waste generating activities, and liquid waste storage and disposal procedures.
- Hold regular meetings to discuss and reinforce disposal procedures (incorporate into regular safety meetings).
- Verify which non-stormwater discharges are permitted by the Caltrans Statewide NPDES permit; different regions might have different requirements not outlined in this permit. Some listed discharges may be prohibited if Caltrans determines the discharge to be a source of pollutants.
- Apply the NS-8, "Vehicle and Equipment Cleaning" BMP for managing wash water and rinse water from vehicle and equipment cleaning operations.

Containing Liquid Wastes

- Drilling residue and drilling fluids shall not be allowed to enter storm drains and watercourses and shall be disposed of outside the highway right-of-way in conformance with the provisions in Standard Specifications Section 7-1.13.
- If an appropriate location is available, as determined by the Resident Engineer (RE), drilling residue and drilling fluids that are exempt under California Code of Regulations (CCR) Title 23 §2511(g) may be dried by infiltration and evaporation in a containment facility constructed in conformance with the provisions concerning the Temporary Concrete Washout Facilities detailed in BMP WM-08, "Concrete Waste Management."
- Liquid wastes generated as part of an operational procedure, such as waterladen dredged material and drilling mud, shall be contained and not allowed to flow into drainage channels or receiving waters prior to treatment.



Caltrans Storm Water Quality Handbooks Construction Site Best Management Practices Manual March 1, 2003 Section 8 Liquid Waste Management **WM-10** 2 of 4

- Contain liquid wastes in a controlled area, such as a holding pit, sediment basin, roll-off bin, or portable tank.
- Containment devices must be structurally sound and leak free.
- Containment devices must be of sufficient quantity or volume to completely contain the liquid wastes generated.
- Take precautions to avoid spills or accidental releases of contained liquid wastes. Apply the education measures and spill response procedures outlined in BMP WM-4, "Spill Prevention and Control."
- Do not locate containment areas or devices where accidental release of the contained liquid can threaten health or safety, or discharge to water bodies, channels, or storm drains.

Capturing Liquid Wastes

- Capture all liquid wastes running off a surface, which has the potential to affect the storm drainage system, such as wash water and rinse water from cleaning walls or pavement.
- Do not allow liquid wastes to flow or discharge uncontrolled. Use temporary dikes or berms to intercept flows and direct them to a containment area or device for capture.
- If the liquid waste is sediment laden, use a sediment trap (see BMP SC-3, "Sediment Trap") for capturing and treating the liquid waste stream, or capture in a containment device and allow sediment to settle.

Disposing of Liquid Wastes

- Typical method is to dewater the contained liquid waste, using procedures such as described in BMP NS-2, "Dewatering Operations", and BMP SC-2, "Sediment/Desilting Basin"; and dispose of resulting solids per BMP WM-5, "Solid Waste Management", or per Standard Specifications Section 7-1.13, "Disposal of Material Outside the Highway Right of Way", for off-site disposal.
- Method of disposal for some liquid wastes may be prescribed in Water Quality Reports, NPDES permits, Environmental Impact Reports, 401 Water
 Quality Certifications or 404 permits, local agency discharge permits, etc., and may be defined elsewhere in the special provisions.
- Liquid wastes, such as from dredged material, may require testing and certification whether it is hazardous or not before a disposal method can be determined.



Caltrans Storm Water Quality Handbooks Construction Site Best Management Practices Manual March 1, 2003 Section 8 Liquid Waste Management **WM-10** 3 of 4

- For disposal of hazardous waste, see BMP WM-6, "Hazardous Waste Management."
- If necessary, further treat liquid wastes prior to disposal. Treatment may include, though is not limited to, sedimentation, filtration, and chemical neutralization.
- Maintenance and Inspection Spot check employees and subcontractors at least monthly throughout the job to ensure appropriate practices are being employed.
 - Remove deposited solids in containment areas and capturing devices as needed, and at the completion of the task. Dispose of any solids as described in BMP WM-5, "Solid Waste Management."
 - Inspect containment areas and capturing devices frequently for damage, and repair as needed.



Caltrans Storm Water Quality Handbooks Construction Site Best Management Practices Manual March 1, 2003

Section 8 Liquid Waste Management WM-10 4 of 4

CERTIFICATE OF TRAINING CALIFORNIA CONSTRUCTION GENERAL PERMIT

QUALIFIED SWPPP DEVELOPER (QSD) AND QUALIFIED SWPPP PRACTITIONER (QSP)

Kelly Doyle

Jan 25, 2019 - Jan 25, 2021

Certificate # 00033



California Stormwater Quality Association and California Construction General Permit Training Team

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION SWPPP/WPCP AMENDMENT CERTIFICATION AND ACCEPTANCE

CEM-2008 (REV 11/2013)

PROJECT INFORMATION NAME AND SITE ADDRESS UNIVERSITY AVENUE MOBILITY PROJECT	CONTRACT NUMBER/CO/RTE/PM PROJECT IDENTIFIER NUMBER			
FEDERAL-AID ID:RPSTPLE-5004(156) Intersection of Boundary Street and North Park Way				
San Diego, CA 92104	WDID NUMBER			
CONTRACTOR NAME AND ADDRESS	PROJECT SITE RISK LEVEL			
	Risk Levei 1 🛛 N/A. WPCP			
	Risk Level 2 N/A. Project resides in the Lake Tahoe Hydrologic Unit and is			
	Risk Level 3 Risk Level 3 R6T-2011-0019, NPDES No. CAG616002.			
Storm Water Poliution Prevention Plan (SWPPP)/Wa Amendment Number	ter Pollution Control Program (WPCP)			
CONTRACTOR WATER POLLUTION CONTROL MANAGER SIGNATURE	DATE			
CONTRACTOR WATER POLLUTION CONTROL MANAGER NAME	PHONE NUMBER			
Contractor Certification of SWPPP	or WPCP Amendment			
I certify under penalty of law that this document and all attachments were prepared under ensure that qualified personnel properly gather and evaluate the information submitted. If or persons directly responsible for gathering the information, the information submitted, to am aware that significant penalties exist for submitting false information, including the po	Based on my inquiry of the person or persons who manage the system to the best of my knowledge and belief, is true, accurate, and complete. I			
CONTRACTOR SIGNATURE				
	PHONE NUMBER			
TITLE				
Resident Engineer Acceptance of SWP	PP or WPCP Amendment			
I certify under penalty of law that this document and all attachments were prepared unde to ensure that qualified personnel properly gather and evaluata the information submitted system or those directly responsible for gathering the Information, the information submitt and complete. I am aware that significant penalties exist for submitting false information, violations.	 Based on my inquiry of the person or persons who manage the ted, to the best of my knowledge and belief, is true, accurate, 			
RESIDENT ENGINEER SIGNATURE	DATE OF AMENDMENT ACCEPTANCE			
RESIDENT ENGINEER NAME	PHONE NUMBER			

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Page 1 of 3

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION SWPPP/WPCP AMENDMENT CERTIFICATION AND ACCEPTANCE

CEM-2008 (REV 11/2013)

ROJECT INFORMATION NAME AND SITE ADDRESS	CONTRACT NUMBER/CO/RTE/PM
UNIVERSITY AVENUE MOBILITY PROJECT	
FEDERAL-AID ID:RPSTPLE-5004(156)	PROJECT IDENTIFIER NUMBER
Intersection of Boundary Street and North Park Way	
San Diego, CA 92104	WDID NUMBER

Required for Private Entity Administered Projects

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to ensure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those directly responsible for gathering the information, the information submitted, to the best of my knowledge and belief is true, accurate, and complete. I am aware that significant penalties exist for submitting false information, including the possibility of fine and imprisonment for knowing violations,

LEGALLY RESPONSIBLE PERSON SIGNATURE	DATE
· · · · · · · · · · · · · · · · · · ·	
LEGALLY RESPONSIBLE PERSON NAME	PHONE NUMBER

TITLE

Required for Local Agency/Private Entity Administered Project

Caltrans Oversight Engineer's Concurrence With SWPPP/WPCP Amendment

I and personnel acting under my direction and supervision have reviewed this SWPPP/WPCP and Special Provisions, Caltrans Standard Specifications, and the Caltrans SWPPP/WPCP Preparation	
OVERSIGHT ENGINEER SIGNATURE	DATE OF AMENDMENT CONCURRENCE
OVERSIGHT ENGINEER NAME	PHONE NUMBER

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CEM-2008 (REV 11/2013)

Instructions

General Information

- The information on CEM-2008 is required for projects with either a Stormwater Pollution Prevention Plan (SWPPP) or a Water Pollution Control Program (WPCP) to document amendment acceptance and certification.
- SWPPP amendments must be certified by the approved signatory as identified in CEM-2006 or 2006T, "Legally Responsible Person Authorization of Approved Signatory," signed by the legally responsible person (LRP).
- 1. For Caltrans, the LRP is the district director. The LRP may authorize the project resident engineer to be approved signatory.
- 2. For a local agency, the LRP is either a principal executive officer or a ranking elected official. The local agency LRP may authorize the project resident engineer to be approved signetory.
- 3. For a private entity performing work in the state right-of-way under an encroachment permit, tha LRP must be one of the following: a. For a corporation, a responsible corporate officer.
 - b. For a partnership or sole proprietorship, a general partner or the proprietor, respectively.
 - The private entity LRP may not authorize an approved signatory.
- 4. Attach a completed copy of CEM-2008 to each SWPPP or WPCP amendment, and include it in the SWPPP Attachment DD or the WPCP Attachment C.

Form

Contract Number/Co/Rte/PM

For local agency encroachment permit projects, write the encroachment permit number in the Contract Number flaid.

Project Identifier Number

Caltrans projects starting July 1, 2010, will have a Project Identifier Number. For projects without one, write "N/A" in the field,

WDID Number

For projects that have a Water Pollution Control Program enter "WPCP" in this field.

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SWPPP/WPCP AMENDMENTS LOG

CEM-2009 (REV 11/2013)

			CONTRACT NUMBER/CO/RTE/PM			
UNIVERSITY AVENUE MOBILITY PROJECT FEDERAL-AID ID:RPSTPLE-5004(156) Intersection of Boundary Street and North Park Way San Diego, CA 92104 CONTRACTOR NAME AND ADDRESS		PROJECT IDENTIFIER NUMBER				
		PROJECT SITE RISK LEVEL				
		Risk Level 1 🔀 N/A. WPCP				
					Risk Level 2 N/A. Project reside Tahoe Hydrologic Ulated under Order 0019, NPDES No.	es In the Lake Unit and is reg-
				CAG616002,		
Amendments						
Amendment Number	Date Prepared	of An	Description nendment	Requested by	Accepted Date	
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SWPPP/WPCP AMENDMENTS LOG

CEM-2009 (REV 11/2013)

Instructions

General Information

- Projects with either a Stormwater Pollution Prevention Plan (SWPPP) or Water Pollution Control Program (WPCP) require the information on this form to track amendments.
- Attach a completed copy of the form to each accepted SWPPP/WPCP amendment, and include in SWPPP Attachment DD or WPCP Attachment C.

Form

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Contract Number/Co/Rte/PM

For local agency encroachment permit projects, write the encroachment permit number in the Contract Number field.

Project Identifier Number

Caltrans projects starting July 1, 2010, will have a project identifier number. For projects without ona, write "N/A" in the field.

WDID Number

For projects with WPCP enter "WPCP" in this field.

When the resident engineer has accepted SWPPP or WPCP amendments, enter:

- 1. The amendment number.
- 2. The date the Water Pollution Control Manager signed form CEM-2008.
- 3. A brief description of the amendment.
- 4. The name and title of person who requested the amendment.
- 5. The date the resident engineer accepted form CEM-2008.

STORMWATER TRAINING RECORD

CEM-2023 (REV 11/2013)

ROJECT INFORMATION NAME AND SITE ADDRESS			CONTRACT NUMBER/CO/RTE/PM			
UNIVERSITY AVENUE MOBILITY PROJECT						
FEDERAL-AID ID:RPSTPLE-5004(156)			PROJECT IDENTIFIER NUMBER			
Intersection of Boundary Street and North Park Way						
San Diego, CA 92104			NUMBER			
CONTRACTOR NAME AND ADDRESS				ISK LEVEL		
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			Risk Leve Risk Leve	el 2 Di N/A. Project Re Unit and is regu el 3 0019, NPDES N	sides in the Lake Tahoe Hydrologic lated under Order No. R6T-2011- lo. CAG616002.	
SUBMITTED BY CONTRACTOR (PRINT AND SIGN NA	ME)				DATE	
	Stormwate	er Training	Record			
Training Course Title or Specific Training Objective			Location		Date of Training	
Stormwater Topics	□ »		Instructor I	Name	Training Audience	
Temporary soil stabilization	Temporary sediment control Wind erosion control	nol			General	
Non-stormwater managemant	Stormwater discharge san	onlina	Instructor T	Títle		
Waste management and materials pollution control	Pre-storm activities				BMPs SWPPP	
Spill prevention and control	Permanent soil stabilizatio	n	Instructor F	Phone Numbar		
BMPs required for work activities current week	Initial project training					
Stormwater poliution prevention plan			Course Lei	ngth (hours)		
Water pollution control program						
	Atte	ndee Roste	٢			
Name	Phone Number	İnitia	ls	Compar	y Name	
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STORMWATER TRAINING RECORD

CEM-2023 (REV 11/2013)

Page 2 of 3

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ROJECT INFORMATION NAME AND SITE AD	DRESS	CONTRACT NUMBER/CO	/RTE/PM
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		WDID NUMBER	
		toster (Continued)	
Name	Phone Number	Initials	Company Name
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·		Record Keeping	
aining information been entered into the opti reviewed this document and, based on my i of my knowledge and bellef the information su	nguiry of the person or persons who m	anage the system or those person	Yes No
r Pollution Control Manager (name)	iorniaeu is troe, aceurate, ano compieti	a. Date	
- · ·			

University Avenue Mobility Project Federal ID RPSTPLE-5004(156) Appendix J - Caltrans Encroachment Permit

STORMWATER TRAINING RECORD

CEM-2023 (REV 11/2013)

Page 3 of 3

Instructions

General Information

- Projects with either a Stormwater Pollution Prevention Plan (SWPPP) or Water Pollution Control Program (WPCP) require the information on this form to document stormwater training for contractor and subcontractor managers, supervisors, and employees. Include the form and required training documentation in the stormwater annual report for SWPPP projects.
- Use this form to document training for employees responsible for activities associated with Construction General Permit compliance and contract specifications. Use this form to document required weekly stormwater training.
- Provide this training record and an updated copy of CEM-2024 (CEM-2024 is an optional form used at the WPCM's discretion) "Stormwater Training Log," to the resident angineer (RE) within five days of the date of training.
- Attach additional copies of page 2 of this form if necessary to record all individuals attending this training.
- Stormwater training needs to be completed at the frequency stipulated in the project specifications and/or the SWPPP, whichever is more frequent.
- Names may be written or typed. Initials must be original. Originals are filed with RE as stipulated above.
- Attach copy of training material/topic with submittal to RE.

Form

- Contract Number/Co/Rte/PM
 For local agency encroachment permit projects write the encroachment permit number in the Contract Number field.
- Project Identifier Number
 Caltrans projects starting July 1, 2010, will have a Project Identifier Number (PIN). For projects without a PIN, write N/A in the field.
- WDID Number
 For projects with Water Pollution Control Program, enter "WPCP."

Attendee Roster

Enter employee name, contractor or subcontractor company name and employee phone number.

Training Audience

Enter one of the following responses:

General-Training for individuals responsible for ectivities associated with compliance with the Construction General Permit.

BMPs-Training for individuals responsible for BMP installation, inspection, maintenance, and repair.

SWPPP—Training for individuals responsible for overseeing, revising, and amending the SWPPP.

STORMWATER TRAINING LOG - OPTIONAL

CEM-2024 (REV 11/2013)

ROJECTINFO	RMATION NAME AND	SITE ADDRESS	CONTRACT NUMBER/CO/RTE/PM				
UNIVERSITY AVENUE MOBILITY PROJECT FEDERAL-AID ID:RPSTPLE-5004(156) Intersection of Boundary Street and North Park Way San Diego, CA 92104 CONTRACTOR NAME AND ADDRESS		SILITY PROJECT					
		-5004(156)	PROJECT IDENTIFIER NUMBER				
		t and North Park Way					
			WDID NUMBER	······································			
			PROJECT SITE RISK LEVEL				
			Risk Level 1 N/A. WPCP				
			Risk Level 2 N/A. Project resides in the Lak	e Tahoe Hydrologic Unit and is regulated			
			under Order No. R6T-2011-00	19, NPDES No. CAG616002.			
SUBMITTED BY	CONTRACTOR (PRINT	AND SIGN NAME)		DATE			
		· · · · - · · · · · · · · · · · · · · ·					
	· · · · · · · · · · · · · · · · · · ·		STORMWATER TRAINING LOG				
		Number of		Date Training			
Date of Training	Training Audłence	Training Attendees	Stormwater Training Course Title or Topics Covered	Documentation (CEM-2023) Provided to Resident Engineer			
	General	····		· · · · · · · · · · · · · · · · · · ·			
	BMPs						
	General						
	BMPs						
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	BMPs						
	SWPPP						

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Page 1 of 2

CEM-2024 (REV 11/2013)

Page 2 of 2

Instructions

General Information

- For projects with either a Stormwater Pollution Prevention Plan (SWPPP) or a Water Pollution Control Program (WPCP) the information shown on this form
 may be used to document stormwater training for contractor and subcontractor managers, supervisors, and employees. The stormwater annual report for
 SWPPP projects will include required training documentation and the information on this form, or in another form used at the discretion of the Water Pollution
 Control Manager (WPCM).
- If this form is used, provide an updated copy of CEM-2024 with attached training documentation to the resident engineer within five days of training, along
 with CEM-2023 and e copy of training materials and topic(s) covered.
- This form is <u>optional</u>, and provided as a management tool for the WPCM to assist in compiling and organizing information required of the annual report.

Form

Contract Number/Co/Rte/PM

For local agency encroachment permit projects, write the encroachment permit number in the Contract Number field.

Project Identifier Number

Caltrans projects starting July 1, 2010, will have a Project Identifier Number (PIN). For projects without a PIN, write N/A in the field,

WDID Number

For projects with Water Pollution Control Program enter "WPCP" in this field.

Training Audience

Check one of the following responses:

General—training for individuals responsible for activities associated with compliance with the General Construction Permit. BMPs—training for individuals responsible for BMP installation, inspection, meintenance, and repair. SWPPP—training for individuals responsible for overseeing revising and amending the SWPPP.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION MONTHLY STORMWATER BEST MANAGEMENT PRACTICES & MATERIALS INVENTORY REPORT - OPTIONAL

EM-2034 (NEW 12/2013)

PROJEC	T INFORMATION NAME AND SITE ADDRESS	CONTRA	CT NUMBER/CO/RTI	Z/PM		
UNIVERSITY AVENUE MOBILITY PROJECT FEDERAL-AID ID:RPSTPLE-5004(156) Intersection of Boundary Street and North Park Way San Diego, CA 92104		PROJECT IDENTIFIER NUMBER				
		WDID NU	IMBER	······································		
		CONTRA	CTOR NAME AND ADDRESS	PROJEC	SITE RISK LEVEL	·····
			sk Level 1 🛛 🔀		>	
			sk Level 2			the Lake Tahoe Hydrologic
				Unit and is	regulated L	inder Order No.
			sk Level 3	R6T-2011-	0019, NPD	ES No. CAG616002
Water Po	llution Control Manager (print name and sign)				D	ate
Submitted	l by contractor (print name and sign)				D	ate
	Provide a monthly list of stored best	management pr	actices and materials	on site.	·····	
Construct	ion Phase	Site Inform	ation			
L H	ighway construction		Totai project area (i	acres)		
Plant establishment		·	Total project disturt	ed soil area (a	acres)	
Su Su	uspension of work (inactive site)		Current phase distu	irbed soil area	(acres)	
			Current phase inac	live disturbed :	soil (acres)	
	Stormwater Best Manageme	ent Practices a	nd Materials on Site			
	Location where stored:		BMP ID	Quantity	Unit	Estimated quantity needed if rain event
1	BMP Name			on hand		predicted, spill occurs or BMP fails
			······································			
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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION **MONTHLY STORMWATER BEST MANAGEMENT PRACTICES & MATERIALS INVENTORY REPORT - OPTIONAL**

EM-2034 (NEW 12/2013)

)EM-2034 (NEW 12/2013)	Page 2 of 4
PROJECT INFORMATION NAME AND SITE ADDRESS	CONTRACT NUMBER/CO/RTE/PM
UNIVERSITY AVENUE MOBILITY PROJECT FEDERAL-AID ID:RPSTPLE-5004(156)	PROJECT IDENTIFIER NUMBER

FEDERAL-AID ID:RPS7 Intersection of Boundary Street and North Park Way San Diego, CA 92104

Stormwater Best Management Practices and Materials on Site

WOID NUMBER

0	Location where stored:	BMP ID	Quantity	Unit	Estimated quantity needed if rain event predicted, spill occurs or BMP fails
2	BMP Name		on hand	Unit	predicted, spill occurs or BMP fails
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3	Location where stored:	BMP ID	Quantity	Unit	Estimated quantity needed if rain event
3	BMP Name	BMP ID	Quantity on hand	Unit	Estimated quantity naeded if rain event predicted, spill occurs or BMP fails
3		BMP ID	Quantity on hand	Unit	Estimated quantity needed if rain event predicted, spill occurs or BMP fails
3	BMP Name	BMP ID	Quantity on hand	Unit	Estimated quantity needed if rain event predicted, spill occurs or BMP fails
3	BMP Name	BMP ID	Quantity on hand	Unit	Estimated quantity needed if rain event predicted, spill occurs or BMP fails
3	BMP Name	BMP ID	Quantity on hand	Unit	Estimated quantity needed if rain event predicted, spill occurs or BMP fails
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3	BMP Name	BMP ID	Quantity on hand		Estimated quantity needed if rain event predicted, spill occurs or BMP fails

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION MONTHLY STORMWATER BEST MANAGEMENT PRACTICES & MATERIALS **INVENTORY REPORT - OPTIONAL**

EM-2034 (NEW 12/2013)

PROJECT INFORMATION NAME AND SITE ADDRESS	CONTRACT NUMBER/CO/RTE/PM
1 EDEKAL-AID ID: A 511 EE-5004(150)	PROJECT IDENTIFIER NUMBER
Intersection of Boundary Street and North Park Way San Diego, CA 92104	WDID NUMBER

	Stormwater Best Management Practices a	nd Materiais on Site						
	Location where stored:	BMP ID	Quantity on hand	Unit	Estimated quantity needed if rain event			
	BMP Name				predicted, spill occurs or BMP fails			
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	· · · · · · · · · · · · · · · · · · ·							
	Location where stored:	BMP ID	Quantity on band	Unit	Estimated quantity needed if rain event predicted spill pecuge or			
	Location where stored: 	BMP (D	Quantity on hand	Unît	Estimated quantity needed if rain event predicted, spill occurs or BMP fails			
		BMP ID	Quantity on hand	Unit	Estimated quantity needed if rain event predicted, spill occurs or BMP fails			
	BMP Name	BMP ID	on hand	Unit	Estimated quantity needed if rain event predicted, spill occurs or BMP fails			
		BMP ID	Quantity on hand	Unit	Estimated quantity needed if rain event predicted, spill occurs or BMP fails			
	BMP Name	BMP ID	on hand	Unit	Estimated quantity needed if rain event predicted, spill occurs or BMP fails			
	BMP Name	BMP ID	on hand	Unit	Estimated quantity needed if rain event predicted, spill occurs or BMP fails			
	BMP Name	BMP ID	on hand	Unit	Estimated quantity needed if rain event predicted, spill occurs or BMP fails			
	BMP Name	BMP ID	on hand	Unit				
	BMP Name	BMP ID	on hand	Unit				
	BMP Name	BMP (D	on hand	Unit				
	BMP Name	BMP ID	on hand	Unit				

For individuals with sensory disabilities, this document is available in alternate formats. For information, call (916) 654-6410, TTY 711, or write to Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814. ADA Notice

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION MONTHLY STORMWATER BEST MANAGEMENT PRACTICES & MATERIALS INVENTORY REPORT • OPTIONAL

EM-2034 (NEW 12/2013)

Instructions

General Information

· The Water Pollution Control Manager must oversee preparation of this form and submit a copy to the resident engineer every month.

Atlach additional copies of page 2 and page 3 of this form to include all required locations.

Insert consecutive numbers for each location when using page 2 or page 3 of this form

BMP Name	BMP ID	BMP Name	BMP IC
Temporary Soil Stabilization		Non-Stormwater Management	
Preservation of existing vegetation	SS-02	Water conservation practices	NS-01
Hydraulic mulch	SS-03	Dewatering operations	NS-02
Hydroseeding	SS-04	Paving and grinding operations	NS-03
Soll binders	SS-05	Temporary stream crossing	NS-04
Straw mulch	SS-06	Clear water diversion	NS-05
Geotextiles, mats, plastic covers, and lined ditches	SS-07	Illegal connection or discharge detection and reporting	NS-06
Wood mulching	SS-08	Potable water and irrigation	NS-07
Earth dikes, drainage swales and lined ditches	SS-09	Vehicle and equipment cleaning	NS-08
Outlet protection and velocity dissipation devices	SS-10	Vehicle and equipment fueling	NS-09
Slope drains	SS-11	Vehicle and equipment maintenance	NS-10
Streambank stabilization	SS-12	Pile-driving operations	NS-11
Temporary Sediment Control		Concrete curing	NS-12
Silt fence	SC-01	Material and equipment use over water	NS-13
ediment or distilling basin	SC-02	Concrete finishing	NS-14
Sediment trap	SC-03	Structure demolition or removal over or adjacent to water	NS-15
Checkdams	SC-04	Waste Management and Pollution Control	
Fiber rolls	SC-05	Material delivery and storage	WM-0*
Gravel bag berm	SC-06	Material use	WM-02
Sandbag barrier	SC-08	Stockpile management	WM-03
Straw bale barrier	SC-09	Spill prevention and control	WM-04
Storm drain Inlet protection	SC-10	Solid waste management	WM-05
Wind Erosion Control		Hazardous waste management	WM-06
Wind erosion control	WE-01	Contaminated soil management	WM-07
Tracking Controls		Concrete waste management	WM-08
Stabilized construction entrance and exit	TC-01	Sanitary or septic waste management	WM-09
Stabilized construction roadway	TC-02	Liquid waste management	WM-10
Entrance and exit tire wash	TC-03		
Street sweeping	TC-04		

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Page 4 of 4

STORMWATER SITE INSPECTION REPORT

CEM-2030 (REV 3/2014)

CEM-2030 (REV 3/2014)					Page	1	_ of	9	
ROJECT INFORMATION NAME AND SITE UNIVERSITY AVENUE MOBILI FEDERAL-AID ID:RPSTPLE-500	ITY PROJECT								
Intersection of Boundary Street an			PROJECT IDENTIFIEI	RNUMBER					
San Diego, CA 92104			WDID NUMBER						
CONTRACTOR NAME AND ADDRESS			PROJECT SITE RISK Risk Level 1 Risk Level 2 Risk Level 3	N/A. WPCP	1 The Lake Tahoe Hydrologic Unit under Order No. R6T-2011-019, 1616002				
Submitted by contractor (print and sign name))				Date				
Water Pollution Control Manager name and co	ompany hams		Phone number			<u>-</u>			
			Emergency (24/7) phor	ne number				<u></u>	
	······	General In	formation						
Inspector's Name		Accompanie	d by Caltrans staff? NO If Yes, Narr	ne/initials:	Date of I	nspectior	1	<u> </u>	
Weather Condition	Precipitation Condition			Wind Condition	- I				
Clear Partiy cloudy Cloudy	Misty	Hai		None Less than 5 m	•				
Distruction Phase		Sno	Site Information	Greater than	5 mph				
Highway construction			Total project area:	acres					
Plant establishment			Total project disturbed	Barbaran bille bar bin als an ange app (ange a set the set	ŝ				
Suspension of work (inactive site)			Current phase disturbe Current phase inactive		res acres		•		
Inspection Type Check appropriate box(es)	·····		Storm Info	**************************************					
Weekly	Time elapsed since last storm			Precipitation amount from last	storm				
Quarterly non-stormwater			days			inc	hes		
Pre-storm	Time storm is expected		(time)	Expected precipitation amount		Inc	nes		
			(date)						
During storm event	Time elapsed since storm bega	in	hours-minutes	Precipitation amount from stor	m recorded	l from site incl		iuge	
Post storm	Time elapsed since storm		hours-minutes	Precipitation amount from storr	n recorded	from site		របព្វម	
	n of Best Management Practices (i revious colendar week. Do not inc inspection.		Dally inspection performed by	Any corrective actions identified as completed or new? appropria	ded or on 5, as ate?	correct	hown or ive actio omn		
*				YES NO YES				. <u> </u>	
	· · · · · · · · · · · · · · · · · · ·				Πt				
· · · · · · · · · · · · · · · · · · ·									

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STORMWATER SITE INSPECTION REPORT

CEM-2030 (REV 3/2014)

CEM-2030 (REV 3/2014)		Page	2	of	9
ROJECT INFORMATION NAME AND SITE ADDRESS	CONTRACT NUMBER/CO/RTE	/PM			
UNIVERSITY AVENUE MOBILITY PROJECT FEDERAL-AID ID:RPSTPLE-5004(156)	PROJECT IDENTIFIER NUMBE	R			
Intersection of Boundary Street and North Park Way	WDID NUMBER			~	
San Diego, CA 92104					
Site Insp If this form will be completed by hand in the field, click on "Show Enti If the inspection form does not contain enough lines for all	pection of Best Management Practices re Form" button at the top of page one to expand th locations, use the "Add Item" button so that all BMI	e sections, then print the form t P locations are inspected and re	o take to ported.	the field	l.
Preservation of Existing Vegetation	Maintananan	······			

Xes 🗌 No	Right lo	ocation?	? Properly insta		talled? or re neces		Photos?	:		Comme	nis and Re	equired Actions		
	Yes	No	Yes	No	Yes	No	Yes							
Location 1														
Location 2					1									
Location 3														
Disturbed Soli Aree (DSA) Management Yes No List all potential DSAs by location	Has are distu If no, at		Date DSA first disturbed	loca stabil		th tempor	ary soil Iry linear ?	event for If yes, s	a storm ecasted? top here e action.	const activities in progre the t	there ruction currently ass within DSA? top here.	If no to previous quastion, what is the last day construction activities were in progress?	How many of has the DS been activ If more ther days, tak action.	SĂ ve? n 14 ie
	Yes	No	Date		Yes	1	No	Yes	No	Yes	No	Date	Days	
Location 1														
Location 2														

Notes:

1. If it has been 14 days since a DSA has had active construction activities, the DSA is inactive and must be reported as a location on temporary soil stabilization and temporary linear sediment barriers. 2. DSAs must have erosion control and have temporary linear sediment barriers Installed prior to a storm event.

Location Number	:	Comments / Corrective Actions											
1							****						
2			1. <i>1</i> 444-444										
Temporary Soil Stabilization	inactive areas covered?		100% coverage of required areas?		Stabilized areas free from visible erosion?		Photos?	Comments and Required Actions	Action No.				
·····	Yes	No	Yes	No	Yes	No	Yes						
Location 1													
Location 2													
Location 3													

STORMWATER SITE INSPECTION REPORT

CEM-2030 (REV 3/2014)

	Page 3 of 9	1
ROJECT INFORMATION NAME AND SITE ADDRESS	CONTRACT NUMBER/CO/RTE/PM	
UNIVERSITY AVENUE MOBILITY PROJECT FEDERAL-AID ID:RPSTPLE-5004(156)	PROJECT IDENTIFIER NUMBER	
Intersection of Boundary Street and North Park Way San Diego, CA 92104	WDID NUMBER	
Site Inspection of	Best Management Practices, continued	

	For	project	specific BMP	s, insert the	BMP nan	ne and add	itional ins	spection r	equîramei	nts below.			
Temporary Linear Sediment Barriers	Right I	Right location?		y installed or barriers alled?	iers		Photos?	Comments and Required Actions					Action No.
	Yes	No	Yes	No	Yes	No	Yes	1					, -
Location 1												·····	
Location 2					-	-							
Location 3										·····			
Storm Drain Inlet Protection		L				<u>.</u>							
🔀 Yes 🗌 No		niets cted?	Properly	installed?		nance or needed?	Photos?		Comments and Required Actions				Action No
	Yes	No	Yes	No	Yes	No	Yes						
Location 1												·	
'ocation 2									· · · · ·			·····	
Location 3						-							
Stockpile Management				· · ·	L	ļl					1		
Yes No	Date sto creat		locatic managemen	ickpile listed on on stockp t inactive st s, stop hera	oile ockpiles?	is there event fore if yes, st and take	op here	actively	oile being v used? top here.	If no to previous question, what is the fast dey stockpile was ectively used?	How long since stockpile actively used?	days si stockp been a usa	
ľ	Dat	е	Yes	i i	No	Yes	No	Yes	No	Date	Days	lfyes, tai Yes	ke action. No
Location 1						1.400			110	Date	Uaya		
Location 2										·			
				I									

Notes:

1. If it has been 3 days (72 hours) since a stockpile has been active then the stockpile is inactive and must be reported as a location on stockpile management inactive stockpiles.
Stockpiles must be covered and have perimeter control installed prior to a storm event.

Location Number	Comments / Corrective Actions								
. 1									
2									

3

STORMWATER SITE INSPECTION REPORT

___CEM-2030 (REV 3/2014)

CEM-2030 (REV 3/2014)												Pag	e4	of	9
PROJECT INFORMATION NAME A	ND SITE AL	DDRESS				CONT	RACT N	IUMBER/	CO/RTE	/PM					
UNIVERSITY AVENUE M FEDERAL-AID ID:RPSTPI Intersection of Boundary Stu	_E-5004((156)				PROJECT IDENTIFIER NUMBER									
San Diego, CA 92104												1			
Inactive Stockpile Management			Type of I	Material or V	Vaste			Is the sto properly to	ocated?	is the stockpile covered?		Does the stockpile have a perimeter control?		stockp mainter rep	is the ile need hance or hair?
Location 1		***						Yes	No	Yes	No	Yes	No	Yes	No
Location 2															
Location Number					Com	ments / C	Corrective	e Actions			<u> </u>	I	l.,	Photos? Yes	Action No.
1			******	····							· · · · ·				
2															
Sediment and Desilting Basins	outle spillv	sin inlets, ts, and vays in ig order?		contained asin?	needed t	tenance o provide retention infion?	provide Photos?					aquired Ac	tions		Action No.
t.ocation 1	Yes	No	Yes	No	Yes	No	Yes		*****					······································	
Location 2															
Location 3										·· · ·		••			
Tracking Controls		ntrances			Dogs se					<u> </u>		·			-
🗙 Yes 🔲 No	exits trac cont	nd have :king :rols?	from visibl trac	nent free le sediment king?	need remove rock or plate	d from ribbed	ls daily do	sweeping one?	Photo	\$?	Commen	ts an d Re	quired Ac	tions	Action No.
Location 1	Yes	No	Yes	No	Yes	No	Yes	No	Yes						
Location 2										·			•		
Location 3								-		-					
Wind Erosion Control]		1	-				<u></u>		
Yes No		trucks site?	Visible	e dust?	Photos?	Comments and Required Actions								Action No.	
Location 1	Yes	No	Yes	No	Yes	.									<u> </u>
Location 2															<u> </u>
Location 3															
) 			l		I										

University Avenue Mobility Project Federal ID RPSTPLE-5004(156)

STORMWATER SITE INSPECTION REPORT

CEM-2030 (REV 3/2014)

											Pag	e	j of	9
ROJECT INFORMATION NAME A	AND SITE AD	DRESS			· · · · · · · · · · · · · · · · · · ·	CONTRACT NUMBER/CO/RTE/PM								
UNIVERSITY AVENUE M FEDERAL-AID ID:RPSTP Intersection of Boundary Se San Diego, CA 92104	LE-5004(156)					ECT IDEN		NUMBER					
Dewatering Operations		atering y active?	Dewatering conforms discha with RWQCB disc permit? sp limit			vatering arge within charge Photo ecified lations?		? Comments and Required Actions					Action No.	
Location 1	Yes	No	Yes	No	Yes	No	Yes	1						
Location 2														
Location 3								 			····			
Temporary Stream Crossing										·				
🗙 Yes 🔲 No	shown	Constructed as shown on the plan? Conforms to permit and 11 egreeman requirement				ance or equired?			Con	nments and	Required Ac	ctions		Action No.
Location 1	Yes	No	Yes	No	Yes	No	Yes							
							-							
Location 2														
Location 3														
Material Storage		L						Arooo ==		T		_		<u>_</u>
🗙 Yas 🗌 No	drainag	away from je courses er courses?	fre	as protected om run on nd runoff?	m	ged and aterials st on pallets	ored	Areas reasonably clean and free of spills, leaks, and other material?			al inventory date?	Liquid materials in secondery containment?		Photos
Location 1	Yes	No	Yes	No	Y€	ès 📃	No	Yes	No	Yes	No	Yes	No	Yes
Location 2										·			 	
Location 3														<u> </u>
														ļ
					С	omments	and Requ	lired Activ	ons					Action No.
Location 1														
Location 2				·	÷.									
acation 3			····	······································										

STORMWATER SITE INSPECTION REPORT

CEM-2030 (REV 3/2014)

CEM-2030 (REV 3/2014)										Page	6 of	9		
ROJECT INFORMATION NAME	AND SITE AD	DRESS				CONTRACT NUMBER/CO/RTE/PM								
UNIVERSITY AVENUE FEDERAL-AID ID:RPST Intersection of Boundary	PLE-5004((156)		217		PROJECT IDENTIFIER NUMBER								
San Diego, CA 92104		-vorur i	aik W	ay			MDER							
Waste Management Sanifation Facilities Yes No	drai	Located away from drainage courses and water courses?		Secured to ground or foundation?		Clean and has adequate capacity?		te Ground ch spills c	ecked for any or leaks?	Any spills or	Photos?			
Location 1	Yee	5	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes		
Location 2				· · · · · · · · · · · · · · · · · · ·										
Location 3			<u> </u>											
Location Number		Comments / Corrective Actions												
1														
2														
3														
Project-specific BMP			1											
Yes 🗌 No	Properly	located?	Prope	erly installed?		needed? Photos?		Com	ì	Action No.				
Location 1	Yes	No	Yes	No	Yes	No	Yes							
Location 2														
Location 3			1									 		
Project-specific BMP		 	<u> </u>								•			
Yes No	Prop	erly locat	ed?	Property in	nstalled?		enance or r needed?					Photos?		
l another d	Yes		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes		
Location 1		Ì												
Location 2														
Location 3														
	ł		l		Co	mments and	D Required Ac	tions	1			Action No.		
Location 1														
Location 2				····· · · · · · · · · · · · · · · · ·		,								
Location 3								. <u>.</u>	·····					
······································					****							Ĺ		

STORMWATER SITE INSPECTION REPORT

CEM-2030 (REV 3/2014)

			l	Page	7 o	f 9
ROJECT INFORMATION NAME AND SITE ADDRESS		CONTRACT NUMBER	/CO/RTE/PM			
UNIVERSITY AVENUE MOBILITY PRO	JECT	PROJECT IDENTIFIER	NUMBER			
FEDERAL-AID ID:RPSTPLE-5004(156)						
Intersection of Boundary Street and North P	ark way	WDID NUMBER				
San Diego, CA 92104		·····			·	
	Site Inspection Report	General Comments				
Are the BMPs installed as required by the Stormwater Pol	lution Prevention Plan for the phase	of construction?				
Yes INO						
Does the SWPPP need to be amended?						
Yes No						
Does the SWPPP currently reflect the current site conditio	ns and contractor operations?				····	
Yes No						
Is hazardous waste stored on the jobsite?			·····	· · · · · · · · · · · · · · · · · · ·		
Yes No						
Are there water pollution control concerns on the project si Yes No If yes, provide details, comm	ite not addressed by the comments a ents, and required actions below for a		wn above for BMPs, based on the	e field reviev	w of the jo	bsite?
Location	Water Pollution Contro	i Concern	Comments and Requ	lired Action:	9	Action No.
·						_

9

STORMWATER SITE INSPECTION REPORT

CEM-2030 (REV 3/2014)

	Broadbard and an and an an an an an an an an an an an an an
ROJECT INFORMATION NAME AND SITE ADDRESS	CONTRACT NUMBER/CO/RTE/PM
UNIVERSITY AVENUE MOBILITY PROJECT	PROJECT IDENTIFIER NUMBER
FEDERAL-AID ID:RPSTPLE-5004(156)	
Intersection of Boundary Street and North Park Way	WDID NUMBER
San Diego, CA 92104	
Stormwater	Inspection Report Certification
I certify under penalty of law that this Stormwater Inspection Report was performed gathered from a field site inspection. I am aware that Section 309 (c)(4) of the Clea knowingly submitting a false material statement, representation, or certification.	I in accordance with the General Permit. The Information contained in this inspection report was an Water Act provides for significant penalties, including fines and imprisonment for
Stormwater Inspector (Name)	. Date Report Completed
Stormwater Inspector (Signature)	I
who gathered and eveluated the information, the information submitted is, to the be I am aware that Section 309 (c)(4) of the Clean Water Act provides for significant per representation, or certification	qualified personnel prior to submittel. Based on my review of the information and inquiry of those ast of my knowledge and belief, true, accurate, and complete. analties, including fines and imprisonment for knowingly submitting a false material statement,
I am aware that Section 309 (c)(4) of the Clean Water Act provides for significant per representation, or certification. Water Pollution Control Manager (Neme)	est of my knowledge and belief, true, eccurate, and complete.
I am aware that Section 309 (c)(4) of the Clean Water Act provides for significant per representation, or certification. Water Pollution Control Manager (Neme) Water Pollution Control Manager (Signature)	est of my knowledge and belief, true, accurate, and complete.
l am aware that Section 309 (c)(4) of the Clean Water Act provides for significant per representation, or certification. Water Pollution Control Manager (Neme) Water Pollution Control Manager (Signature) Stormwater (est of my knowledge and belief, true, eccurate, and complete. enalties, including fines and imprisonment for knowingly submitting a false material statement, Date Inspection Report Acceptance
I am aware that Section 309 (c)(4) of the Clean Water Act provides for significant per representation, or certification. Water Pollution Control Manager (Neme) Water Pollution Control Manager (Signature) Stormwater I If hazardous waste is stored on the jobsite, the resident engineer should notify the d	est of my knowledge and belief, true, eccurate, and complete. enalties, including fines and imprisonment for knowingly submitting a false material statement, Date Inspection Report Acceptance
I am aware that Section 309 (c)(4) of the Clean Water Act provides for significant per representation, or certification. Water Pollution Control Manager (Neme) Water Pollution Control Manager (Signature) Stormwater I If hazardous waste is stored on the jobsite, the resident engineer should notify the d	est of my knowledge and belief, true, eccurate, and complete. enalties, including fines and imprisonment for knowingly submitting a false material statement, Date Inspection Report Acceptance
I am aware that Section 309 (c)(4) of the Clean Water Act provides for significant per representation, or certification. Water Pollution Control Manager (Neme) Water Pollution Control Manager (Signature) Stormwater I If hazardous waste is stored on the jobsite, the resident engineer should notify the d Was the District Hazardous Waste Coordinator notified?	est of my knowledge and belief, true, eccurate, and complete. enalties, including fines and imprisonment for knowingly submitting a false material statement, Date Inspection Report Acceptance
I am aware that Section 309 (c)(4) of the Clean Water Act provides for significant per representation, or certification. Water Pollution Control Manager (Neme) Water Pollution Control Manager (Signature) Stormwater I If hazardous waste is stored on the jobsite, the resident engineer should notify the d Was the District Hazardous Waste Coordinator notified?	est of my knowledge and belief, true, eccurate, and complete. enalties, including fines and imprisonment for knowingly submitting a false material statement, Date Inspection Report Acceptance
I am aware that Section 309 (c)(4) of the Clean Water Act provides for significant per representation, or certification. Water Pollution Control Manager (Neme) Water Pollution Control Manager (Signature) Stormwater I If hazardous waste is stored on the jobsite, the resident engineer should notify the d Was the District Hazardous Waste Coordinator notified? N/A, no hazardous waste stored on the jobsite YES, Date Time	est of my knowledge and belief, true, eccurate, and complete. enalties, including fines and imprisonment for knowingly submitting a false material statement, Date Inspection Report Acceptance

STORMWATER SITE INSPECTION REPORT

CEM-2030 (REV 3/2014)

Instructions

General Information

1⁷

- Construction General Permit attachments C, D, and E, Section G.5. require the information on this form.
- If the inspection form does not contain enough lines to report all locations on a jobsite, click on the "Add Item" button so that all locations are inspected and reported.
- Obtain forecasted precipitation information from the National Weather Service Forecast Office website, <u>http://www.srh.noaa.gov/forecast</u>.
- Weather information should be the best estimate of the beginning of the storm event, duration of the event, and time elapsed since the last storm.
- · Rainfall amounts should be recorded from the project site rain gauge.
- "Daily Site Inspection of Best Management Practices" section is to be filled out by the water pollution control manager.

Storm Visual Inspections

· For non-visible pollutant inspections, report on all locations shown in the Stormwater Pollution Prevention Plan.

Required Actions

- All corrective actions identified in this report must also be recorded on Form CEM-2035, "Stormwater Corrective Actions Summary."
- Locations identified where BMPs are failing or have other shortcomings require implementation of repairs or design changes within 72 hours of identification, and BMP repairs or other changes must be completed as soon as possible.

STORMWATER CORRECTIVE ACTIONS SUMMARY

CEM-2035 (REV 11/2013)

				Page 1 of 2	
ROJECT	ROJECT INFORMATION NAME AND SITE ADDRESS CONTRACT NUMBER/CO/RTE/PM			E/PM	
UNIVERSITY AVENUE MOBILITY PROJECT					
FEDERAL-AID ID:RPSTPLE-5004(156)		5004(156)	PROJECT IDENTIFIER NUMBER		
Intersection of Boundary Street and North Park Way					
San Dieg	go, CA 92104		WDID NUMBER		
CONTRAC	TOR NAME AND ADDRESS		SWPPP PROJECT SITE RISK	LEVEL	
			Risk Level 1 🕅	N/A. WPCP	
			Risk Level 2	N/A. Project resides in the Lake Tahoe	
			Risk Level 3	Hydrologic Unit and Is regulated under Order No. R6T-2011-0019, NPDES No. CAG616002.	
Submitted I	by contractor (print and sign na	ame)	I	Date	
		n this Stormwater Corrective Actions I rain event, whichever is sooner.	Summary as soon as possible	e, but actions must begin within 72 hours of the site inspection, or	
Corrective	· · · · · · · · · · · · · · · · · · ·	Site Inspection Corrective Actions	· · · · · · · · · · · · · · · · · · ·	Date Corrective Actions Identified:	
number					
	BMP Type Location				
	Required Action C		Comments		
	Date Completed	Verified by (print name and title)	. Venified by (signature)		
¢	ВМР Туре		Location	J	
Required Action		Comments			
:	Date Completed	Verified by (print name and title)) Verified by (signature)		
<u></u>	ВМР Туре		Location	<u></u>	
	Required Action	· · · · · · · · · · · · · · · · · · ·	Comments		
	Date Completed	Verified by (print name and title)		Verified by (signature)	
•	BMP Type	_ _	Location	L	
	Required Action		Comments		
	Date Completed	Verified by (print name and title)) Verified by (signature)		
	ВМР Туре		Location		
	Required Action		Comments		
	Date Completed	Verified by (print name and title)	1	Varified by (signature)	
			11		
	ВМР Туре		Location		
	Required Action		Comments		
	Date Completed	Verified by (print name and title)	- Assessed	Verified by (signature)	
·	I	1		L	

STORMWATER CORRECTIVE ACTIONS SUMMARY

----CEM-2035 (REV 11/2013)

CEM-2035 (REV 11/2013)		Page 2 of 2
ROJECT INFORMATION NAME AND SITE ADDRESS	CONTRACT NUMBER/CO/RTE/PM	
	PROJECT IDENTIFIER NUMBER	
	WDID NUMBER	
Stormwater Site	Inspection Report Corrective Action Summary Ce	ertification
I certify under penalty of law that this document and all attachments w properly gather and evaluate the Information submitted. Based on my information submitted is true, accurete, and complete to the best of my possibility of fine and imprisonment of knowing violations.	induiry of the people who manage the system or are i	directly responsible for aethering the information, the
Water Pollution Control Manager (name)		Date
Water Pollution Control Manager (signature)		
Stormwater Site	Inspection Report Corrective Action Summary Ac	ceptance
Resident Engineer (name)		Date
Resident Engineer (signature)		
	Instructions	
General Information		

- If the summery form does not have enough lines to report all required actions, use additional copies of this form's page 1 to report all required corrective actions from an inspection form.
- On page 1 of this form and additional copies of page 1, insert consecutive numbers for each required corrective action.

Required Actions

- Identified locations—where BMPs are failing or have other shortcomings—require repairs or design changes within 72 hours of identification and complete BMP repairs or other changes as scon as possible, or before the next predicted rain event, whichever is sconer, per the Lake Tahoe Hydrologic Unit Permit.
- · Daily inspections required for waste containers (covered at end of shift), tracking, and others per project specifications.

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CEM-2061 (REV 11/2013)

ROJECT INFORMAT	TION NAME AND SITE	ADDRESS	CO	NTRACT NUMBER/CO/RT	E/PM	
	VENUE MOBILI					
FEDERAL-AID	ID:RPSTPLE-5004	4(156)	PR	PROJECT IDENTIFIER NUMBER		
Intersection of Boundary Street and North Park Way						
San Diego, CA 92	2104		WD	ID NUMBER		
CONTRACTOR NAME	AND ADDRESS		PRO	DJECT SITE RISK LEVEL	· · · · · · · · · · · · · · · · · · ·	
			Iг	Risk Level 1	🔀 N/A. WPCI	>
				Risk Level 2		ect resides in the Lake Tahoe
				Risk Level 3	Hydrologi	c Unit and is regulated under Order 2011-0019, NPDES No. CAG616002,
Submitted by contracto	or (print and sign name)		l			Date
		Noti	ice of Discharge Gene	aral Information		
Location			Date discharge discover			
~			Discharge type		Exceedance of	applicable water quality standard
Discharge identified	Discharge discovered	Discharge complex			1_	opprovide the state of the stat
by stormwater visual	by contractor during	Discharge samples taken?	Stormwater		Turbidíty	
site inspection?	daily work?		Authorized non-	stormwater	🔲 рН	
			Non-authorized	non-stormwater		
NO					· · · · · · · · · · · · · · · · · · ·	<u></u>
Discharge identified by Water Quality Control E		e Identified by State sources Control Board?	Date and time water po	flution control manager not	ified of discharge	· · · · · · · · · · · · · · · · · · ·
T YES	T YES	1				
			Date and time resident	engineer notified of discha	rge	
	· · · · ·	Comple	Storm Event Infor		<u> </u>	
Start of storm ev	rent End	of storm event	Duration of storm ever	t Storm event	precipitation	Storm event precipitation
-					corded from n gauge	amount recorded from governmental rain gauge
Date		Date	Hours : Minutes.		·	
Tima	<u> </u>	Time			inches	Inches
			Notice of Discharge I			Photographs
The nature and cause o	of the water quality stand	ard exceedance, based o	n a visual observation of t	he discharge location		
BMPs currently installed	at the location of the di	scharge				
-						YES
Additional BMPs that will	Il be implemented to pre	vent or reduce pollutants	causing or contributing to	exceedance of a water qua	lity standard	I

Implementation schedule for additional BMPs

1

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CEM-2061 (REV 11/2013)

· · · · · · · · · · · · · · · · · · ·		
ROJECT INFORMATION NAME AND		CONTRACT NUMBER/CO/RTE/PM
JNIVERSITY AVENUE MOI		
FEDERAL-AID ID: RPSTPLE- ntersection of Boundary Stree		PROJECT IDENTIFIER NUMBER
San Diego, CA 92104		WDID NUMBER
Juli 1910go, 011 / 210 /		THE REAL
	N	Notice of Discharge Information (continued)
laintenance or repair of BMPs		
mplementetion schedule for BMPs main	denance or repair	
	'	
Mana ana da ang ang ang ang ang ang ang ang ang an		
ther required corrective actions		
nplementation schedule for corrective as	ctions	
ummary of actions taken to reduce the p	pollutants causing or contri	ibuting to the water quality standard exceedance
		Sampling and Analysis Results
	Poquired when direct	harge samples are taken. Attach CEM-2052 or lab results report
		Targe samples are taken. Attach GEW-2002 of tab results report
 Are discharge samples taken? 	YES 🗌 NO	
Is CEM-2052 attached?	YES NO	∐] N/A
Is lab results report attached?	YES NO	RESULTS PENDING
If applicable, provide leb informe	oficer ich nome contrar	ct name, date samples sent, attach a copy of chain of custociy, etc.
 iii applicable, provide lab inionna 	adon: sap name, contrac	I hame, date samples sent, attach a copy of chain of custody, etc.
• •		

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otice For individuals with sensory disabilities, this document is available in alternate formats. For information, call (916) 654-6410, TTY 711, or write to Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

CEM-2061 (REV 11/2013)

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ROJECT INFORMATION NAME AND SITE ADDRESS	CONTRACT NUMBER/CO/RTE/PM		
UNIVERSITY AVENUE MOBILITY PROJECT			
FEDERAL-AID ID:RPSTPLE-5004(156)	PROJECT IDENTIFIER NUMBER		
Intersection of Boundary Street and North Park Way			
San Diego, CA 92104	WDID NUMBER		
·			
	e Report Certification		
I certify under peneity of law that this document and all attachments were prepared under i personnel property gather and evaluate the information submitted. Based on my inquiry of gathering the information, to the best of my knowledge and belief, the information submitte false information, including the possibility of fines and imprisonment for knowing violations.	the person or persons who manage the syst d is true, accurate, and complete. I am ewar	em or those persons directly responsible for	
Water Pollution Control Manager (name)	Date		
Water Pollution Control Manager (signature)			
For Ca	Itrans Use	<u></u>	
Accepted by Resident Engineer (name)	Date		
Resident Engineer(signature)	.L		
Discharge reported by telephone or email to the Regional Water Quality Control Board (RWQCB) within 48 hours of discovery?	Date discharge reported to RWQCB	Resident engineer intials	
A. Immediately and no later than 24 hours after discovery?			
B, Within 5 working days?			
C. As soon as possible but within 48 hours?			
Notice of Discharge Report submitted to RWQCB within 14 days (3 days for District 7 and District 11)?	Date report submitted to RWQCB	Resident engineer Intlals	
Within 24 hours?			
B. Within 14 days (3 days for District 7 and 11)?			
Discharge reported orally to the Lahontan RWQCB within 24 hours of discovery?	Date called Lahontan RWQCB	Resident engineer intials	
NO			
Electronic submittal of NEL exceedance semple results to Lahontan RWQCB and SMARTS within 5 business days?	Date report submitted	Resident engineer intials	
T YES			
NO			

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Page 3 of 4

CEM-2061 (REV 11/2013)

Page 4 of 4

Instructions

General Information

- This form is required for compliance with provisions in Section E-2, "Receiving Water Limitations for Construction," of the National Pollutant Discharge Elimination System (NPDES) Permit Statewide Storm Water Permit and Waste Discharge Requirements (WDRs) for the State of California, Department of Transportation (Caltrans), Order No. 99-06-DWQ, NPDES No. CAS000003.
- This form is to be completed when the contractor, Caltrans, State Water Resources Control Board, or Regional Water Quality Control Board staff determines
 that stormwater discharges, authorized non-stormwater discharges, or non-authorized, non-stormwater discharges are causing or contributing to an
 exceedance of an applicable water quality standard.
- This form is appropriate when there is evidence of a discharge that occurred outside of business hours where no sampling occurred.
- Water quality standards are contained in the Statewide Water Quality Control Plan or applicable Regional Water Quality Control Boards (RWQCBs) Basin Plan.
- Water quality standards are contained in the Stetewide Water Quality Control Plan or applicable Regional Water Quality Control Boards (RWQCBs) Basin Plan.
- Sampling guidance is found in the current edition of the Construction Site Monitoring Program Guidance Manual.
- Include a copy of the completed form in the project Storm Water Pollution Prevention Plan (SWPPP) files.

Form

Project Identifier Number

Caltrans projects starting July 1, 2010, will have a project identifier number. For projects without a number, write N/A in the field.

- Contract Number/Co/Rte/PM
 Eor encreachment permit proje
- For encroachment permit projects, write the local agency or private entity encroachment permit number in the contract number field.
- Storm Event Information

Leave section blank If box is checked for either authorized or non-authorized non-stormwater discharge.

Discharge Information

Do not leave any subsection blank. Caltrans permit specifically requires Caltrans to submit the information in this section to RWQCBs. For non-stormwater discharges, describe the construction operation or activity that caused the discharge.

Sampling and Analysis Results

Leave this section blank if the no box is checked for discharge samples taken.

Analysis Results

Analytical results less than the method detection limit shall be reported as "Less than the method detection limit."

- Analysis Information
 Leave section blank if the no box is checked for discharge samples taken.
- Notice of Discharge Report Certification

For instruction on reporting timelines, see Section 9.4, Noncompliance Reporting, of Statewide Stormwater Management Plan, May 2003.

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SWPPP/WPCP ANNUAL CERTIFICATION OF COMPLIANCE

CEM-2070 (REV 12/2013)

	NAME AND SITE ADDRESS	CONTRACT NUMBER/CO/RTE/PM	
FEDERAL-AID ID:RPS	E MOBILITY PROJECT TPLE-5004(156)		
	y Street and North Park Way	I ROULD I DENTINER HOMBER	
San Diego, CA 92104		WDID NUMBER	
CONTRACTOR NAME AND	ADDRESS	SWPPP PROJECT SITE RISK LEVEL	
		🔲 Risk Level 1 🛛 🕅 N/A. WPCP	
			esides in the Lake Tahoe Hydrologic Unit ed under Order No. R6T-2011-0019, CAG616002.
		Plan (SWPPP)/Water Pollution Control Program I Certification of Compliance	п (WPCP)
	Water Pollu	tion Control Manager Certification	
This certification for the proje	ect site is based on an inspection of the p	roject site.conducted on (date)	
I certify based on my inspec	ion of the project site that:		
Yes No	Water pollution control measures are including approved SWPPP/WPCP #	e being implemented in accordance with the SWPI amendments.	PP or WPCP approved for the project,
Yes No	NPDES General Permit for Stormwa	n are in compliance with the Caltrans Statewide N ter Discharges Associated with Construction and I o. CAS000002, or Order No. R6T-2011-0019, NPD	Land Disturbance Activities. Order No.
Contractor Water Pollution C	ontrol Manager signature		Date
Contractor Water Pollution C	onirol Manager name		Phone number
	Contractor A	nnual Certification of Compliance	
ensure that qualified personr system or those directly resp	el properly gathered and evaluated the in onsible for gathering the information, the	vere prepared under my direction or supervision in information submitted. Based on my inquiry of the information submitted is, to the best of my knowle se information, including the possibility of fine and	person or persons who manage the dge and belief, true, accurate, and
Contractor signature			Date
Contractor name		······································	Phone number
ītle	nin a na manana na manana manana manana manana manana kata mata kata mata kata a ta kata a ta kata a ta kata a		

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SWPPP/WPCP ANNUAL CERTIFICATION OF COMPLIANCE

CEM-2070 (REV 12/2013)

I certify that the project is in compliance with the project site approved Stormwater Pollution Prevention Plan or Water Pollution Control Program including approved amendments. The project site and activities thereon are in compliance with the Caltrans Statewide NPDES Permit No. CAS000003, the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities, Order No. 2009-0009-DWQ, NPDES Permit No. CAS000002, or Order No. R6T-2011-0019, NPDES No. CAG-616002, whichever is applicable.

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to ensure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system or those directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that significant penalties exist for submitting false information, including the possibility of fine and imprisonment for knowing violations.

Legally responsible person signature	Date
Legally responsible person name	Phone number
Title	

SWPPP/WPCP ANNUAL CERTIFICATION OF COMPLIANCE

_CEM-2070 (REV 12/2013)

·			
ROJECT INFORMATION N	IAME AND SITE ADDRESS	CONTRACT NUMBER/CO/RTE/PM	
		PROJECT IDENTIFIER NUMBER	
		WDID NUMBER	·····
	Resident Engineer Approval of A	•	
An inspection of the project s conducted on (date)	ite for annual certification of compliance was	Annual Certification of Compliance pr	oject site inspection conducted by
I certify that I, or personnel a	cting under my direction and supervision, have inspe	ected the project site and find the follow	ng:
Yes No	Water pollution control measures are being impli including approved SWPPP/WPCP amendments		P or WPCP approved for the project,
Yes No	The project site and activities thereon are in corr NPDES General Permit for Stormwater Discharg 2009-0009-DWQ, NPDES Permit No. CAS00000 appilcable.	es Associated with Construction and L	and Disturbance Activities, Order No.
The box above is checked "ne compliance with SWPPP/WP	o" based on the project site annual certification inspe	ection, and the following corrective action	ons are necessary for the project to be in
hsure that qualified personn system or those directly respo complete. I am aware that sig	hat this document and all attachments were prepare el property gathered and evaluated the information s onsible for gathering the information, the information nificant penalties exist for submitting false informatio	submitted. Based on my inquiry of the p submitted is, to the best of my knowled	erson or persons who manage the Ige and belief, true, accurate, and nprisonment for knowing violations.
Resident engineer signature			Date of approval
Resident engineer name		• • • • • • • • • • • • • • • • • • •	Phone number
	Required for Local Agency or Pri	vate Entity-Administered Project	
	Caltrans Oversight Engineer's Concurrenc	e With Annual Certification of Compl	lance
	y direction and supervision, have reviewed this Ann or the project, including approved SWPPP/WPCP a		
Oversight engineer signature	SUND and an an indication of the stand of the stand of the stand of the stand of the stand of the stand of the		Date of concurrence
Oversight engineer name			Phone number
,			I
			1 <u>6</u>

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SWPPP/WPCP ANNUAL CERTIFICATION OF COMPLIANCE

CEM-2070 (REV 12/2013)

Page 4 of 4

Instructions

General Information

- Projects with elither a Stormwater Pollution Prevention Plan (SWPPP) or Water Pollution Control Program (WPCP) require an Annual Certification
 of Compliance by July 15th of each year.
- Document the project site inspection for annual certification on form CEM-2030, "Stormwater Site Inspection Report."
- A legally responsible person (LRP) or a signatory approved by the LRP must certify the Stormwater Pollution Prevention Plan Annual Certification of Compliance.
 - For Caltrans, the LRP is the district director. The LRP may authorize the project resident engineer to be the approved signatory,
 - For a local agency, the LRP is either a principal executive officer or ranking elected official. The local agency's LRP may authorize the project
 resident engineer to be the approved signatory. If the local agency's LRP has not approved the local agency's resident engineer to be an approved
 signatory then the local agency's LRP must sign in the resident engineer signature box of the Annual Certification of Compliance.
 - For a private entity performing work in the state right-of-way under an encroachment permit, the LRP must be one of the following:
 For a corporation----a responsible corporate officer.
 - For a partnership or sole proprietorship—a general partner or the proprietor, respectively.
 - The private entity's LRP mey not authorize an approved signatory.
- File a completed copy of this form in SWPPP/WPCP file category 20.70, Annual Certification of Compliance.
- This form is used for Annual Certification as well as replaces form CEM-2001.

Form

Contract Number/Co/Rte/PM

For local agency encroachment permit projects, write the encroachment permit number in the Contract Number field.

Project Identifier Number

Caltrans projects starting July 1, 2010, will have a Project Identifier Number (PIN). For projects without a PIN, write "N/A' in the field.

/DID Number

For projects that have Water Pollution Control Program, enter "WPCP" in this field.

SWPPP Projects Site Risk Level

Check the box for the appropriate SWPPP risk level, or N/A for projacts residing in the Lake Tahoe Hydrologic Unit, or N/A for projects that have Water Pollution Control Program.

APPENDIX K

LEAD ABATEMENT SPECIFICATION



LEAD CONTAINING MATERIALS

ABATEMENT SPECIFICATION

for

UNIVERSITY AVENUE MOBILITY PROJECT, FLORIDA STREET TO BOUNDRY STREET

September 10, 2019

Prepared by:

Ignatius Z. Riofforido Asbestos & Lead Program Inspector CA Asbestos Consultant #14-5267 CDPH Lead IA #21894 Reviewed by:

Robert Cox

Asbestos & Lead Program Supervisor CA Asbestos Consultant #18-6345 CDPH Lead PM #0002242 CDPH Lead IA #0002243

City of San Diego Environmental Services Department Disposal & Environmental Protection Asbestos, Lead & Mold Program 9601 Ridgehaven Court, Ste 320 San Diego, CA 92123 Tel: (858) 573-1241 Fax: (858) 492-5089

I.	DEFINITIONS
II.	GENERAL REQUIREMENTS
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В.	CONTRACTOR USE OF THE PREMISES
C.	PROJECT COORDINATION
D	PROJECT SUBMITTALS
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	SUMMARY OF LEAD CONTAINING MATERIALS

I. DEFINITIONS

- A. ABATEMENT: Any set of measures designed to permanently eliminate leadbased paint hazards including paint removal, building component removal, or near-permanent enclosure of lead-based paint hazards.
- B. ABATEMENT CONTRACTOR: The designated sub-contractor performing the required abatement work outlined in this specification.
- C. ACCREDITED or ACCREDITATION (when referring to a person or laboratory): A person or laboratory accredited in accordance with section 206 of Title II of the Toxic Substances Control Act (TSCA).
- D. ACTION LEVEL: An 8-hour time weighted average (TWA) lead airborne concentration of 30 µg/m3.
- E. AIR MONITORING: The process of measuring the lead content of a specific volume of air.
- F. AUTHORIZED VISITOR: The Owner, the Owner's Representative, testing lab personnel, the Architect/Engineer, emergency personnel or a representative of any federal, state and local regulatory or other agency having authority over the project.
- G. BARRIER: Any surface that seals off the work area to inhibit the movement of dust.
- H. BREATHING ZONE: A hemisphere forward of the shoulders with a radius of approximately 6 to 9 inches.
- I. CONTAINMENT: A process for protecting both workers and environment by controlling exposures to lead dust and debris created during abatement.
- J. CONTAMINATE: Refers to lead-containing dust/debris.
- K. DEMOLITION: The wrecking or taking out of any building component, system, finish or assembly of a facility together with any related handling operations.
- L. DISPOSAL BAG: A properly labeled 6 mil thick leak tight plastic bags used for transporting lead waste from work site to disposal site.
- M. ENCAPSULATION: Any covering or coating that acts as a barrier between lead-based paint and the environment and that relies on adhesion and the integrity of the existing paint bonds between layers and with the substrate for its durability.
- N. ENCLOSURE: The use of rigid durable construction materials that are mechanically fastened to the substrate in order to act as a barrier between lead-based paint and the living or work space.

- O. HEPA FILTER: A high Efficiency Particulate Air (HEPA) filter capable of trapping and retaining 99.97% of all mono-dispersed particles greater than 0.3 microns in diameter or larger.
- P. HEPA FILTER VACUUM COLLECTION EQUIPMENT (or vacuum cleaner): High efficiency particulate air filtered vacuum collection equipment with a filter system capable of collecting and retaining lead.
- Q. HIGH PHOSPHATE DETERGENT: Detergent which contains at least 5% tri sodium phosphate.
- R. LEAD: Means metallic lead, all inorganic lead compounds, and organic lead soaps.
- S. LEAD-BASED PAINT (LBP): For purposes of this project, LBP refers to the materials identified in these specifications as having paint or coatings that contains lead.
- T. LEAD-RELATED CONSTRUCTION SUPERVISOR: Means an individual who is responsible for implementing lead-related construction work and enforcing work practices. This person must have received certification as a lead-related construction Supervisor.
- U. LEAD-RELATED CONSTRUCTION WORK: Means any construction, alteration, painting, demolition, salvage, renovation, repair, or maintenance of a building, including preparation and cleanup, by disturbing lead-containing material that may result in exposure of individuals to lead.
- V. LEAD-RELATED CONSTRUCTION WORKER: Means any individual who performs lead-related construction work in a building under the direction of lead-related construction Supervisor and has received certification as a leadrelated construction Worker.
- W. OWNER: Refers to the City of San Diego
- X. PAINT FILM STABILIZATION: The process of using wet scraping, priming, and repainting a deteriorated lead-based paint film in a dwelling including clean-up and clearance.
- Y. PAINT REMOVAL: A strategy of abatement which entails removing lead-based paint form surfaces of components using chemicals, heat guns below 11000F, and certain contained abrasive methods but not open flame burning, open abrasive blasting, sandblasting, water blasting, extensive dry scraping, or methylene chloride removers.
- Z. PERMISSIBLE EXPOSURE LIMIT (PEL): An 8-hour TWA lead airborne concentration of 50 μg/m3.
- AA. PERSONAL MONITORING: Sampling of contaminant concentrations within the breathing zone of an employee.
- BB. PROJECT MONITOR: City of San Diego Asbestos & Lead Management Program staff or their designated consultant.

- CC. PROTECTION FACTOR: The ratio of the ambient concentration of an airborne substance to the concentration of the substance inside the respirator at the breathing zone of the wearer. The protection factor is a measure of the degree of protection provided by a respirator to the wearer.
- DD. RRP: EPA's Renovation, Repair and Painting certification that requires contractor training and lead-safe work practices when performing renovation type activities in housing built prior to 1978.
- EE. REPLACEMENT: A strategy of abatement which entails the removal of components such as windows, doors, and trim that have lead painted surfaces and installing new components free of lead paint.
- FF. RESPIRATOR: A device designed to protect the wearer from the inhalation of harmful contaminants.
- GG. TESTING LABORATORIES: A "testing laboratory" is an entity engaged to perform specific inspections or tests, either at the project site or elsewhere, to report on, and, if required, to interpret results of, those inspections or tests.
- HH. TIME-WEIGHTED AVERAGE (TWA): The average concentration of a contaminant in air during a specific time period.
- II. TRIGGER TASKS: Work tasks that require an employer to assume specified employee exposures until the employer has performed an exposure assessment [see T8CCr, 1532.1 (d) (2)].
- JJ. WET CLEANING: The process of eliminating lead contamination from building surfaces and objects by using cloths, mops, or other cleaning utensils which have been dampened with amended water or diluted removal encapsulant and afterwards thoroughly decontaminated or disposed of appropriately.
- KK. WORK AREA: The area where abatement work operations are performed which is defined and/or isolated to prevent the spread of contamination, and entry by unauthorized personnel.

II. GENERAL REQUIREMENTS

A. DESCRIPTION OF WORK

1. ABATEMENT CONTRACTOR shall supply all labor, transportation, material, apparatus, and equipment for the removal, and disposal of lead containing materials to be impacted as a result of this project, as identified in Appendix C of this section.

2. Stabilize any loose and flaking paint and remove any visible paint chips in the surrounding areas prior to the removal of the street light poles.

3. Lead activities shall be completed in a demarcated work area and access restricted to certified personnel only.

Lead Specification Page-3 September 10, 2019 719 | Page 4. When performing work, plastic sheeting (6 mil polyethylene sheeting) must extend a minimum of 10 feet away from the signal/light poles. If surrounding obstructions or circumstances do not allow the Contractor to establish the minimum work containment area, then the must take step to eliminate paint chips from migrating outside of the work area. This may require the use of a vertical containment.

5. HEPA vacuums must be present and in use to minimize any dust and debris migration. All painted surface must be adequately wetted throughout the removal process.

6. ABATEMENT CONTRACTOR shall be responsible for ensuring the surrounding areas will not be contaminated with lead containing materials during work and shall be responsible for any clean-up determined necessary by City of San Diego's PROJECT MONITOR.

7. Before submitting his/her bid, the ABATEMENT CONTRACTOR shall visit the project site and verify the location of the lead containing materials that will be removed under the terms and conditions of the contract and this specification.

8. All paint chips collected must be stored in sealable drum containers (not in bags).

9. Abatement work shall be performed within agreed upon hours submitted prior to project start which will not include designated City holidays.

10. Before the beginning of abatement work the ABATEMENT CONTRACTOR shall hold a safety construction meeting with all abatement supervisors, workers, and other contractors on-site that provides an overview of the accepted work plan, decontamination procedures specific to this project (decontamination procedures shall be on paper with copies for all present), and disposal plan for this project. Meeting shall include the PROJECT MONITOR and any other designated City representative.

B. CONTRACTOR USE OF THE PREMISES

1. All site rules and regulations affecting the work should be complied with while engaged in project activities. The existing building should be maintained in a safe condition throughout the abatement activities. The ABATEMENT CONTRACTOR will be responsible for adhering to all applicable building codes and fire safety requirements.

2. All public areas will be kept free of accumulated waste, materials, rubbish, and debris.

C. PROJECT COORDINATION

1. It will be the responsibility of the ABATEMENT CONTRACTOR to coordinate all site activities with the City's Asbestos & Lead Management Program's (ALMP) PROJECT MONITOR including any meetings, surveys, special reports, and site usage limitations.

Lead Specification Page-4 September 10, 2019 720 | Page

D. PROJECT SUBMITTALS

The ABATEMENT CONTRACTOR shall not commence any work until approval has been given from the City. The ABATEMENT CONTRACTOR shall submit the following at least 60 days prior to commencement of any lead abatement activities:

1. Lead Abatement Work Plan:

a) Submit a detailed job-specific plan that includes:

(1) The procedures proposed to comply with the requirements of this specification and all applicable regulations.

(2) Detailed drawings that identify the location, size, layout and details of the Work Areas, any equipment, disposal storage, restrooms, and worker decontamination facilities.

(3) The sequencing of abatement work and the interface of trades involved in the performance of work. Provide a time line that details each major phase of work activity and anticipated time it will occur.

(4) The methods to be used to assure the safety of occupants and visitors to the site.

(5) A description of methods to be used to control dispersion of hazardous materials to the interior and exterior of the building.

(6) The method of removal to minimize dust generation in the Work Area.

b) Work site coordination submittals including:

(1) Contingency and Spill Plan: Prepare a contingency plan for emergencies including fire, accident, power failure, or any other event that may require modification or abridgement of decontamination or Work Area isolation procedures. Include in plan specific procedures for decontamination or Work Area isolation. Plan should be specific for all types of hazardous materials or situations specific to this work site. Note that nothing in this specification should impede safe exiting or providing of adequate medical attention in the event of an emergency.

(2) Telephone numbers and locations of emergency services including but not limited to fire, ambulance, doctor, hospital, police, power company, telephone company.

2. Notifications:

a) If Needed, prior to any abatement activities the ABATEMENT CONTRACTOR must submit a CDPH Form 8551 (Abatement of Lead Hazards Notification) to the Compliance and Enforcement Unit of the CLPPB.

b) Submit Cal/OSHA pre-job notification for lead-related construction work per Title 8 CCR 1532.1 subsection (p), "Lead-Work Pre-Job Notification".

c) Permits, notifications, and licenses needed to perform work (including hazardous waste hauler's registration)

d) Notify emergency service agencies including fire, ambulance, police or other agency that may service the abatement work site in case of an emergency. Notification is to include methods of entering Work Area, emergency entry and exit locations, modifications to fire notification or fire-fighting equipment, and other information needed by agencies providing emergency services.

e) Notifications of Emergency: Any individual at the job site may notify emergency service agencies if necessary without effect on this contract or the Contract Sum.

f) Provide submittal identifying person responsible for responding to project site emergencies twenty-four hours a day, seven days a week.

3. ABATEMENT CONTRACTOR qualifications and personnel information submittals that include but are not limited to:

a) Provide all staff names, certifications, and experience. Identify their duties and responsibilities on this project. ABATEMENT CONTRACTOR shall have the following minimum levels of qualified supervision on the project site:

(1) General Superintendent: Provide a full-time General Superintendent who is experienced in administration and supervision of lead abatement projects including work practices, protective measures for building and personnel, disposal procedures, etc. This person is the ABATEMENT CONTRACTOR's representative responsible for compliance with all applicable federal, state and local regulations and guidelines, particularly those relating to lead abatement and hazardous waste. Should, in the opinion of the OWNER, any language barrier exists between the on-site superintendent and the OWNER or PROJECT MONITOR, the ABATEMENT CONTRACTOR shall employ a qualified full-time interpreter or provide a new on-site superintendent at no additional cost to the OWNER. Shall be CDPH certified as a Lead Supervisor.

(2) Foreman: Provide a full time Foreman to directly supervise and direct no more than 10 lead workers. Each Foreman will act as the Competent Person for the workers the foreman is directing. The Foreman has oversight authority over the workers and reports to the General Superintendent. If there are 10 or fewer abatement workers on the project the General Superintendent may fill the Foreman's position. Shall be CDPH certified as a Lead Supervisor.

City of San Diego ALMP Project No. 7755 University Avenue Mobility Project Lead Specification Page-6 September 10, 2019 722 | Page (3) Experience and Training: The General Superintendent and foreman shall meet all the training requirements as a Supervisor in accordance with Title 17, California Code of Regulations, Division 1, Chapter 8. They shall also have experience with projects of similar types and sizes.

(4) Workers: All abatement workers shall have current certifications as a Lead Worker in accordance with Title 17, California Code of Regulations, Division 1, Chapter 8.

(5) Certificate of Worker's Acknowledgment: Submit an original signed copy of the Certificate of Worker's Acknowledgment found in Appendix A of this section, for each worker and supervisor who is to be at the job site or enter the Work Area.

b) Identify state licensed transporter, disposal location, and associated permits for all hazardous waste.

c) Submit respiratory protection information and air monitoring data as per the following:

(1) Operating Instruction: Submit complete operating and maintenance instructions for all components and systems as a whole. Submittal is to be in bound manual form suitable for field use.

(2) Respiratory Protection Program: Submit ABATEMENT CONTRACTOR's written respiratory protection program manual as required by 8 CCR 1531 and 5144.

(3) Respiratory Protection Schedule: Submit level of respiratory protection intended for each operation required by the project.

(4) Copies of current respirator fit test: Fit tests must be performed annually.

d) Submit doctor's report from medical examination conducted within the last 12 months as part of compliance with OSHA medical surveillance requirements for each worker who is to enter the Work Area. Submit, at a minimum, the following for each worker:

(1) Name and Social Security Number

(2) Copies of Blood Lead Levels and Zinc Protoporphyrin tests

(3) Physicians Written Opinion from examining physician including at a minimum the following:

(a) Whether worker has any detected medical conditions that would place the worker at an increased risk of material health impairment from exposure to lead. Any recommended limitations on the worker or on

the use of personal protective equipment such as respirators.

(b) Statement that the worker has been informed by the physician of the results of the medical examination and of any medical conditions that may result from lead exposure.

e) Submit a notarized certification, signed by an officer of the ABATEMENT CONTRACTOR firm that exposure measurements, medical surveillance, and worker training records are being kept in conformance with 8 CCR 1529.

f) Identify the laboratory that will be performing the analysis of the personal samples and provide their accreditation. Also discuss the method by which the ABATEMENT CONTRACTOR will provide the analytical results to the PROJECT MONITOR within 24 hours of sampling completion.

4. Submit the following during and at the completion of the work

- a) Copies of all Waste Shipment Records
- b) Copies of all air monitoring results within 24 hours

5. At the end of a project, the ABATEMENT CONTRACTOR shall submit the following to the PROJECT MONITOR:

- a) Personal Air Sample Results
- b) Copies of Project Daily Logs
- c) Containment Entry/Exit Logs
- d) Waste Disposal Documentation
- e) Certificate of Visual Inspection

E. SCHEDULES AND REPORTS

1. Prior to each phase of project, the ABATEMENT CONTRACTOR shall provide the City with a tentative time line which outlines the project schedule. These documents will be reviewed and approved by the City prior to the commencement of work.

F. PRODUCT DATA

1. The ABATEMENT CONTRACTOR shall submit product information that is to be used during the abatement activities prior to commencement of work (i.e., encapsulants). General information required includes manufacturer's standard printed recommendations for application and use, compliance with recognized standards of trade association and testing agencies, and safety data sheets (SDSs).

2. Polyethylene sheet

a) A single polyethylene film in the largest sheet size possible to minimize seams, 4.0 or 6.0 mil thick as indicated, and clear, frosted, or black as indicated.

b) Provide flame resistant polyethylene film that conforms to requirements set forth by the National Fire Protection Association

City of San Diego ALMP Project No. 7755 University Avenue Mobility Project Lead Specification Page-8 September 10, 2019 724 | Page Standard 701, Small Scale Fire Test for Flame-resistant Textiles and Films. Provide largest size possible to minimize seams, 4.0 or 6.0 mil thick as indicated, and frosted or black as indicated.

3. Tape

a) Provide duct tape in 2" or 3" widths as indicated, with an adhesive which is formulated to stick aggressively to sheet polyethylene.

4. Spray adhesive

a) Provide spray adhesive in aerosol cans which is specifically formulated to stick tenaciously to sheet polyethylene.

G. PROJECT CLOSE-OUT

1. Upon completion of work and prior to payment, the PROJECT MONITOR will proceed with an initial inspection of the abatement work area. A Certificate of Visual Inspection (Appendix B) will be signed by both the ABATEMENT CONTRACTOR and PROJECT MONITOR. The ABATEMENT CONTRACTOR will not be paid until the area meets the established project–specific clearance criteria and has submitted the required information.

III. SITE WORK

A. INTRODUCTION

This portion of the specification describes procedures and protocols for abatement activities. The protocols/procedures described hereafter are in accordance with federal/state/local requirements. In the absence of these requirements, the procedure/protocols are based on current industry standards.

B. BACKGROUND INFORMATION

Sampling of building materials has been performed by inspectors from the City's Asbestos, Lead & Lead Mold Program (ALMP) and has been provided in Appendix C of this specification. Testing results for the University Avenue Mobility Project identified the green street light poles and gray and green signal poles, are labeled on the E-sheets of the blueprints, in the construction notes as having lead-based paint and is scheduled for removal and disposal. The ABATEMENT CONTRACTOR shall visit the project site and verify the location and quantities of the lead containing materials that will be removed under the terms and conditions of the contract and this specification.

C. GENERAL INFORMATION

1. Potential Hazards

a) The disturbance of lead containing materials may cause exposure to workers and building occupants. All workers, supervisory personnel, subcontractors, and consultants who will be at the job site, need to be apprised of the seriousness of the hazard and of proper work practices which must be followed to minimize exposure.

The procedures and methods described herein must be followed and the ABATEMENT CONTRACTOR must comply with all applicable federal/state/local requirements.

2. Stop Work

a) If the PROJECT MONITOR presents a verbal or written stop work order, the ABATEMENT CONTRACTOR shall immediately and automatically stop all work. Recommencement of the work may not begin until authorized by the PROJECT MONITOR.

D. PROJECT ADMINISTRATION

1. Certified Supervisor

The ABATEMENT CONTRACTOR needs to provide a full-time lead abatement supervisor who is experienced in administration and supervision of lead abatement projects including work practices, protective measures for building and personnel, disposal procedures, etc. This supervisor must have a current CDPH Lead Supervisor certificate. This person will act as the competent person on the job.

In addition, all employees working on the project must have current CDPH Lead Worker certification.

- 2. SPECIAL REPORTS
 - a) Reporting Unusual Events

When an event of unusual and significant nature occurs at the site (e.g., a spill of lead debris, failure of special equipment used to contain lead), the ABATEMENT CONTRACTOR shall prepare and submit a special report listing the chain of events, persons participating, response by Contractor's personnel, evaluation of results, and other pertinent information.

b) Reporting Accidents

The ABATEMENT CONTRACTOR shall prepare and submit reports of significant accidents at the subject site. Pertinent data and actions need to be recorded. In addition, response actions should comply with industry standards. For this purpose, a significant accident is defined to include events where personal injury or property loss of substance is sustained, or where the event posed a significant threat of loss or personal injury or potential environmental contamination.

3. COMPLIANCE WITH CODES AND REGULATIONS

Except to the extent that more explicit, or more stringent requirements are written directly into this Abatement Contract/Specification, all applicable codes, regulations, and standards have the same force and effect (and are made a part of the contract documents by reference) as if copied directly into the contract documents, or as if published copies are bound herewith.

The ABATEMENT CONTRACTOR will assume full responsibility and liability for the compliance with all applicable federal/state/local regulations pertaining to work practices, protection of workers, and

visitors to the site, persons occupying areas adjacent to the site, hauling, and disposal of waste. The ABATEMENT CONTRACTOR shall hold the City and its representative harmless for the ABATEMENT CONTRACTOR's failure to comply with any applicable work, hauling, disposal, safety, health, or other regulation on the part of itself, its employees, or its subcontractors,

State requirements which govern lead hazard control activities or hauling, and disposal of hazardous waste include, but are not limited to, the following:

(1) California Occupational Safety and Health Administration (Cal/OSHA):

- (a) Division of Industrial Safety; Chapter 4
- (b) 8CCR, Section 1532.1, Lead in Construction

(c) 8CCR, Section 5194, Hazard Communication Standard

(d) 8CCR, Section 1531, Construction Respiratory Protection Standard

(e) 8CCR, Section 1514, Construction Personal Protective Equipment

(f) 8CCR, Section 1509, Construction Injury Illness Prevention Program

(g) 8CCR, Section 6003-4, Accident Prevention Signs and Tags

(h) 8CCR, Section 3204, Access to Employee Exposure Medical Records

(2) California Environmental Protection Agency (Cal/EPA):

(a) 22CCR, Division 4.5, Environmental Health Standards for the Management of Hazardous Waste.

(3) California Department of Public Health (CDPH):

(a) 17CCR, Division 1, Chapter 8, Accreditation of training providers and interim certification of individuals engaged in lead-related construction work.

b) Federal requirements which govern lead hazard control activities or hauling and disposal of hazardous waste include, but are not limited to, the following:

(1) Federal Environmental Protection Agency (FED/EPA):

(a) Hazardous Waste Standards, 40 Code of Federal Regulations (CFR), Part 261

(b) EPA Renovate, Repair, Painting (RRP), 40 CFR 745, Subpart E.

(2) U.S. Department of Transportation (DOT):

(a) Hazardous Substances, 49CFR, Parts 171 though180

(3) American National Standards Institute, Inc. (ANSI):

(a) Z9.2-79 Fundamentals Governing the Design and Operation of Local Exhaust

(b) Z88.2-80 Practices of Respiratory Protection

(4) Department of Housing and Urban Development (HUD):

(a) Guidelines for the Evaluation and Control of Lead Based Paint Hazards in Housing (most current draft or final copy)

c) In addition, the ABATEMENT CONTRACTOR must comply with any applicable regulations promulgated as a result of Title X, the Residential Lead Based Paint Hazard Reduction Act and Title IV, Lead Exposure Reduction Act.

d) Local requirements which govern lead hazard control activities include, but are not limited to, the following:

(1) Air Pollution Control District (APCD) – San Diego County

(a) APCD Rules and Regulations, Rule 51 (Public Nuisance), Rule 10–11 (permitting of equipment)

(2) San Diego Municipal Code §54.1001 etc. seq.

(a) Prevents, identifies and remedies lead hazards within the City of San Diego

E. PERMITS AND LICENSES

The ABATEMENT CONTRACTOR shall submit to the City in the bid submittal any permits or licenses necessary to carry out this work.

1. Permits

A valid Hazardous Waste Hauler registration is required for transporting any hazardous waste. Certain types of equipment require APCD permits (e.g., abrasive blasters).

2. Licenses

The ABATEMENT CONTRACTOR must be certified by the California Contractors State License Board. The Contractor, or its subcontractor, shall have current licenses, as required by all applicable state or local jurisdictions for the removal, transportation, disposal, or other regulated activity relative to the work described in this plan.

F. HEALTH AND SAFETY

This section describes the equipment and procedures required for protecting workers from Lead contamination and other workplace hazards.

1. Provide worker protection as required by the most stringent OSHA and/or EPA standards applicable to the work.

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2. Training

a) ABATEMENT CONTRACTOR workers shall be trained in accordance with 8CCR, Section 1532.1 (lead). In addition, workers and supervisors must be lead-trained and have certification for lead-related work from the California Department of Public Health (CDPH).

b) Workers must be provided with initial biological monitoring (blood sampling) if they are occupationally exposed on any day to lead at or above the Action Level (AL). Employees must be provided with biological monitoring and a medical examination if they are occupationally exposed to lead above the action level for more than 30 days in any consecutive 12 month period. Periodic biological monitoring and medical examinations must be performed according to the schedule and criteria specified in T8CCR, Section 1532.1(j). In additional, employees performing "trigger" tasks must be included in biological monitoring and/or medical examinations based on their assumed exposure. In the absence of specific airborne exposure data, medical surveillance will need to be provided for all workers.

c) At a minimum, examinations shall meet all requirements as set forth in T8CCR, Section 1532.1. Furthermore, if an employee's blood levels are at or above 20µg/dl they will not be allowed to work on the project and shall be medically removed until two consecutive blood lead tests show the employee's blood lead level under 15µg/dl.

d) In addition, evaluations of each individual's ability to work in environments capable of producing heat stress in the worker should be completed. Employees who wear respirators must be medically evaluated.

3. Protective clothing

a) Coveralls: Provide disposable "full body" coveralls and disposable head covers, and require that they be worn at all times by all workers in the Work Area. Provide a sufficient number for all required changes, for all workers in the Work Area.

b) Boots: Provide work boots with non-skid soles, and where required by OSHA, foot protection for all workers. Provide boots at no cost to workers. Do not allow boots to be removed from the Work Area for any reason, after being contaminated with lead containing material. Thoroughly clean, decontaminate and bag boots before removing them from Work Area at the end of the work.

c) Hard Hats: Provide head protection (hard hats) as required by OSHA for all workers, and provide 1 spare for use by Owner's Representative, Project Administrator, and Owner. Require hard hats to be worn at all times that work is in progress that may potentially cause head injury. Provide hard hats of the type with plastic strap suspension. Require hats to remain in the Work Area throughout the work. Thoroughly clean, decontaminate and bag hats before removing them from Work Area at the end of the work.

City of San Diego ALMP Project No. 7755 University Avenue Mobility Project Lead Specification Page-13 September 10, 2019 729 | Page d) Goggles: Provide eye protection (goggles) as required by OSHA for all workers involved in scraping, spraying, or any other activity which may potentially cause eye injury. Thoroughly clean, decontaminate and bag goggles before removing them from Work Area at the end of the work.

e) Gloves: Provide work gloves to all workers and require that they be worn at all times in the Work Area. Do not remove gloves from Work Area and dispose of as lead contaminated waste at the end of the work.

- 4. Respirators
 - a) Air Purifying Respirators

(1) Respirator Bodies: Provide half face or full face type respirators based upon appropriate protection factor as determined by the ABATEMENT CONTRACTORS competent person. .

(2) Filter Cartridges: Provide, at a minimum, HEPA type filters labeled with NIOSH and MSHA Certification for "Radionuclides, Radon Daughters, Dust, Fumes, Mists including Lead Containing Dusts and Mists" and color coded in accordance with ANSI Z228.2 (1980). In addition, a chemical cartridge section may be added, if required, for solvents, etc., in use. In this case, provide cartridges that have each section of the combination canister labeled with the appropriate color code and NIOSH/MSHA Certification.

(3) Non permitted respirators: Do not use single use, disposable or quarter face respirators.

(4) Require that respiratory protection be used at all times when there is any possibility of disturbance of lead containing or other hazardous materials whether intentional or accidental.

(5) Require that a respirator be worn by anyone in a Work Area at all times, regardless of activity, during a period that starts with any operation which could cause airborne dust until the area has been cleared for re occupancy.

(6) Regardless of Airborne Levels: Require that the minimum level of respiratory protection used be a half-face air purifying respirators with high efficiency filters.

b) Fit testing

(1) Initial Fitting: Provide initial fitting of respiratory protection during a respiratory protection course of training. Only allow an individual to use respirators for which training and fit testing has been provided.

(2) Upon Each Wearing: Require that each time an air purifying respirator is put on it be checked for fit with a positive

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and negative pressure fit check in accordance with the manufacturer's instructions or ANSI Z88.2 (1980).

c) Respirator cartridges, disposable coveralls, head covers, and foot covers shall be provided by the ABATEMENT CONTRACTOR for the City of San Diego's Asbestos, Lead & Mold Program's PROJECT MONITOR, and other authorized representatives who may inspect the job site. Provide six (6) complete coveralls and, where applicable, six (6) respirator filter changes per day.

5. Materials and Equipment

a) Only material and equipment that are recognized as being suitable for the intended use, by compliance with appropriate standards, may be used.

6. Water Service

a) The ABATEMENT CONTRACTOR will be able to obtain water services from on-site facilities. The City will designate the facilities from which water service may be obtained.

7. Electrical Services

a) The ABATEMENT CONTRACTOR will be able to obtain electrical services from on-site facilities. The City will designate the facilities from which electrical services may be obtained. The ABATEMENT CONTRACTOR shall provide their own electrical hook-ups, i.e. spider boxes, ground fault circuit interrupter (GFCI) etc. and installed by a licensed electrician.

b) The electrical services need to comply with the applicable NEMA, NECA, and UL standards, and governing regulations for materials and lay-out of temporary electrical services.

8. Sanitary Facilities

a) The ABATEMENT CONTRACTOR shall provide sanitary facilities on-site if none have been made available by the City.

9. Fire Extinguisher

a) Applicable recommendations of the National Fire Protection Association (NFPA) Standard 10, "Standard for Portable Fire Extinguishers," must be complied with by the Contractor. Fire extinguishers need to be located where they are most convenient and effective for their intended purpose, but not less than one (1) extinguisher in each work area, the equipment room, outside/work areas, and in the clean room.

10. First Aid

a) The ABATEMENT CONTRACTOR will need to provide first aid supplies which should comply with the governing regulations and recognized recommendations within the construction industry.

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G. WORK AREA PROCEDURES

1. General guidelines for performing lead hazard control activities are presented in this section and are based on procedures established by HUD for residential settings. Due to the difference between residential settings and commercial buildings, these procedures will be modified on a case-by-case basis.

2. Require that workers NOT eat, drink, smoke, chew tobacco or gum, or apply cosmetics in the Work Area.

3. ABATEMENT CONTRACTOR shall secure work area from access by public, staff or users of the area. Accomplish this where possible, by locking doors, gates, or other means of access to the area.

4. Barricade fencing is required for securing an outside area from unauthorized access. Work area delineation shall occur at no less then twelve feet (12') from the radius of the work and/or building. Yellow caution tape shall not be used.

5. All windows, vents, mechanical systems, etc., in close proximity to the abatement area shall be sealed with plastic and tape by the ABATEMENT CONTRACTOR prior to the work beginning.

6. Warning signs for lead shall be posted as per 8CCR, Section 1532.1(m).

7. A visitor entry and exit-log, and an employee daily sign-in log will be maintained throughout the lead hazard control activities. The ABATEMENT CONTRACTOR shall be responsible for the project site security during the operations in order to protect work efforts and equipment.

H. REMOVAL OF LEAD CONTAINING MATERIALS

1. Lead containing materials shall be adequately wetted with water or a removal encapsulant before and during removal process, to reduce dust emission.

2. The ABATEMENT CONTRACTOR should exercise caution in using water, as he will be solely responsible for any water damage to the facility resulting from the work.

3. ABATEMENT CONTRACTOR is responsible for keeping all hazardous debris within the containment area at all times throughout removal. Any interior contamination, if created, is the responsibility of the ABATEMENT CONTRACTOR to clean with no additional cost to this contract.

4. ABATEMENT CONTRACTOR shall ensure there is no loose debris around the Work Area during the removal and if found, ABATEMENT CONTRACTOR shall clean the area immediately.

I. CLEANING

1. Daily cleaning includes removing large and small debris, HEPA vacuuming horizontal surfaces, wet mopping, and then HEPA vacuuming horizontal surfaces, and possible exterior cleaning.

2. Final cleaning must occur no sooner than one (1) hour after lead hazard control activities are finished. All plastic should be misted, cleaned, and folded toward the center to trap any remaining dust. The order of removal should be upper plastic, the first layer of floor plastic, vent and door plastic, the second layer of floor plastic, and finally plastic separating contaminated from non-contaminated areas. Then the entire area should be cleaned using a HEPA vacuum/wet wash/HEPA vacuum cycle. This should be from ceiling to floor. Paint or otherwise seal treated surfaces with the exception of interior floors (floors will be sealed after clearance). The Supervisor should perform an inspection for visible dust and debris.

3. Additional cleaning cycles may be necessary for porous surfaces, and difficult to clean surfaces (crevices). Failure to meet clearance criteria will require additional cleaning.

J. DECONTAMINATION PROCEDURE

1. Prior to leaving the Work Area, HEPA vacuum outer suit completely and remove, turning it inside out while doing so.

2. Proceed to decontamination area.

3. After wiping all areas and respirator, remove respirator and wipe facial area clean.

4. Place contaminated suits, towels, and respirator cartridges in a properly labeled waste containers.

5. At the completion of the project, boots, hard hats, and goggles should be decontaminated and bagged prior to removal from the Work Area.

6. Equipment leaving the Work Area should be HEPA vacuumed and wet wiped.

K. CLEARANCE

1. Clearance testing must be performed by the City's PROJECT MONITOR that is CDPH certified. It will not be performed by the ABATEMENT CONTRACTOR (although the ABATEMENT CONTRACTOR may perform their own clearance testing). Clearance testing must occur no sooner than one (1) hour after final cleaning. It consists of two steps; visual examination and possibly environmental sampling (dust and/or soil sampling).

a) Visual Examination for Determination of Completed Work:

(1) This is a determination that the work specified in the scope of work has been completed satisfactorily. For surfaces that are to be re-painted, it is important this examination occurs prior to the re-painting (to determine that either all the paint has been removed [abatement] or that the deteriorated paint has been stabilized [interim controls]). Next the surfaces should be examined for settled dust and debris. If dust or debris is visually noted, the ABATEMENT CONTRACTOR will be asked to re-clean prior to samples being collected.

(2) If no such dust/debris is found, the independent consultant or PROJECT MONITOR will complete a Certificate of Visual Inspection (Appendix B) for the area or for multiple areas. The Certified Supervisor will also sign this Certificate. The competed form should be submitted to the City at the end of the project.

2. Environmental Sampling:

a) The number and location of dust and/or soil samples will be determined on a case-by-case basis. The clearance criterion to be used is shown in the table below:

Surfac	e Level	
(1)	Exterior Horizontal Surfaces	400 µg/ft2
(2)	Exterior Soil*	1000 ppm
Re-cle	aning, at the Contractor's expense,	will be require

b) Re-cleaning, at the Contractor's expense, will be required for surfaces that do not pass clearance criteria.

c) The cost for additional tests, which may be required as a result of samples failing to meet the release criteria, shall be paid for the Contractor. This cost shall include all costs associated with sample analysis and collection of additional samples, including Consultant fees.

* Soil may not be impacted as a part of the proposed work but if contamination occurs then levels shall be used for clearances. ABATEMENT CONTRACTOR may take background soil samples to determine the preexisting soil conditions.

L. TRANSPORTATION AND DISPOSAL

1. Waste minimization

a) The ABATEMENT CONTRACTOR is required to make all reasonable efforts to minimize the amount of hazardous waste generated from this project.

2. Waste characterization

a) The ABATEMENT CONTRACTOR shall test any potential hazardous waste generated in accordance with 22 CCR Division 4.5 within ten (10) days and/or prior to the end of the project to determine if it is hazardous waste and requires disposal. All paint chips will be considered hazardous waste and do not require testing. Components with lead paint that has been stabilized shall have a hazardous waste determination made prior to sending to a landfill.

3. Pre-transportation requirements

a) Any packaging used to ship hazardous waste off site such as a container, roll-off bin, tank or other device, must comply with 49 CFR Parts 173, 178, 179 and be labeled and prepared for transportation in accordance with 22 CCR Article 3.

b) The hazardous waste label must be affixed and filled out when the first amount of hazardous waste is placed in the container. The label must include the initial accumulation date.

City of San Diego ALMP Project No. 7755 University Avenue Mobility Project Lead Specification Page-18 September 10, 2019 734 | Page c) All additional pre-transportation labeling, marking or placarding must be conducted prior to transporting off site and in accordance with 22 CCR Chapter 12, Article 3.

4. All containers and tanks of hazardous waste must be managed in a way which minimizes the threat of fire, explosion, or any unplanned sudden or non-sudden release of hazardous waste to the air, soil or surface water which could threaten human health or the environment. Management techniques include containment areas capable of holding the contents of largest container within the containment area. Properly store and secure waste at all times. Do not leave hazardous waste in uncovered or unlocked trucks or dumpsters.

5. A hazardous waste manifest will be completed in accordance with 22 CCR Chapter 12, Article 2 for each shipment of hazardous waste leaving the work site. All waste shall leave the project site by the end of the project. Only The PROJECT MONITOR employees shall sign as the generator on manifests.

6. Disposal of the lead related hazardous wastes shall be by incineration unless otherwise specified by the ALMP.

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APPENDIX A

CERTIFICATE OF WORKER'S ACKNOWLEDGMENT

PROJECT NAME: _____ DATE: _____

PROJECT ADDRESS: _____ CONTRACTOR'S NAME:

Working with lead can be dangerous. Inhaling and ingesting lead dust can cause an increase in blood lead levels which can lead to adverse health effects such as kidney damage, elevated blood pressure or infertility.

Your employer's contract with the City for the above project requires that: You be supplied with the proper respirator and be trained in its use. You be trained in safe work practices and in the use of the equipment found on the job. You receive a medical examination. These items are to have been done at no cost to you.

RESPIRATORY PROTECTION: You must have been trained in the proper use of respirators, and informed of the type respirator to be used on the above referenced project. You must be given a copy of the written respiratory protection manual issued by your employer. You must be equipped at no cost with the respirator to be used on the above project.

TRAINING COURSE: You must be licensed by the California Department of Public Health for Lead Hazard Control and be able to provide onsite documentation of training. You should have been trained in the dangers inherent in handling lead and breathing and ingesting lead dust and in proper work procedures and personal and area protective measures. The topics covered in the course must have included the following:

- Possible routes of exposure to lead
- Health hazards associated with lead ٠
- **Respiratory protection**
- Use of protective equipment
- Work practices including hands on or on the-job training
- Personal decontamination procedures
- Health and safety considerations

MEDICAL EXAMINATION: You must have had a medical examination within the past 12 months at no cost to you. This examination must have included: health history, physical examination, a blood pressure measurement, pulmonary function test and blood sample and analysis for lead.

By signing this document you are acknowledging only that the City has advised you of your rights to training and protection relative to your employer, the Contractor.

Signature: ______ Social Security No.: _____ Printed Name: ______ Witness (print): _______Witness Signature: ______

APPENDIX B

CERTIFICATION OF VISUAL INSPECTION

Project #	Date:	Location:
Contractor:		
including pipes, co		she has visually inspected the Work Area (all surfaces ceiling and floor, behind critical barriers, sheet ris or residue.
by: (Signature):		Date:
(Print Name):		
(Company Name):		
(Print Title):		
CITY ALMP REPRE	SENTATIVE	
his/her visual insp	ection and verifies the	ertifies that he has accompanied the contractor on at this inspection has been thorough and to the best atractor's certification above is a true and honest one.
by: (Signature):		Date:
WORK AREA		
Location:		
Room:		
Hazard Reduction	Performed:	
i della constanti di		

APPENDIX C

SUMMARY OF LEAD CONTAINING MATERIALS

	XRF RESU	LTS FROM Septem	ber 4, 2019		
READING	COMPONENT	SUBSTRATE	COLOR	PBC	UNITS
37	SIGNAL POLE	METAL	GRAY	3.4	mg/cm ²
38	SIGNAL BASE	METAL	GRAY	3.0	mg/cm ²
39	SIGNAL BASE	METAL	GREEN	3.2	mg/cm ²
40	SIGNAL POLE	METAL	GREEN	1.8	mg/cm ²
52	SIGNAL BASE	METAL	GREEN	3.2	mg/cm ²
53	SIGNAL POLE	METAL	GREEN	1.8	mg/cm ²
56	LIGHT POLE	METAL	GREEN	0.7	mg/cm ²
57	LIGHT BASE	METAL	GREEN	0.6	mg/cm ²
58	LIGHT POLE	METAL	GREEN	1.2	mg/cm ²
59	LIGHT POLE	METAL	GREEN	0.7	mg/cm ²
63	LIGHT POLE	METAL	GREEN	0.7	mg/cm ²
64	LIGHT BASE	METAL	GREEN	1.1	mg/cm ²
66	LIGHT POLE	METAL	GREEN	1.7	mg/cm ²
67	SIGNAL POLE	METAL	GREEN	1.6	mg/cm ²
77	LIGHT POLE	METAL	GREEN	3.3	mg/cm ²
78	LIGHT POLE	METAL	GREEN	1.4	mg/cm ²
79	SIGNAL POLE	METAL	GREEN	9.7	mg/cm ²

	XRF RESU	LTS FROM Septem	lber 5, 2019		
READING	COMPONENT	SUBSTRATE	COLOR	PBC	UNITS
7	SIGNAL BASE	METAL	GREEN	0.8	mg/cm²
9	SIGNAL POLE	METAL	GREEN	9.8	mg/cm ²
11	SIGNAL POLE	METAL	GREEN	11.6	mg/cm ²
12	SIGNAL POLE	METAL	GREEN	3.2	mg/cm ²
13	SIGNAL POLE	. METAL	GREEN	1.1	mg/cm ²
19	LIGHT POLE	METAL	GREEN	0.6	mg/cm ²
20	SIGNAL POLE	METAL	GREEN	1.3	mg/cm ²
21	SIGNAL BA S E	METAL	GREEN	0.9	mg/cm ²

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The City of SAN DIEGO

City of San Diego Asbestos, Lead and Mold Program

University Ave. Mobility Project, Florida St. to 29th St. San Diego CA

XRF Assay Results

READING NO.	TIME	TYPE	MODE	LOCATION	ROOM	SIDE	COMPONENT	CONDITION	SUBSTRATE	COLOR	RESULTS	PbC	UNITS
34	9/4/2019 11:41	Paint	K&L		CALIB. CHECK					RED	Positive	+	ma / cm ^2
35	9/4/2019 11:42	Paint	K&L		CALIB. CHECK					RED	Positive		ma / cm v2
36	9/4/2019 11:43	Paint	K&L		CALIB. CHECK					RED	Positive	-	mg / cm ^2
37	9/4/2019 11:51	Paint	Std.	Exterior	FLORIDA ST	٥	SIGNAL POLE	FAIR	METAL	GRAY	Positive	3.4	mg / cm ^2
38	9/4/2019 11:52	Paint	Std.	Exterior	FLORIDA ST	D	SIGNAL BASE	FAIR	METAL	GRAY	Positive	8	ma / cm ^2
39	9/4/2019 11:56	Paint	Std.	Exterior	FLORIDA ST	8	SIGNAL BASE	FAIR	METAL	GREEN	Positive	3.2	ma / cm ^2
40	9/4/2019 11:57	Paint	Std.	Exterior	FLORIDA ST	8	SIGNAL POLE	FAIR	METAL	GREEN	Positive	1.8	ma / cm ^2
41	9/4/2019 12:04	Paint	Std.	Exterior	MISSISSIPPI ST	A	SIGNAL POLE	FAIR	METAL	GREEN	Null	<lod< td=""><td>ma / cm ^2</td></lod<>	ma / cm ^2
42	9/4/2019 12:06	Paint	Std.	Exterior	MISSISSIPPI ST	60	SIGNAL POLE	FAIR	METAL	GREEN	Inul	<lod< td=""><td>ma / cm ^2</td></lod<>	ma / cm ^2
43	9/4/2019 12:07	Paint	Std.	Exterior	MISSISSIPPI ST	8	SIGNAL POLE	FAIR	METAL	GREEN	Negative	<001>	ma / cm ^2
44	9/4/2019 12:08	Paint	Std.	Exterior	MISSISSIPPI ST	æ	SIGNAL BASE	FAIR	METAL	GREEN	Negative	<10D	ma / cm ^2
45	9/4/2019 12:10	Paint	Std.	Exterior	MISSISSIPPI ST	U	SIGNAL BASE	FAIR	METAL	GREEN	Negative	<1 OD	ma / cm ^2
46	9/4/2019 12:11	Paint	Std.	Exterior	MISSISSIPPI ST	υ	SIGNAL POLE	FAIR	METAL	GREEN	Negative	<lod< td=""><td>ma / cm ^2</td></lod<>	ma / cm ^2
47	9/4/2019 12:17	Paint	Std.	Exterior	ALABAMA ST		PED CROSSING	FAIR	CONCRETE	WHITE	Negative	<lod< td=""><td>ma / cm ^2</td></lod<>	ma / cm ^2
48	9/4/2019 12:23	Paint	Std.	Exterior	FLORIDA ST	υ	SIGNAL POLE	FAIR	CONCRETE	GREEN	Negative	<lod< td=""><td>ma / cm ^2</td></lod<>	ma / cm ^2
49	9/4/2019 12:24	Paint	Std.	Exterior	FLORIDA ST	υ	SIGNAL ANCHOR NUTS	FAIR	CONCRETE	GREEN	Null	<lod< td=""><td>ma / cm ^2</td></lod<>	ma / cm ^2
50	9/4/2019 12:24	Paint	Std.	Exterior	FLORIDA ST	v	SIGNAL ANCHOR NUTS	FAIR	CONCRETE	GREEN	Inn	<lod< td=""><td>ma / cm ^2</td></lod<>	ma / cm ^2
51	9/4/2019 12:25	Paint	Std.	Exterior	FLORIDA ST	U	SIGNAL ANCHOR NUTS	FAIR	CONCRETE	GREEN	Negative	<lod< td=""><td>ma / cm ^2</td></lod<>	ma / cm ^2
52	9/4/2019 12:43	Paint	Std.	Exterior	TEXAS ST	A	SIGNAL BASE	FAIR	METAL	GREEN	Positive	3.2	mg / cm ^2
53	9/4/2019 12:44	Paint	Std.	Exterior	TEXAS ST	A	SIGNAL POLE	FAIR	METAL	GREEN	Positive	1.8	mg / cm ^2
54	9/4/2019 12:45	Paint	Std.	Exterior	TEXAS ST	A	SIGN BRACKETS	FAIR	METAL	GREEN	Negative	<lod< td=""><td>mg / cm ^2</td></lod<>	mg / cm ^2
55	9/4/2019 12:51	Paint	Std.	Exterior	ARIZONA ST	D	LIGHT POLE	FAIR	METAL	GREEN	Inn	1	mg / cm ^2
56	9/4/2019 12:52	Paint	Std.	Exterior	ARIZONA ST	D	LIGHT POLE	FAIR	METAL	GREEN	Negative	0.7	mg / cm ^2
57	9/4/2019 12:53	Paint	Std.	Exterior	ARIZONA ST	D	LIGHT BASE	FAIR	METAL	GREEN	Negative	9.0	mg / cm ^2
58	9/4/2019 12:56	Paint	Std.	Exterior	ARIZONA ST	v	LIGHT BASE	FAIR	METAL	GREEN	Positive	1.2	mg / cm ^2
59	9/4/2019 12:57	Paint	Std.	Exterior	ARIZONA ST	o	LIGHT POLE	FAIR	METAL	GREEN	Negative	0.7	mg / cm ^2
60	9/4/2019 13:00	Paint	Std.	Exterior	ARIZONA ST	U	SIGN BRACKETS	FAIR	METAL	GREEN	Negative	<lod< td=""><td>mg / cm ^2</td></lod<>	mg / cm ^2
61	9/4/2019 13:04	Paint	Std.	Exterior	ARNOLD ST	Q	SIGNAL POLE	FAIR	METAL	GREEN	Negative	<lod< td=""><td>mg / cm ^2</td></lod<>	mg / cm ^2
62	9/4/2019 13:06	Paint	Std.	Exterior	ARNOLD ST	٥	SIGNAL BASE	FAIR	METAL	GREEN	Negative	<lod< td=""><td>mg / cm ^2</td></lod<>	mg / cm ^2
63	9/4/2019 13:10	Paint	Std.	Exterior	ARNOLD ST	в	LIGHT POLE	FAIR	METAL	GREEN	Negative	0.7	mg / cm ^2
64	9/4/2019 13:11	Paint	Std.	Exterior	ARNOLD ST	8	LIGHT BASE	FAIR	METAL	GREEN	Positive	1.1	mg / cm ^2
65	9/4/2019 13:12	Paint	Std.	Exterior	ARNOLD ST		PED CROSSING	FAIR	CONCRETE	WHITE	Negative	<lod< td=""><td>mg / cm ^2</td></lod<>	mg / cm ^2
99	9/4/2019 13:38	Paint	Std.	Exterior	OREGON ST	۵	LIGHT POLE	FAIR	METAL	GREEN	Positive	1.7	mg / cm ^2
67	9/4/2019 13:40	Paint	Std.	Exterior	OREGON ST	υ	SIGNAL POLE	FAIR	METAL	GREEN	Positive	1.6	mg / cm ^2
68	9/4/2019 13:42	Paint	Std.	Exterior	OREGON ST	U	SIGNAL BASE	FAIR	METAL	GREEN	Null	<lod <<="" td=""><td>mg / cm ^2</td></lod>	mg / cm ^2
69	9/4/2019 13:42	Paint	Std.	Exterior	OREGON ST	c	SIGNAL BASE	FAIR	METAL	GREEN	Null	<10D	mg / cm ^2
70	9/4/2019 13:43	Paint	Std.	Exterior	OREGON ST	U	SIGNAL BASE	FAIR	METAL	GREEN	Negative	<lod< td=""><td>mg / cm ^2</td></lod<>	mg / cm ^2
11	9/4/2019 13:47	Paint	Std.	Exterior	PERISHING ST	В	LIGHT POLE	FAIR	METAL	GREEN	Negative	<lod< td=""><td>mg / cm ^2</td></lod<>	mg / cm ^2
72	9/4/2019 13:50	Paint	Std.	Exterior	PERISHING ST		MID BLOCK PED CROSS	FAIR	CONCRETE	WHITE	Negative	<lod< td=""><td>mg / cm ^2</td></lod<>	mg / cm ^2
73	9/4/2019 13:54	Paint	Std.	Exterior	PERISHING ST	æ	SIGNAL POLE	FAIR	METAL	GREEN	INUI	<lod< td=""><td>mg / cm ^2</td></lod<>	mg / cm ^2
74	9/4/2019 13:55	Paint	Std.	Exterior	PERISHING ST	в	SIGNAL POLE	FAIR	METAL	GREEN	Null	<lod< td=""><td>mg / cm ^2</td></lod<>	mg / cm ^2
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Niton XLp303A Serial #20132 ALMP Project #7755

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City of San Diego Asbestos, Lead and Mold Program

University Ave. Mobility Project, Florida St. to 29th St. San Diego CA

XRF Assay Results

READING NO.	TIME	TYPE	MODE	LOCATION	ROOM	SIDE	COMPONENT	CONDITION	SUBSTRATE	-	COLOR RESULTS	PbC	UNITS
76	9/4/2019 13:56	Paint	Std.	Exterior	PERISHING ST	8	SIGNAL POLE	FAIR	METAL	GREEN	Negative	<lod< td=""><td>mg / cm ⁿ2</td></lod<>	mg / cm ⁿ 2
11	9/4/2019 14:00	Paint	Std.	Exterior	IDAHO ST	8	LIGHT POLE	FAIR	METAL	GREEN	Positive	3.3	mg / cm ^2
78	9/4/2019 14:09	Paint	Std.	Exterior	UTAH ST	В	LIGHT POLE	FAIR	METAL	GREEN	Positive	1.4	mg / cm ^2
79	9/4/2019 14:12	Paint	Std.	Exterior	UTAH ST	υ	SIGNAL POLE	FAIR	METAL	GREEN	Positive	9.7	mg / cm ^2
80	9/4/2019 14:14	Paint	Std.	Exterior	UTAH ST	D	SIGNAL POLE	FAIR	METAL	GREEN	Negative	<lod <<="" td=""><td>mg / cm ^2</td></lod>	mg / cm ^2
81	9/4/2019 14:15	Paint	Std.	Exterior	UTAH ST	D	SIGNAL BASE	FAIR	METAL	GREEN	Negative	0.05	mg / cm ^2
82	9/4/2019 14:21	Paint	K&L		CALIB. CHECK					RED	Positive	1.1	mg / cm ^2
83	9/4/2019 14:22	Paint	K&L		CALIB. CHECK					RED	Positive	1	mg / cm ^2
84	9/4/2019 14:23	Paint	K&L		CALIB. CHECK					RED	Positive	•	ma / cm ^2

City of San Diego Asbestos, Lead and Mold Program University Ave. Mobility Project, 30th St to Boundry St., San Diego CA

SAN DIEGO

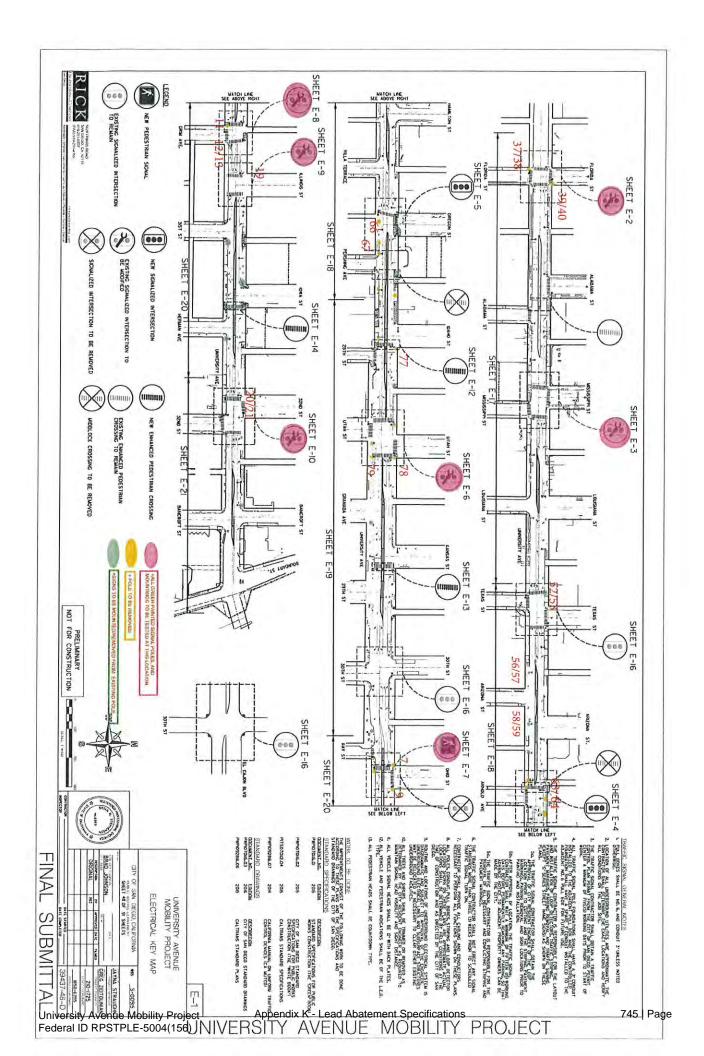
XRF Assay Results

READING NO.	TIME	TYPE	MODE	LOCATION	ROOM	SIDE	COMPONENT	CONDITION	SUBSTRATE	COLOR	RESULTS	PbC	UNITS
2	9/5/2019 11:58	Paint	K&L		CALIB. CHECK					RED	Positive	1	mg / cm ^2
e	9/5/2019 11:59	Paint	K&L		CALIB. CHECK			1		RED	Positive		mg / cm ^2
4	9/5/2019 12:00	Paint	K&L		CALIB. CHECK					RED	Positive	1	mg / cm ^2
5	9/5/2019 12:10	Paint	Std.	Exterior	30TH ST	o	SIGNAL POLE	FAIR	METAL	GREEN	Negative	<lod <<="" td=""><td>mg / cm ^2</td></lod>	mg / cm ^2
9	9/5/2019 12:11	Paint	Std.	Exterior	30TH ST	C	SIGNAL BASE	FAIR	METAL	GREEN	Negative	<lod< td=""><td>mg / cm ^2</td></lod<>	mg / cm ^2
7	9/5/2019 12:18	Paint	Std.	Exterior	OHIO ST	A	SIGNAL BASE	FAIR	METAL	GREEN	Negative	0.8	mg / cm ^2
8	9/5/2019 12:19	Paint	Std.	Exterior	OHIO ST	A	SIGNAL POLE	FAIR	METAL	GREEN	Negative	<lod <<="" td=""><td>mg / cm ^2</td></lod>	mg / cm ^2
6	9/5/2019 12:21	Paint	Std.	Exterior	OHIO ST	8	SIGNAL POLE	FAIR	METAL	GREEN	Positive	9.8	mg / cm ^2
10	9/5/2019 12:25	ShutterCal										4.09	cps
11	9/5/2019 12:27	Paint	Std.	Exterior	GRIM ST	D	SIGNAL POLE	FAIR	METAL	GREEN	Positive	11.6	mg / cm ^2
12	9/5/2019 12:31	Paint	Std.	Exterior	GRIM ST	c	SIGNAL POLE	FAIR	METAL	GREEN	Positive	3.2	mg / cm ^2
13	9/5/2019 12:32	Paint	Std.	Exterior	GRIM ST	U	SIGNAL BASE	FAIR	METAL	GREEN	Positive	1.1	mg / cm ^2
14	9/5/2019 12:35	Paint	Std.	Exterior	ILLINOIS ST	U	SIGNAL BASE	FAIR	METAL	GREEN	Inul	<lod <<="" td=""><td>mg / cm ^2</td></lod>	mg / cm ^2
15	9/5/2019 12:36	Paint	Std.	Exterior	ILLINOIS ST	c	SIGNAL BASE	FAIR	METAL	GREEN	Negative	<lod< td=""><td>mg / cm ^2</td></lod<>	mg / cm ^2
16	9/5/2019 12:37	Paint	Std.	Exterior	ILLINOIS ST	C	SIGNAL POLE	FAIR	METAL	GREEN	Negative	<lod <<="" td=""><td>mg / cm ^2</td></lod>	mg / cm ^2
17	9/5/2019 12:39	Paint	Std.	Exterior	ILLINOIS ST	8	SIGNAL POLE	FAIR	METAL	GREEN	Negative	<lod></lod>	mg / cm ^2
18	9/5/2019 12:40	Paint	Std.	Exterior	ILLINOIS ST	B	SIGNAL BASE	FAIR	METAL	GREEN	Negative	<lod <<="" td=""><td>mg / cm ^2</td></lod>	mg / cm ^2
19	9/5/2019 12:45	Paint	Std.	Exterior	ILLINOIS ST	A	LIGHT POLE	FAIR	METAL	GREEN	Negative	0.6	mg / cm ^2
20	9/5/2019 12:48	Paint	Std.	Exterior	32ND ST	A	SIGNAL POLE	FAIR	METAL	GREEN	Positive	1.3	mg / cm ^2
21	9/5/2019 12:49	Paint	Std.	Exterior	32ND ST	A	SIGNAL BASE	FAIR	METAL	GREEN	Negative	0.9	mg / cm ^2
22	9/5/2019 12:52	Paint	Std.	Exterior	32ND ST	D	SIGNAL BASE	FAIR	METAL	GREEN	Null	0.04	mg / cm ^2
23	9/5/2019 12:53	Paint	Std.	Exterior	32ND ST	٥	SIGNAL POLE	FAIR	METAL	GREEN	Negative	<lod <<="" td=""><td>mg / cm ^2</td></lod>	mg / cm ^2
24	9/5/2019 12:54	Paint	Std.	Exterior	32ND ST	80	SIGNAL POLE	FAIR	METAL	GREEN	Negative	<lod< td=""><td>mg / cm ^2</td></lod<>	mg / cm ^2
25	9/5/2019 12:59	Paint	Std.	Exterior	BANCROFT ST	A	LIGHT POLE	FAIR	METAL	GREEN	Negative	<lod< td=""><td>mg / cm ^2</td></lod<>	mg / cm ^2
26	9/5/2019 13:06	Paint	Std.	Exterior	31ST ST	0	LIGHT POLE	FAIR	METAL	GREEN	Negative	<lod< td=""><td>mg / cm ^2</td></lod<>	mg / cm ^2
27	9/5/2019 13:07	Paint	Std.	Exterior	31ST ST	υ	LIGHT POLE	FAIR	METAL	GREEN	Negative	<lod< td=""><td>mg / cm ^2</td></lod<>	mg / cm ^2
28	9/5/2019 13:07	Paint	Std.	Exterior	31ST ST	v	LIGHT POLE	FAIR	METAL	GREEN	Negative	<lod< td=""><td>mg / cm ^2</td></lod<>	mg / cm ^2
29	9/5/2019 13:17	Paint	K&L		CALIB. CHECK					RED	Negative	0.9	mg / cm ^2
30	9/5/2019 13:18	Paint	K&L		CALIB. CHECK					RED	Positive	+	mg / cm ^2
31	9/5/2019 13:19	Paint	K&L		CALIB. CHECK					RED	Positive	•	mg / cm ^2

Niton XLp303A Serial #20132 ALMP Project #7755

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University Avenue Mobility Project Federal ID RPSTPLE-5004(156)



State of California Division of Occupational Safety and Health Certified Asbestos Consultant



Ignatius Z Rioflorido Certification No 14-5267 Expires on 08/13/20 This centration was issued by the Division of Occupational Safety and Health as authorized by Sections 7 to a start and health as authorized Professions Code.





University Avenue Mobility Project Federal ID RPSTPLE-5004(156)

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ATTACHMENT F

RESERVED

ATTACHMENT G

CONTRACT AGREEMENT

CONTRACT AGREEMENT

CONSTRUCTION CONTRACT

This contract is made and entered into between THE CITY OF SAN DIEGO, a municipal corporation, herein called "City", and <u>Blue Pacific Engineering and Construction</u>, herein called "Contractor" for construction of **University Avenue Mobility Project**; Bid No. **K-21-1870-DBB-3**; in the amount of <u>Four Million Nine Hundred Eighty Seven Thousand Three Dollars and Zero Cents (\$4,987,003.00)</u>, which is comprised of the Base Bid.

IN CONSIDERATION of the payments to be made hereunder and the mutual undertakings of the parties hereto, City and Contractor agree as follows:

- 1. The following are incorporated into this contract as though fully set forth herein:
 - (a) The attached Faithful Performance and Payment Bonds.
 - (b) The attached Proposal included in the Bid documents by the Contractor.
 - (c) Reference Standards listed in the Instruction to Bidders and the Supplementary Special Provisions (SSP).
 - (d) That certain documents entitled **University Avenue Mobility Project**, on file in the office of the Engineering & Capital Projects Department as Document No. **S-00915**, as well as all matters referenced therein.
- 2. The Contractor shall perform and be bound by all the terms and conditions of this contract and in strict conformity therewith shall perform and complete in a good and workmanlike manner **University Avenue Mobility Project**, Bid Number **K-21-1870-DBB-3**, San Diego, California.
- 3. For such performances, the City shall pay to Contractor the amounts set forth at the times and in the manner and with such additions or deductions as are provided for in this contract, and the Contractor shall accept such payment in full satisfaction of all claims incident to such performances.
- 4. No claim or suit whatsoever shall be made or brought by Contractor against any officer, agent, or employee of the City for or on account of anything done or omitted to be done in connection with this contract, nor shall any such officer, agent, or employee be liable hereunder.
- 5. This contract is effective as of the date that the Mayor or designee signs the agreement.

IN WITNESS WHEREOF, this Agreement is signed by the City of San Diego, acting by and through its Mayor or designee, pursuant to Municipal Code §22.3102 authorizing such execution.

Date:

THE CITY OF SAN DIEGO

APPROVED AS TO FORM

Mara W. Elliott, City Attorney

By

Ryan P. Gerrity

Deputy City Attorney

Print Name: _____ Stephen Samara _____ Print Name: Principal Contract Specialist Engineering & Capital Projects Department

4/22/2021

4/26/2021

CONTRACTOR By______

Print Name:

OWINP Title:

Date:____

Date:

City of San Diego License No.: 320)00(9612

State Contractor's License No.: 824455

DEPARTMENT OF INDUSTRIAL RELATIONS (DIR) REGISTRATION NUMBER: 1000003217

CERTIFICATIONS AND FORMS

The Bidder, by submitting its electronic bid, agrees to and certifies under penalty of perjury under the laws of the State of California, that the certifications, forms and affidavits submitted as part of this bid are true and correct.

BIDDER'S GENERAL INFORMATION

To the City of San Diego:

Pursuant to "Notice Inviting Bids", specifications, and requirements on file with the City Clerk, and subject to all provisions of the Charter and Ordinances of the City of San Diego and applicable laws and regulations of the United States and the State of California, the undersigned hereby proposes to furnish to the City of San Diego, complete at the prices stated herein, the items or services hereinafter mentioned. The undersigned further warrants that this bid is not made in the interest of, or on behalf of, any undisclosed person, partnership, company, association, organization, or corporation; that the bid is genuine and not collusive or sham; that the bidder has not directly or indirectly induced or solicited any other bidder to put in a false or sham bid, and has not directly or indirectly colluded, conspired, connived, or agreed with any bidder or anyone else to put in a sham bid, or that anyone shall refrain from bidding; that the bidder has not in any manner, directly or indirectly, sought by agreement, communication, or conference with anyone to fix the bid price of the bidder or any other bidder, or to fix any overhead, profit, or cost element of the bid price, or of that of any other bidder, or to secure any advantage against the public body awarding the contract of anyone interested in the proposed contract; that all statements contained in the bid are true; and, further, that the bidder has not, directly or indirectly, submitted his or her bid price or any breakdown thereof, or the contents thereof, or divulged information or data relative thereto, or paid, and will not pay, any fee to any corporation, partnership, company, association, organization, bid depository, or to any member or agent thereof to effectuate a collusive or sham bid.

The undersigned bidder(s) further warrants that bidder(s) has thoroughly examined and understands the entire Contract Documents (plans and specifications) and the Bidding Documents therefore, and that by submitting said Bidding Documents as its bid proposal, bidder(s) acknowledges and is bound by the entire Contract Documents, including any addenda issued thereto, as such Contract Documents incorporated by reference in the Bidding Documents.

NON-COLLUSION AFFIDAVIT TO BE EXECUTED BY BIDDER AND SUBMITTED WITH BID UNDER 23 UNITED STATES CODE 112 AND PUBLIC CONTRACT CODE 7106

State of California

County of San Diego

The bidder, being first duly sworn, deposes and says that he or she is authorized by the party making the foregoing bid that the bid is not made in the interest of, or on behalf of, any undisclosed person, partnership, company, association, organization, or corporation; that the bid is genuine and not collusive or sham; that the bidder has not directly or indirectly induced or solicited any other bidder to put in a false or sham bid, and has not directly or indirectly colluded, conspired, connived, or agreed with any bidder or anyone else to put in a sham bid, or that anyone shall refrain from bidding; that the bidder has not in any manner, directly or indirectly, sought by agreement, communication, or cost element of the bid price, or of that of any other bidder, or to secure any advantage against the public body awarding the contract of anyone interested in the proposed contract; that all statements contained in the bid are true; and further, that the bidder has not, directly or indirectly, submitted his or her bid price or any breakdown thereof, or the contents thereof, or divulged information or data relative thereto, or paid, and will not pay, any fee to any corporation, partnership, company association, organization, bid depository, or to any member or agent thereof to effectuate a collusive or sham bid.

DRUG-FREE WORKPLACE

I hereby certify that I am familiar with the requirements of San Diego City Council Policy No. 100-17 regarding Drug-Free Workplace as outlined in the WHITEBOOK, Section 5-1.3, "Drug-Free Workplace", of the project specifications, and that;

This company has in place a drug-free workplace program that complies with said policy. I further certify that each subcontract agreement for this project contains language which indicates the subcontractor's agreement to abide by the provisions of subdivisions a) through c) of the policy as outlined.

AMERICANS WITH DISABILITIES ACT (ADA) COMPLIANCE CERTIFICATION

I hereby certify that I am familiar with the requirements of San Diego City Council Policy No. 100-4 regarding the Americans With Disabilities Act (ADA) outlined in the WHITEBOOK, Section 5-1.2, "California Building Code, California Code of Regulations Title 24 and Americans with Disabilities Act", of the project specifications, and that:

This company has in place workplace program that complies with said policy. I further certify that each subcontract agreement for this project contains language which indicates the subcontractor's agreement to abide by the provisions of the policy as outlined.

CONTRACTOR STANDARDS – PLEDGE OF COMPLIANCE

I declare under penalty of perjury that I am authorized to make this certification on behalf of the company submitting this bid/proposal, that as Contractor, I am familiar with the requirements of City of San Diego Municipal Code § 22.3004 regarding Contractor Standards as outlined in the WHITEBOOK, Section 5-1.4, ("Contractor Standards and Pledge of Compliance"), of the project specifications, and that Contractor has complied with those requirements.

I further certify that each of the Contractor's subcontractors has completed a Pledge of Compliance attesting under penalty of perjury of having complied with City of San Diego Municipal Code § 22.3004.

EQUAL BENEFITS ORDINANCE CERTIFICATION

I declare under penalty of perjury that I am familiar with the requirements of and in compliance with the City of San Diego Municipal Code § 22.4300 regarding Equal Benefits Ordinance.

EQUAL PAY ORDINANCE CERTIFICATION

Contractor shall comply with the Equal Pay Ordinance (EPO) codified in the San Diego Municipal Code (SDMC) at section 22.4801 through 22.4809, unless compliance is not required based on an exception listed in SDMC section 22.4804.

Contractor shall require all of its subcontractors to certify compliance with the EPO in their written subcontracts.

Contractor must post a notice informing its employees of their rights under the EPO in the workplace or job site.

By signing this Contract with the City of San Diego, Contractor acknowledges the EPO requirements and pledges ongoing compliance with the requirements of SDMC Division 48, section 22.4801 et seq., throughout the duration of this Contract.

AFFIDAVIT OF DISPOSAL

(To be submitted upon completion of Construction pursuant to the contracts Certificate of Completion)

WHEREAS, on the _____ DAY OF _____, 2____ the undersigned entered into and executed a contract with the City of San Diego, a municipal corporation, for:

UNIVERSITY AVENUE MOBILITY PROJECT

(Project Title)

as particularly described in said contract and identified as Bid No. **K-21-1870-DBB-3**; SAP No. (WBS) **S-00915**; and **WHEREAS**, the specification of said contract requires the Contractor to affirm that "all brush, trash, debris, and surplus materials resulting from this project have been disposed of in a legal manner"; and **WHEREAS**, said contract has been completed and all surplus materials disposed of:

NOW, THEREFORE, in consideration of the final payment by the City of San Diego to said Contractor under the terms of said contract, the undersigned Contractor, does hereby affirm that all surplus materials as described in said contract have been disposed of at the following location(s)

and that they have been disposed of according to all applicable laws and regulations.

Dated this ______, DAY OF ______, _____,

Ву:____

Contractor

ATTEST:

State of _____ County of _____

On this_____ DAY OF _____, 2____, before the undersigned, a Notary Public in and for said County and State, duly commissioned and sworn, personally appeared______ known to me to be the ______ Contractor named in the foregoing Release, and whose name is subscribed thereto, and acknowledged to me that said Contractor executed the said Release.

Notary Public in and for said County and State

COMPANY LETTERHEAD

CERTIFICATE OF COMPLIANCE

Materials and Workmanship Compliance

For Contract or Task_____

I certify that the material listed below complies with the materials and workmanship requirements of the Caltrans Contract Plans, Special Provisions, Standard Specifications, and Standard Plans for the contract listed above.

I also certify that I am an official representative for______, the manufacturer of the material listed above. Furthermore, I certify that where California test methods, physical or chemical test requirements are part of the specifications, that the manufacturer has performed the necessary quality control to substantiate this certification.

Material Description:

Manufacturer:
Model:
Serial Number (if applicable)
Quantity to be supplied:
Remarks:
Signed by:
Printed Name:
Title:
Company:
Date:

City of San Diego

Engineering & Capital Projects Department, CMFE Division

NOTICE OF MATERIALS TO BE USED

Resident Engineer		///
You are hereby notified that the materials required for construction of	for use under Contract No	
in the City of San Diego, will be obtained from sour	ces herein designated.	

CONTRACT ITEM NO. (Bid Item)	KIND OF MATERIAL (Category)	NAME AND ADDRESS WHERE MATERIAL CAN BE INSPECTED (At Source)

It is requested that you arrange for a sampling, testing, and inspection of the materials prior to delivery, in accordance with Section 4 – CONTROL OF MATERIALS of the WHITEBOOK, where it is practicable, and in accordance with your policy. It is understood that source inspection does not relieve the Contractor of full responsibility for incorporating in the work, materials that comply in all respects with the contract plans and specifications, nor does it preclude subsequent rejection of materials found to be undesirable or unsuitable.

Distribution:

Supplier

Signature of Supplier

Address

LIST OF SUBCONTRACTORS

*** PROVIDED FOR ILLUSTRATIVE PURPOSES ONLY *** TO BE SUBMITTED IN ELECTRONIC FORMAT ONLY*** SEE INSTRUCTIONS TO BIDDERS, FOR FURTHER INFORMATION

In accordance with the requirements of the "Subletting and Subcontracting Fair Practices Act", Section 4100, of the California Public Contract Code (PCC), the Bidder is to list below the name, address and license number of each Subcontractor who will perform work, labor, render services or specially fabricate and install a portion [type] of the work or improvement, in an amount of or in excess of 0.5% of the Contractor's total Bid. Failure to comply with this requirement may result in the Bid being rejected as non-responsive. The Contractor is to list only one Subcontractor for each portion of the Work. The Bidder's attention is directed to the Special Provisions - Section 3-2, "SELF-PERFORMANCE", which stipulates the percentage of the Work to be performed with the Bidder's own forces. The Bidder is to also list all SLBE, ELBE, DBE, DVBE, MBE, WBE, OBE, SDB, WoSB, HUBZone, and SDVOSB Subcontractors for which the Bidders are seeking recognition towards achieving any mandatory, voluntary, or both subcontracting participation percentages.

NAME, ADDRESS AND TELEPHONE NUMBER OF SUBCONTRACTOR	CONSTRUCTOR OR DESIGNER	SUBCONTRACTOR LICENSE NUMBER	TYPE OF WORK	DOLLAR VALUE OF SUBCONTRACT	MBE, WBE, DBE, DVBE, OBE, ELBE, SLBE, SDB, WoSB, HUBZone, OR SDVOSB [®]	WHERE CERTIFIED®	CHECK IF JOINT VENTURE PARTNERSHIP
Name:							
Name: Address: City: State: Zip: Phone: Email:							

① As appropriate, Bidder shall identify Subcontractor as one of the following and shall include a valid proof of certification (except for OBE, SLBE and ELBE):

	Certified Minority Business Enterprise	MBE	Certified Woman Business Enterprise	WBE
	Certified Disadvantaged Business Enterprise	DBE	Certified Disabled Veteran Business Enterprise	DVBE
	Other Business Enterprise	OBE	Certified Emerging Local Business Enterprise	ELBE
	Certified Small Local Business Enterprise	SLBE	Small Disadvantaged Business	SDB
	Woman-Owned Small Business	WoSB	HUBZone Business	HUBZone
	Service-Disabled Veteran Owned Small Business	SDVOSB		
2	As appropriate, Bidder shall indicate if Subcontractor is certified by:			
	City of San Diego	CITY	State of California Department of Transportation	CALTRANS
	California Public Utilities Commission	CPUC		
	State of California's Department of General Services	CADoGS	City of Los Angeles	LA
	State of California	CA	U.S. Small Business Administration	SBA

The Bidder will not receive any subcontracting participation percentages if the Bidder fails to submit the required proof of certification.

NAMED EQUIPMENT/MATERIAL SUPPLIER LIST

*** PROVIDED FOR ILLUSTRATIVE PURPOSES ONLY *** TO BE SUBMITTED IN ELECTRONIC FORMAT ONLY *** SEE INSTRUCTIONS TO BIDDERS FOR FURTHER INFORMATION

NAME, ADDRESS AND TELEPHONE NUMBER OF VENDOR/SUPPLIER	MATERIALS OR SUPPLIES	DOLLAR VALUE OF MATERIAL OR SUPPLIES	SUPPLIER (Yes/No)	MANUFACTURER (Yes/No)	MBE, WBE, DBE, DVBE, OBE, ELBE, SLBE, SDB, WoSB, HUBZone, OR SDVOSB①	WHERE CERTIFIED 2
Name:						
Address:						
City:						
State:						
Zip:						
Phone:						
Email:						
Name: Address:						
City:						
State:						
Zip:						
Phone:						
Email:						
As appropriate, Bidder shall identify Vendor/Su					BE, SLBE and ELBE):	
Certified Minority Business Enterprise	MI			iness Enterprise	_	WBE
Certified Disadvantaged Business Enterprise				teran Business Enterpris		DVBE
Other Business Enterprise	OE			ocal Business Enterprise		ELBE
Certified Small Local Business Enterprise			Disadvantaged	Business		SDB
Woman-Owned Small Business Service-Disabled Veteran Owned Small Busir		oSB HUBZ DVOSB	one Business		н	UBZone

2

	Wollian Owned Shan Dashess	VV03D		HODZONE
	Service-Disabled Veteran Owned Small Business	SDVOSB		
2	As appropriate, Bidder shall indicate if Vendor/Supplier is certified by:			
	City of San Diego	CITY	State of California Department of Transportation	CALTRANS
	California Public Utilities Commission	CPUC		
	State of California's Department of General Services	CADoGS	City of Los Angeles	LA
	State of California	CA	U.S. Small Business Administration	SBA

The Bidder will not receive any subcontracting participation percentages if the Bidder fails to submit the required proof of certification.

ELECTRONICALLY SUBMITTED FORMS

FAILURE TO FULLY <u>COMPLETE</u> AND SUBMIT ANY OF THE FOLLOWING FORMS WILL DEEM YOUR BID NON-RESPONSIVE.

PLANETBIDS WILL NOT ALLOW FOR BID SUBMISSIONS WITHOUT THE ATTACHMENT OF THESE FORMS

The following forms are to be completed by the bidder and submitted (uploaded) electronically with the bid in PlanetBids.

- A. BID BOND See Instructions to Bidders, Bidders Guarantee of Good Faith (Bid Security) for further instructions
- **B. CONTRACTOR'S CERTIFICATION OF PENDING ACTIONS**
- C. MANDATORY DISCLOSURE OF BUSINESS INTERESTS FORM
- D. DEBARMENT AND SUSPENSION CERTIFICATION FOR PRIME CONTRACTOR
- E. DEBARMENT AND SUSPENSION CERTIFICATION FOR SUBCONTRACTORS, SUPPLIERS AND MANUFACTURERS

BID BOND

See Instructions to Bidders, Bidder Guarantee of Good Faith (Bid Security)

KNOW ALL MEN BY THESE PRESENTS,

That BLUE PACIFIC ENGINEERING & CONSTRUCTION	as	Princ	pal,
and THE OHIO CASUALTY INSURANCE COMPANY as S	Suret	y, are l	neld
and firmly bound unto The City of San Diego hereinafter called "OWNER," of 10% OF THE TOTAL BID AMOUNT for the payment of which sum, well and truly to be			
ourselves, our heirs, executors, administrators, successors, and assigns, jointly and severally, presents.			

WHEREAS, said Principal has submitted a Bid to said OWNER to perform the WORK required under the bidding schedule(s) of the OWNER's Contract Documents entitled

UNIVERSITY AVENUE MOBILITY PROJECT

NOW THEREFORE, if said Principal is awarded a contract by said OWNER and, within the time and in the manner required in the "Notice Inviting Bids" enters into a written Agreement on the form of agreement bound with said Contract Documents, furnishes the required certificates of insurance, and furnishes the required Performance Bond and Payment Bond, then this obligation shall be null and void, otherwise it shall remain in full force and effect. In the event suit is brought upon this bond by said OWNER and OWNER prevails, said Surety shall pay all costs incurred by said OWNER in such suit, including a reasonable attorney's fee to be fixed by the court.

SIGNED AND SEALED, this	11TH	day of	JANUARY	, 20_21
BLUE PACIFIC ENGINEERING & CONSTRUCTION	(SEAL)	THE OHIO	Y INSURANCE COM	MPANY (SEAL)
(Principal)			(Surety)	
By: mul chil		By:	Man D. Ita	taroto
(Signature)			(Signature) D. IATAROLA, ATTOR	

(SEAL AND NOTARIAL ACKNOWLEDGEMENT OF SURETY)

University Avenue Mobility Project Bid Bond (Rev. Aug. 2020) Federal ID RPSTPLE-5004(156)

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

CIVIL CODE § 1189

		erifies only the identity of the individual who signed the document ss, accuracy, or validity of that document.
ifornia SAN DIEGO		}
1/11/2021	before me,	SANDRA FIGUEROA, NOTARY PUBLIC
Date		Here Insert Name and Title of the Officer
ppeared		MARK D. IATAROLA
		Name(s) of Signer(s)
	s certificate is attached, a ifornia SAN DIEGO 1/11/2021 Date	s certificate is attached, and not the truthfulne fornia SAN DIEGO <u>1/11/2021</u> before me, <i>Date</i>

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.



I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Place Notary Seal and/or Stamp Above

Signature

Signature of Notary Public

	ompleting this information can a raudulent reattachment of this i		
Description of At	ached Document		
Title or Type of De	ocument:		
Document Date:		N	lumber of Pages:
Signer(s) Other Th	an Named Above:		
Capacity(ies) Clai		and the store of	
	ARK D. IATAROLA		
	er – Title(s):		- Title(s):
Partner – D Lin	en en al ser l'ar de l'ar en l'ar en l'ar en l'ar en la ser e	Partner – Limite	
	Attorney in Fact		Attorney in Fact
Trustee	Guardian of Conservator	Trustee	Guardian of Conservator
		Other:	
Cinner la Depreser	ting:	Signer is Depresentin	g:

BEBEERE BEREITERE BER

©2017 National Notary Association



credit

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letter (

This Power of Attorney limits the acts of those named herein, and they have no authority to bind the Company except in the manner and to the extent herein stated.

> Liberty Mutual Insurance Company The Ohio Casualty Insurance Company West American Insurance Company

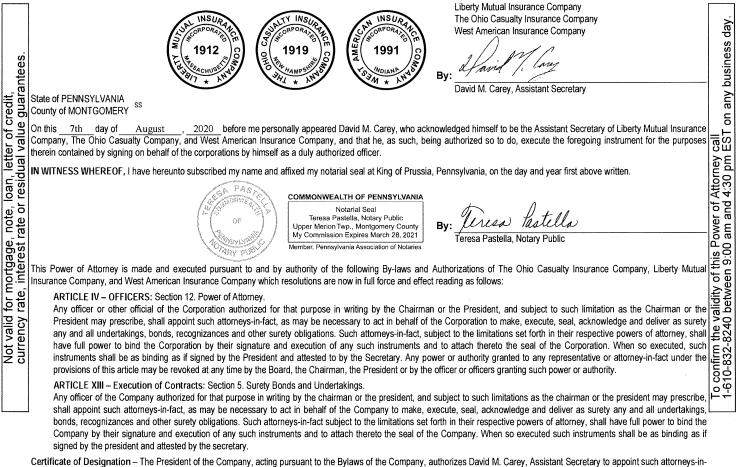
Certificate No: 8204105-024100

POWER OF ATTORNEY

KNOWN ALL PERSONS BY THESE PRESENTS: That The Ohio Casualty Insurance Company is a corporation duly organized under the laws of the State of New Hampshire, that Liberty Mutual Insurance Company is a corporation duly organized under the laws of the State of Massachusetts, and West American Insurance Company is a corporation duly organized under the laws of the State of Indiana (herein collectively called the "Companies"), pursuant to and by authority herein set forth, does hereby name, constitute and appoint, Helen Maloney; Jessica Schmal; John G. Maloney; Mark D. Iatarola; Sandra Figueroa; Tracy Lynn Rodriguez

state of all of the city of Escondido CA each individually if there be more than one named, its true and lawful attorney-in-fact to make, execute, seal, acknowledge and deliver, for and on its behalf as surety and as its act and deed, any and all undertakings, bonds, recognizances and other surety obligations, in pursuance of these presents and shall be as binding upon the Companies as if they have been duly signed by the president and attested by the secretary of the Companies in their own proper persons.

IN WITNESS WHEREOF, this Power of Attorney has been subscribed by an authorized officer or official of the Companies and the corporate seals of the Companies have been affixed thereto this 7th day of August 2020



fact as may be necessary to act on behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations

Authorization - By unanimous consent of the Company's Board of Directors, the Company consents that facsimile or mechanically reproduced signature of any assistant secretary of the Company, wherever appearing upon a certified copy of any power of attorney issued by the Company in connection with surety bonds, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

I, Renee C. Llewellyn, the undersigned, Assistant Secretary, The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company do hereby certify that the original power of attorney of which the foregoing is a full, true and correct copy of the Power of Attorney executed by said Companies, is in full force and effect and has not been revoked

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 11TH day of JANUARY, 2021



LMS-12873 LMIC OCIC WAIC Multi Co 12/19

CONTRACTOR'S CERTIFICATION OF PENDING ACTIONS

As part of its bid or proposal (Non-Price Proposal in the case of Design-Build contracts), the Bidder shall provide to the City a list of all instances within the past 10 years where a complaint was filed or pending against the Bidder in a legal or administrative proceeding alleging that Bidder discriminated against its employees, subcontractors, vendors or suppliers, and a description of the status or resolution of that complaint, including any remedial action taken.

CHECK ONE BOX ONLY.

- **X** The undersigned certifies that within the past 10 years the Bidder has NOT been the subject of a complaint or pending action in a legal administrative proceeding alleging that Bidder discriminated against its employees, subcontractors, vendors or suppliers.
- The undersigned certifies that within the past 10 years the Bidder has been the subject of a complaint or pending action in a legal administrative proceeding alleging that Bidder discriminated against its employees, subcontractors, vendors or suppliers. A description of the status or resolution of that complaint, including any remedial action taken and the applicable dates is as follows:

DATE OF CLAIM	Location	DESCRIPTION OF CLAIM	LITIGATION (Y/N)	STATUS	RESOLUTION/REMEDIAL ACTION TAKEN
			-		

Contractor Name: Blue Pacific Engineering & Construction

Certified By

Shahram Elihu Name Signature

Sole Proprietor Title

Date 01/12/2021

USE ADDITIONAL FORMS AS NECESSARY

University Avenue Mobility Project Contractor's Certification of Pending Actions (Rev. Aug. 2020) Federal ID RPSTPLE-5004(156)

Mandatory Disclosure of Business Interests Form

BIDDER/PROPOSER INFORMATION

Legal Name		DBA
Blue Pacific Engineering & Construction		
Street Address City	State	Zip
7330 Opportunity Road, Suite A, San Diego	CA	92111
Contact Person, Title	Phone	Fax
Shahram Elihu, Sole Proprietor	858-956-1456	619-291-0482

Provide the name, identity, and precise nature of the interest* of all persons who are directly or indirectly involved** in this proposed transaction (SDMC § 21.0103).

* The precise nature of the interest includes:

- the percentage ownership interest in a party to the transaction,
- the percentage ownership interest in any firm, corporation, or partnership that will receive funds from the
- transaction, the value of any financial interest in the transaction,
- any contingent interest in the transaction and the value of such interest should the contingency be satisfied, and any
- philanthropic, scientific, artistic, or property interest in the transaction.

** Directly or indirectly involved means pursuing the transaction by:

- communicating or negotiating with City officers or employees,
- submitting or preparing applications, bids, proposals or other documents for purposes of contracting with the City,
- or directing or supervising the actions of persons engaged in the above activity.

Name	Title/Position
Shahram Elihu	Sole Proprietor/Sole Owner
City and State of Residence	Employer (if different than Bidder/Proposer)
Solana Beach CA	
Interest in the transaction	
100% Ownership of Blue Pacific Eng	ineering & Construction

Name	Title/Position
City and State of Residence	Employer (if different than Bidder/Proposer)
Interest in the transaction	

* Use Additional Pages if Necessary *

Under penalty of perjury under the laws of the State of California, I certify that I am responsible for the completeness and accuracy of the responses contained herein, and that all information provided is true, full and complete to the best of my knowledge and belief. I agree to provide written notice to the Mayor or Designee within five (5) business dars if, at any time, I learn that any portion of this Mandatory Disclosure of Business Interests Form requires anupdated response. Fairure to timely provide the Mayor or Designee with written notice is grounds for Contract termination.

Shahram Elihu, Sole Proprietor

Print Name, Title

Signature

01/12/2021 Date

Failure to sign and submit this form with the bid/proposal shall make the bid/proposal non-responsive. In the case of an informal solicitation, the contract will not be awarded unless a signed and completed Mandatory Disclosure of Business Interests Form is submitted.

DEBARMENT AND SUSPENSION CERTIFICATION PRIME CONTRACTOR FAILURE TO COMPLETE AND SUBMIT AT TIME OF BID SHALL RENDER BID NON-RESPONSIVE

EFFECT OF DEBARMENT OR SUSPENSION

To promote integrity in the City's contracting processes and to protect the public interest, the City shall only enter into contracts with responsible- bidders and contractors. In accordance with San Diego Municipal Code §22.0814 (a): *Bidders* and *contractors* who have been *debarred* or *suspended* are excluded from submitting bids, submitting responses to requests for proposal or qualifications, receiving *contract* awards, executing *contracts*, participating as a *subcontractor*, employee, agent or representative of another *person* contracting with the City.

As part of its bid or proposal (Non-Price Proposal in the case of Design-Build contracts), the Bidder shall provide to the City a list of Names of the Principal Individual owner(s).

The names of all persons interested in the foregoing proposal as Principals are as follows:

NAME	TITLE
Shahram Elihu	Sole Proprietor

IMPORTANT NOTICE: If Bidder or other interested person is a corporation, state secretary, treasurer, and manager thereof; if a copartnership, state true name of firm, also names of all individual co-partners composing firm; if Bidder or other interested person is an individual, state first and last names in full.

The Bidder, under penalty of perjury, certifies that, except as noted below, he/she or any person associated therewith in the capacity of owner, partner, director, officer, manager:

- Is not currently under suspension, debarment, voluntary exclusion, or determination of ineligibility by any Federal, State or local agency;
- has not been suspended, debarred, voluntarily excluded or determined ineligible by any Federal, State or local agency within the past 3 years;
- does not have a proposed debarment pending; and
- has not been indicted, convicted, or had a civil judgment rendered against it by a court of competent jurisdiction in any matter involving fraud or official misconduct within the past 3 years.

If there are any exceptions to this certification, insert the exceptions in the following space.

Exceptions will be considered in determining hidder responsibility	For any exception noted above indicate below to whom it applies.

Exceptions will be considered in determining bidder responsibility. For any exception noted above, indicate below to whom it applies, initiating agency, and dates of action.

Contractor Name:	Blue Pacific Engineering & Construction	
Certified By	Shahram Elihu	_{Title} Sole Proprietor
, , , , , , , , , , , , , , , , , , ,	Name	Date 01/12/2021
	Signature	

NOTE: Providing false information may result in criminal prosecution or administrative sanctions.

DEBARMENT AND SUSPENSION CERTIFICATION SUBCONTRACTORS, SUPPLIERS AND MANUFACTURERS *TO BE COMPLETED BY BIDDER* FAILURE TO COMPLETE AND SUBMIT AT TIME OF BID SHALL RENDER BID NON-RESPONSIVE

Names of the Principal individual owner(s)

As part of its bid or proposal (Non-Price Proposal in the case of Design-Build contracts), the Bidder shall provide to the City a list of Names of the Principal Individual owner(s) for their subcontractor/supplier/manufacturers.

Please indicate if principal owner is serving in the capacity of subcontractor, supplier, and/or manufacturer:

X	SUBCONTRACTOR		SUPPLIER		MANUFACTURER	
	NAME Traffic Loops Cra Mai-Lan Nguyen	ackfilling,	Inc.		TITLE President	
X	SUBCONTRACTOR		SUPPLIER		MANUFACTURER	
	NAME Statewide Stripes, David Brilhante Tannis Brilhante				TITLE President Officer	
	SUBCONTRACTOR		SUPPLIER		MANUFACTURER	
	NAME				TITLE	
	SUBCONTRACTOR		SUPPLIER		MANUFACTURER	
	NAME				TITLE	
Contra	ctor Name: Blue Pacific E			ion		
Certifie	ed By	Shah Uun	ram Elihu	20	Title Sole Proprietor	

Signature

*USE ADDITIONAL FORMS AS NECESSARY**

Bid Results

Bidder Details

Vendor Name	Blue Pacific Engineering & Construction
Address	7330 Opportunity Road, Suite A
	San Diego, California 92111
	United States
Respondee	Shahram Elihu
Respondee Title	Sole Proprietor
Phone	858-956-1456
Email	richard@bluepacificeng.com
Vendor Type	CAU, MALE, SLBE, CADIR, PQUAL
License #	824455
CADIR	1000003217

Bid Detail

Bid Format Electronic Submitted 01/12/2021 1:54 PM (PDT) Delivery Method Bid Responsive Yes Bid Status Submitted Confirmation # 239500 Ranking 0

Respondee Comment

Buyer Comment

Bond

eBond Contract ID

Attachments

debar subs.pdf debar prime.pdf Pending.pdf bidbond.pdf mand bus in.pdf debar subs.pdf debar prime.pdf Pending.pdf bidbond.pdf mand bus in.pdf General Attachments General Attachments General Attachments Bid Bond General Attachments

Subcontractors

Showing 2 of undefined Subcontractors

Name & Address	Desc	License Num	CADIR	Amount	Туре
Statewide Stripes, Inc PO Box 600710 San Diego, California 92160-0710	CONSTRUCTOR Striping, bid items 36, 37, 50 and 51	788286	1000001334	\$102,707.00	
Traffic Loops Crackfilling, Inc. 946 S. Emerald Street Anaheim, California 92804	CONSTRUCTOR Loop detectors bid items 42,43, 53-61 and 69	652956	1000003794	\$89,280.00	

PlanetBids, Inc.

City of San Diego

University Avenue Mobility Project (K-21-1870-DBB-3), bidding on 01/12/2021 2:00 PM (PDT)

Line Items

PlanetBids, Inc.

University Avenue Mobility Project (K-21-1870-DBB-3), bidding on 01/12/2021 2:00 PM (PDT)

Item #	Item Code	Section Type	Item Description	UOM	QTY	Unit Price	Line Total	Response	Comment
1	524126	Main Bid	Bonds (Payment and Performance)	LS	1	\$80,000.00	\$80,000.00	Yes	
2	237310	Main Bid	Mobilization	LS	1	\$170,000.00	\$170,000.00	Yes	
3		Main Bid	Field Orders (EOC Type II)	AL	1	\$230,000.00	\$230,000.00	Yes	
	238910	Main Bid	Clearing and Grubbing	LS	1	\$260,000.00	\$260,000.00	Yes	
5	238910	Main Bid	Demolish Existing Pavement (Within Mountable Paver Area)	SF	7330	\$8.00	\$58,640.00	Yes	
;	238910	Main Bid	Demolish Existing Pavement (Within Landscaped Area)	SF	16360	\$4.00	\$65,440.00	Yes	
,	238910	Main Bid	Demolish Existing Pavement (Within Median Curb and AC Area)	SF	6230	\$4.00	\$24,920.00	Yes	
	200910		Preparation of Hazardous Waste Management Plan and		0230	φ4.00		163	
}	238990	Main Bid	Reporting	LS	1	\$4,000.00	\$4,000.00	Yes	
	238990	Main Bid	Testing, Sampling, Site Storage, and Handling of Petroleum Contaminated Soil	TON	330	\$30.00	\$9,900.00	Yes	
0	238990	Main Bid	Loading, Transportation, and Disposal of Contaminated Petroleum Soil	TON	330	\$200.00	\$66,000.00	Yes	
1	562910	Main Bid	Hazardous Waste Operations and Emergency Response (HAZWOPER) Certification (EOC Type I)	AL	1	\$4,300.00	\$4,300.00	Yes	
12	238990	Main Bid	Testing, Sampling, Site Storage, and Handling of Soils Containing Non-RCRA Hazardous Waste	TON	8	\$200.00	\$1,600.00	Yes	
13	238990	Main Bid	Loading, Transportation, and Disposal of Soils Containing Non- RCRA Hazardous Waste	TON	8	\$300.00	\$2,400.00	Yes	
4	238990	Main Bid	Health and Safety Plan	LS	1	\$3,000.00	\$3,000.00	Yes	
5	237310	Main Bid	Asphalt Concrete Overlay (2 Inch)	TON	3200	\$100.00	\$320,000.00	Yes	
6	237310	Main Bid	Bus Stop Pad	CY	215	\$450.00	\$96,750.00	Yes	
7	237310	Main Bid	Curb and Gutter (6 Inch Curb Per SDG-151, Type H)	LF	235	\$50.00	\$11,750.00	Yes	
_					_				
8	237310	Main Bid	Median Curb (Type B-1 Per SDG-154, 6 Inch)	LF	4205	\$30.00	\$126,150.00	Yes	
9	237310	Main Bid	Median Curb (Modified Type B-1 Per SDG-154, 3 Inch)	LF	1775	\$30.00	\$53,250.00	Yes	
0	237310	Main Bid	Median Curb (Modified Type B-1 Per SDG-154, Transition)	LF	180	\$50.00	\$9,000.00	Yes	
1	237310	Main Bid	Cross Gutter	SF	1010	\$16.00	\$16,160.00	Yes	
2	237310	Main Bid	Alley Apron Per SDG-120	SF	900	\$14.00	\$12,600.00	Yes	
3	237310	Main Bid	Curb Ramp (Type A) with Stainless Steel Detectable Warning Tiles, Per SDG-133	EA	34	\$4,000.00	\$136,000.00	Yes	
4	237310	Main Bid	Curb Ramp (Type B) with Stainless Steel Detectable Warning Tiles, Per SDG-133	EA	9	\$4,000.00	\$36,000.00	Yes	
25	237310	Main Bid	Curb Ramp (Type D) with Stainless Steel Detectable Warning Tiles, Per SDG-137	EA	17	\$3,200.00	\$54,400.00	Yes	
26	237310	Main Bid	Island Cut-Through per SDG-139	EA	4	\$6,000.00	\$24,000.00	Yes	
7	237310	Main Bid	Replace Existing Curb Ramp Flare With Level Surface	EA	1	\$3,500.00	\$3,500.00	Yes	
8	237310	Main Bid	Concrete Pavement (Median Nose, 4 Inch)	SF	320	\$20.00	\$6,400.00	Yes	
9	237310	Main Bid	Permeable Interlocking Concrete Pavers and Base (Typical)	SF	8900	\$25.00	\$222,500.00	Yes	
0	237310	Main Bid	Permeable Interlocking Concrete Pavers and Base (Mountable)	SF	7160	\$28.50	\$204,060.00	Yes	
1	237310	Main Bid	Concrete Sidewalk (4 Inch) Per SDG-155	SF	1700	\$12.00	\$20,400.00	Yes	
_									
2	237310	Main Bid	Concrete Sidewalk Per SDG-155 (Integral Color, 4 Inch)	SF	315	\$16.00	\$5,040.00	Yes	
3	561730	Main Bid	Shrub (1 Gallon)	EA	195	\$20.00	\$3,900.00	Yes	
4	561730	Main Bid	Shrub (5 Gallon)	EA	403	\$50.00	\$20,150.00	Yes	
5	561730	Main Bid	Shrub (15 Gallon)	EA	133	\$250.00	\$33,250.00	Yes	
6	237310	Main Bid	Painted Traffic Stripes and Painted Curb Markings	LS	1	\$35,000.00	\$35,000.00	Yes	
7	237310	Main Bid	Thermoplastic Traffic Striping	LS	1	\$44,000.00	\$44,000.00	Yes	
8	237310	Main Bid	Adjust Existing Sewer Manhole Frame and Cover to Grade	EA	9	\$1,200.00	\$10,800.00	Yes	
9	237310	Main Bid	Adjust Existing Storm Drain Cleanout, Manhole Frame and Cover to Grade	EA	1	\$1,200.00	\$1,200.00	Yes	
0	237310	Main Bid	Adjust Survey Monument	EA	1	\$1,500.00	\$1,500.00	Yes	
1	237310	Main Bid	Cold Mill AC Pavement (2 Inch)	SF	275550	\$0.30	\$82,665.00	Yes	
2	237310	Main Bid	Traffic Signal Loop and Appurtenance Replacement (Type E)	EA	13	\$420.00	\$5,460.00	Yes	
3	237310	Main Bid	Traffic Signal Loop and Appurtenance Replacement (Modified Type E)	EA	6	\$500.00	\$3,000.00	Yes	
4	237310	Main Bid	Traffic Control	LS	1	\$220,000.00	\$220,000.00	Yes	
	541820	Main Bid	TMP - Public Information (Exclusive Community Liaison)	LS	1	\$30,000.00	\$30,000.00	Yes	
5	071020								
_	227210	Main Bid	Asphalt Concrete	TON	485	\$200.00	\$97,000.00	Yes	
6	237310	Mater D12	Adjust Existing Dallback to O		7		<u> </u>		
6 7	237310	Main Bid	Adjust Existing Pullbox to Grade	EA	7	\$400.00	\$2,800.00	Yes	
5 6 7 8 9		Main Bid Main Bid Main Bid	Adjust Existing Pullbox to Grade Relocate Existing Electrical Pullbox Relocate Existing Bike Rack	EA EA EA	7 7 2	\$400.00 \$500.00 \$1,000.00	\$2,800.00 \$3,500.00 \$2,000.00	Yes Yes Yes	

University Avenue Mobility Project (K-21-1870-DBB-3), bidding on 01/12/2021 2:00 PM (PDT)

Item #	Item Code	Section	Туре	Item Description	UOM	QTY	Unit Price	Line Total	Response	Comment
51	238210	Main Bid		Install Traffic Sign On Post	EA	88	\$370.00	\$32,560.00	Yes	
52	238210	Main Bid		Remove and Replace Capital Assembly and Luminaire	EA	8	\$500.00	\$4,000.00	Yes	
53	238210	Main Bid		Traffic Signal - University Avenue and Arnold Avenue	LS	1	\$173,000.00	\$173,000.00	Yes	
54	238210	Main Bid		Traffic Signal - North Park Way and Boundary Street	LS	1	\$260,000.00	\$260,000.00	Yes	
55	238210	Main Bid		Traffic Signal - University Avenue and Oregon Street	LS	1	\$190,000.00	\$190,000.00	Yes	
56	238210	Main Bid		Traffic Signal Modification - University Avenue and Florida Street	LS	1	\$89,500.00	\$89,500.00	Yes	
57	238210	Main Bid		Traffic Signal Modification - University Avenue and Mississippi Street	LS	1	\$5,000.00	\$5,000.00	Yes	
58	238210	Main Bid		Traffic Signal Modification - University Avenue and Utah Street	LS	1	\$157,000.00	\$157,000.00	Yes	
59	238210	Main Bid		Traffic Signal Modification - University Avenue and Grim Avenue	LS	1	\$22,000.00	\$22,000.00	Yes	
60	238210	Main Bid		Traffic Signal Modification - University Avenue and Illinois Street	LS	1	\$39,000.00	\$39,000.00	Yes	
61	238210	Main Bid		Traffic Signal Modification - University Avenue and 32nd Street	LS	1	\$127,600.00	\$127,600.00	Yes	
62	238210	Main Bid		Traffic Signal Modification (Pedestrian Signal) - University Avenue and Ohio Street	LS	1	\$113,000.00	\$113,000.00	Yes	
63	238210	Main Bid		Accessible Pedestrian Signal	LS	1	\$80,000.00	\$80,000.00	Yes	
64	238210	Main Bid		Type III Meter Pedestal	EA	3	\$3,500.00	\$10,500.00	Yes	
65	238210	Main Bid		Signal Interconnect Conduit	LS	1	\$5,000.00	\$5,000.00	Yes	
66	238210	Main Bid		Type 15 Street Light Pole, Foundation, Mast Arm & LED Fixture & 10 Amp Fuse with Fuse Cartridge	LS	1	\$110,000.00	\$110,000.00	Yes	
67	237310	Main Bid		Pedestrian Barricade (Type A)	EA	36	\$560.00	\$20,160.00	Yes	
68	237310	Main Bid		Protective Railing at Curb Ramps	EA	2	\$3,500.00	\$7,000.00	Yes	
69	238210	Main Bid		Enhanced Pedestrian Mid-Block Crossings	LS	1	\$10,000.00	\$10,000.00	Yes	
70	562910	Main Bid		Handling and Disposal of Lead Containing Materials	LS	1	\$25,000.00	\$25,000.00	Yes	
71	561730	Main Bid		Tree Trimming	EA	120	\$400.00	\$48,000.00	Yes	
72	561730	Main Bid		Irrigation System	LS	1	\$180,000.00	\$180,000.00	Yes	
73	561730	Main Bid		Irrigation Connection	EA	8	\$2,500.00	\$20,000.00	Yes	
74	561730	Main Bid		City of SD Water Meter Capacity Fee (3/4" @ 1 EDU) (EOC Type I)	AL	1	\$24,400.00	\$24,400.00	Yes	
75	561730	Main Bid		San Diego County Water Authority Capacity Charge (EOC Type I)	AL	1	\$43,600.00	\$43,600.00	Yes	
76	561730	Main Bid		1 Inch Wet Tap Fee (Performed by City Forces) (EOC Type I)	AL	1	\$2,100.00	\$2,100.00	Yes	
77	561730	Main Bid		Topsoil (18 Inch Depth, Class A)	CY	305	\$100.00	\$30,500.00	Yes	
78	561730	Main Bid		90 Day Plant Establishment Period	LS	1	\$6,000.00	\$6,000.00	Yes	
79	561730	Main Bid		Boulder (Small)	EA	37	\$300.00	\$11,100.00	Yes	
80	561730	Main Bid		Boulder (Large)	EA	31	\$400.00	\$12,400.00	Yes	
81	561730	Main Bid		Crushed Rock Mulch	SF	5466	\$3.00	\$16,398.00	Yes	
82	561730	Main Bid		Soil Fertilizing and Conditioning Materials (6 Inch Depth)	LS	1	\$6,000.00	\$6,000.00	Yes	
83	541330	Main Bid		WPCP Development	LS	1	\$4,000.00	\$4,000.00	Yes	
84	237310	Main Bid		WPCP Implementation	LS	1	\$120,000.00	\$120,000.00	Yes	
85	238210	Main Bid		SDG&E Fee Allowance (EOC Type I)	AL	1	\$16,000.00	\$16,000.00	Yes	
86	238210	Main Bid	<u> </u>	CalTrans Encroachment Permit Allowance (EOC Type I)	AL	1	\$15,000.00	\$15,000.00	Yes	

PlanetBids, Inc.

Line Item Subtotals

Section Title	Line Total
Main Bid	\$4,987,003.00
Grand Total	\$4,987,003.00

PlanetBids, Inc.

			Line	Totals (Unit Price	e * Quantity	/)		
Item Num	Section	ltem Code	Description	Reference	Unit of Measure	Quantity	Blue Pacific Engineering & Construction - Unit Price	Blue Pacific Engineering & Construction - Line Total
1	Main Bid	524126	Bonds (Payment and Performance)	1-7.2.1	LS	1	\$80,000.00	\$80,000.00
2	Main Bid	237310	Mobilization	7-3.4.1	LS	1	\$170,000.00	\$170,000.00
3	Main Bid		Field Orders (EOC Type II)	7-3.9	AL	1	\$230,000.00	\$230,000.00
4	Main Bid	238910	Clearing and Grubbing	300-1.4	LS	1	\$260,000.00	\$260,000.00
5	Main Bid	238910	Demolish Existing Pavement (Within Mountable Paver Area)	300-1.4	SF	7330	\$8.00	\$58,640.00
6	Main Bid	238910	Demolish Existing Pavement (Within Landscaped Area)	300-1.4	SF	16360	\$4.00	\$65,440.00
7	Main Bid	238910	Demolish Existing Pavement (Within Median Curb and AC Area)	300-1.4	SF	6230	\$4.00	\$24,920.00

8	Main Bid	238990	Preparation of Hazardous Waste Management Plan and Reporting	5-15.17	LS	1	\$4,000.00	\$4,000.00
9	Main Bid	238990	Testing, Sampling, Site Storage, and Handling of Petroleum Contaminated Soil	5-15.17	TON	330	\$30.00	\$9,900.00
10	Main Bid	238990	Loading, Transportation, and Disposal of Contaminated Petroleum Soil	5-15.17	TON	330	\$200.00	\$66,000.00
11	Main Bid	562910	Hazardous Waste Operations and Emergency Response (HAZWOPER) Certification (EOC Type I)	5-15.17	AL	1	\$4,300.00	\$4,300.00

12	Main Bid	238990	Testing, Sampling, Site Storage, and Handling of Soils Containing Non- RCRA Hazardous Waste	5-15.17	TON	8	\$200.00	\$1,600.00
13	Main Bid	238990	Loading, Transportation, and Disposal of Soils Containing Non-RCRA Hazardous Waste	5-15.17	TON	8	\$300.00	\$2,400.00
14	Main Bid	238990	Health and Safety Plan	5-15.17	LS	1	\$3,000.00	\$3,000.00
15	Main Bid	237310	Asphalt Concrete Overlay (2 Inch)	302-5.9	TON	3200	\$100.00	\$320,000.00
16	Main Bid	237310	Bus Stop Pad	302-6.8	CY	215	\$450.00	\$96,750.00
17	Main Bid	237310	Curb and Gutter (6 Inch Curb Per SDG-151, Type H)	303-5.9	LF	235	\$50.00	\$11,750.00
18	Main Bid	237310	Median Curb (Type B-1 Per SDG-154, 6 Inch)	303-5.9	LF	4205	\$30.00	\$126,150.00

19	Main Bid	237310	Median Curb (Modified Type B- 1 Per SDG-154, 3 Inch)	303-5.9	LF	1775	\$30.00	\$53,250.00
20	Main Bid	237310	Median Curb (Modified Type B- 1 Per SDG-154, Transition)	303-5.9	LF	180	\$50.00	\$9,000.00
21	Main Bid	237310	Cross Gutter	303-5.9	SF	1010	\$16.00	\$16,160.00
22	Main Bid	237310	Alley Apron Per SDG-120	303-5.9	SF	900	\$14.00	\$12,600.00
23	Main Bid	237310	Curb Ramp (Type A) with Stainless Steel Detectable Warning Tiles, Per SDG-133	303-5.10.2	EA	34	\$4,000.00	\$136,000.00
24	Main Bid	237310	Curb Ramp (Type B) with Stainless Steel Detectable Warning Tiles, Per SDG-133	303-5.10.2	EA	9	\$4,000.00	\$36,000.00
25	Main Bid	237310	Curb Ramp (Type D) with Stainless Steel Detectable Warning Tiles, Per SDG-137	303-5.10.2	EA	17	\$3,200.00	\$54,400.00
26	Main Bid	237310	Island Cut- Through per SDG- 139	303-5.10.2	EA	4	\$6,000.00	\$24,000.00

27	Main Bid	237310	Replace Existing Curb Ramp Flare With Level Surface	303-5.10.2	EA	1	\$3,500.00	\$3,500.00
28	Main Bid	237310	Concrete Pavement (Median Nose, 4 Inch)	303-5.9	SF	320	\$20.00	\$6,400.00
29	Main Bid	237310	Permeable Interlocking Concrete Pavers and Base (Typical)	1002-1.6	SF	8900	\$25.00	\$222,500.00
30	Main Bid	237310	Permeable Interlocking Concrete Pavers and Base (Mountable)	1002-1.6	SF	7160	\$28.50	\$204,060.00
31	Main Bid	237310	Concrete Sidewalk (4 Inch) Per SDG-155	303-5.9	SF	1700	\$12.00	\$20,400.00
32	Main Bid	237310	Concrete Sidewalk Per SDG- 155 (Integral Color, 4 Inch)	303-5.9	SF	315	\$16.00	\$5,040.00
33	Main Bid	561730	Shrub (1 Gallon)	801-9	EA	195	\$20.00	\$3,900.00
34	Main Bid	561730	Shrub (5 Gallon)	801-9	EA	403	\$50.00	\$20,150.00

35	Main Bid	561730	Shrub (15 Gallon)	801-9	EA	133	\$250.00	\$33,250.00
36	Main Bid	237310	Painted Traffic Stripes and Painted Curb Markings	314-4.3.7	LS	1	\$35,000.00	\$35,000.00
37	Main Bid	237310	Thermoplastic Traffic Striping	314-4.4.6	LS	1	\$44,000.00	\$44,000.00
38	Main Bid	237310	Adjust Existing Sewer Manhole Frame and Cover to Grade	403-5	EA	9	\$1,200.00	\$10,800.00
39	Main Bid	237310	Adjust Existing Storm Drain Cleanout, Manhole Frame and Cover to Grade	403-5	EA	1	\$1,200.00	\$1,200.00
40	Main Bid	237310	Adjust Survey Monument	403-5	EA	1	\$1,500.00	\$1,500.00
41	Main Bid	237310	Cold Mill AC Pavement (2 Inch)	404-12	SF	275550	\$0.30	\$82,665.00
42	Main Bid	237310	Traffic Signal Loop and Appurtenance Replacement (Type E)	404-12	EA	13	\$420.00	\$5,460.00

			Traffic Signal					I
43	Main Bid	237310	Loop and Appurtenance Replacement (Modified Type E)	404-12	EA	6	\$500.00	\$3,000.00
44	Main Bid	237310	, Traffic Control	601-7	LS	1	\$220,000.00	\$220,000.00
45	Main Bid	541820	TMP - Public Information (Exclusive Community Liaison)	5-10.4	LS	1	\$30,000.00	\$30,000.00
46	Main Bid	237310	Asphalt Concrete	302-5.9	TON	485	\$200.00	\$97,000.00
47	Main Bid	237310	Adjust Existing Pullbox to Grade	403-5	EA	7	\$400.00	\$2,800.00
48	Main Bid	237310	Relocate Existing Electrical Pullbox	300-1.4	EA	7	\$500.00	\$3,500.00
49	Main Bid	237310	Relocate Existing Bike Rack	300-1.4	EA	2	\$1,000.00	\$2,000.00
50	Main Bid	238210	Install New Traffic Sign on Existing Post/Pole	701-2	EA	84	\$200.00	\$16,800.00
51	Main Bid	238210	Install Traffic Sign On Post	701-2	EA	88	\$370.00	\$32,560.00

52	Main Bid	238210	Remove and Replace Capital Assembly and Luminaire	701-2	EA	8	\$500.00	\$4,000.00
53	Main Bid	238210	Traffic Signal - University Avenue and Arnold Avenue	701-2	LS	1	\$173,000.00	\$173,000.00
54	Main Bid	238210	Traffic Signal - North Park Way and Boundary Street	701-2	LS	1	\$260,000.00	\$260,000.00
55	Main Bid	238210	Traffic Signal - University Avenue and Oregon Street	701-2	LS	1	\$190,000.00	\$190,000.00
56	Main Bid	238210	Traffic Signal Modification - University Avenue and Florida Street	701-2	LS	1	\$89,500.00	\$89,500.00
57	Main Bid	238210	Traffic Signal Modification - University Avenue and Mississippi Street	701-2	LS	1	\$5,000.00	\$5,000.00
58	Main Bid	238210	Traffic Signal Modification - University Avenue and Utah Street	701-2	LS	1	\$157,000.00	\$157,000.00

59	Main Bid	238210	Traffic Signal Modification - University Avenue and Grim Avenue	701-2	LS	1	\$22,000.00	\$22,000.00
60	Main Bid	238210	Traffic Signal Modification - University Avenue and Illinois Street	701-2	LS	1	\$39,000.00	\$39,000.00
61	Main Bid	238210	Traffic Signal Modification - University Avenue and 32nd Street	701-2	LS	1	\$127,600.00	\$127,600.00
62	Main Bid	238210	Traffic Signal Modification (Pedestrian Signal) - University Avenue and Ohio Street	701-2	LS	1	\$113,000.00	\$113,000.00
63	Main Bid	238210	Accessible Pedestrian Signal	701-2	LS	1	\$80,000.00	\$80,000.00
64	Main Bid	238210	Type III Meter Pedestal	701-2	EA	3	\$3,500.00	\$10,500.00
65	Main Bid	238210	Signal Interconnect Conduit	701-2	LS	1	\$5,000.00	\$5,000.00

66	Main Bid	238210	Type 15 Street Light Pole, Foundation, Mast Arm & LED Fixture & 10 Amp Fuse with Fuse Cartridge	701-2	LS	1	\$110,000.00	\$110,000.00
67	Main Bid	237310	Pedestrian Barricade (Type A)	701-2	EA	36	\$560.00	\$20,160.00
68	Main Bid	237310	Protective Railing at Curb Ramps	701-2	EA	2	\$3,500.00	\$7,000.00
69	Main Bid	238210	Enhanced Pedestrian Mid- Block Crossings	701-2	LS	1	\$10,000.00	\$10,000.00
70	Main Bid	562910	Handling and Disposal of Lead Containing Materials	701-2	LS	1	\$25,000.00	\$25,000.00
71	Main Bid	561730	Tree Trimming	801-9	EA	120	\$400.00	\$48,000.00
72	Main Bid	561730	Irrigation System	801-9	LS	1	\$180,000.00	\$180,000.00
73	Main Bid	561730	Irrigation Connection	801-9	EA	8	\$2,500.00	\$20,000.00
74	Main Bid	561730	City of SD Water Meter Capacity Fee (3/4" @ 1 EDU) (EOC Type I)	801-9	AL	1	\$24,400.00	\$24,400.00

75	Main Bid	561730	San Diego County Water Authority Capacity Charge (EOC Type I)	801-9	AL	1	\$43,600.00	\$43,600.00
76	Main Bid	561730	1 Inch Wet Tap Fee (Performed by City Forces) (EOC Type I)	900-2.3	AL	1	\$2,100.00	\$2,100.00
77	Main Bid	561730	Topsoil (18 Inch Depth, Class A)	801-9	CY	305	\$100.00	\$30,500.00
78	Main Bid	561730	90 Day Plant Establishment Period	801-9	LS	1	\$6,000.00	\$6,000.00
79	Main Bid	561730	Boulder (Small)	801-9	EA	37	\$300.00	\$11,100.00
80	Main Bid	561730	Boulder (Large)	801-9	EA	31	\$400.00	\$12,400.00
81	Main Bid	561730	Crushed Rock Mulch	801-9	SF	5466	\$3.00	\$16,398.00
82	Main Bid	561730	Soil Fertilizing and Conditioning Materials (6 Inch Depth)	801-9	LS	1	\$6,000.00	\$6,000.00
83	Main Bid	541330	WPCP Development	1001-4.2	LS	1	\$4,000.00	\$4,000.00
84	Main Bid	237310	WPCP Implementation	1001-4.2	LS	1	\$120,000.00	\$120,000.00

85	Main Bid	238210	SDG&E Fee Allowance (EOC Type I)	701-2	AL	1	\$16,000.00	\$16,000.00
86	Main Bid	238210	CalTrans Encroachment Permit Allowance (EOC Type I)	2-2.3	AL	1	\$15,000.00	\$15,000.00
							Subtotal	\$4,987,003.00
							Total	\$4,987,003.00