



THE CITY OF SAN DIEGO

PLANNING DEPARTMENT

Date of Notice: January 15, 2016

PUBLIC NOTICE OF A DRAFT MITIGATED NEGATIVE DECLARATION

The City of San Diego Planning Department has prepared a draft Mitigated Negative Declaration (MND) for the following project and is inviting your comments regarding the adequacy of the document. The draft MND has been placed on the City of San Diego Planning Department website under the heading "Draft CEQA Documents" and can be accessed using the following link:

<http://www.sandiego.gov/planning/programs/ceqa/index.shtml>

The draft MND public notice has also been placed on the City Clerk website at:

<http://www.sandiego.gov/city-clerk/officialdocs/notices/index.shtml>

Your comments must be received by February 17, 2016 to be included in the final document considered by the decision-making authorities. Please send your written comments to the following address: **Susan Morrison, Environmental Planner, City of San Diego Planning Department, 1010 Second Avenue, Suite 1200, East Tower, MS 413, San Diego, CA 92101** or e-mail your comments to PlanningCEQA@sandiego.gov with the Project Name and Number in the subject line.

General Project Information:

- Project Name: **CHOLLAS CREEK TO BAYSHORE BIKEWAY MULTI-USE PATH**
- Project No. **364784** / SCH No. *Pending*
- Community Plan Area: **Southeastern San Diego and Barrio Logan**
- Council Districts: **8 (Alvarez) and 9 (Emerald)**

APPLICANT: Leslie Reynolds, Groundwork San Diego – Chollas Creek

SUBJECT: **SITE DEVELOPMENT PERMIT** to develop a multi-use pedestrian and bicycle path, linking Dorothy Petway Neighborhood Park in the Southeastern San Diego community through the Barrio Logan community to East Harbor Drive. The proposed 4,000-foot-long (approximately 0.75-mile) extension of the Chollas Creek to Bayshore Bikeway Multi-Use Path (Path) would be constructed along Chollas Creek and developed within public street rights-of-way. The Path would be ten to 14 feet wide and would be primarily developed as Class I/cycletrack (separate facility) and Class II (painted bike lane) bicycle facilities, with the possibility of a Class III facility with painted sharrows (shared-lane marking) along a short stretch of Rigel Street. Crossing signals would be installed at various locations to stop traffic and allow bicyclists and pedestrians to cross safely. The project would involve the grading and construction of the multi-use path along Chollas Creek (including replacement of concrete creek banks/walls in some sections), as well as reconfiguring public streets to allow for bike facilities.

Where the Path is proposed to follow the creek, the Path would be constructed either alongside the banks of the creek or, where insufficient ROW exists, within the creek bed on the upper portion of the existing channel side-slopes. In these areas, a retaining wall would be constructed to level and support the Path. Where the Path is constructed alongside or within the banks of the creek, it would be constructed to 14 feet in width, comprised of a ten-foot-wide paved walking/riding surface with two-foot-wide clear shoulders on each side. Possible materials for the walking/riding surface include concrete pavement and permeable concrete pavement. Bioretention trenches installed within the shoulder area of the Path and catch basin filter inserts would provide creek water-quality protection from Path runoff. Possible materials for the shoulder bioretention trenches include stabilized decomposed granite, small aggregate, and permeable concrete.

The proposed alignment for the multi-use Path would begin at Dorothy Petway Neighborhood Park and continue southwest along the creek to Rigel Street, then follow Rigel Street to Main Street. The Path would then head north on the west side of Main Street until it meets Chollas Creek on the northwest side of the Interstate 15 freeway ramp. The Path would then follow Chollas Creek southwest to 32nd Street, at which point the Path would follow the 32nd Street right-of-way (ROW) to its terminus at East Harbor Drive, near the Metropolitan Transit System (MTS) Pacific Fleet Station Blue Line Trolley stop.

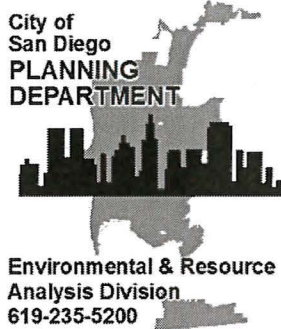
Discretionary actions for the proposed project include an Encroachment Agreement from Caltrans, a Letter of Request for Navy Lease from the United States Navy for development within Navy ROW, and various Encroachment Removal and Maintenance Agreements from the City of San Diego. The project is also expected to require permits from state agencies regulating impacts to jurisdictional wetlands and waters such as the California Department of Fish and Wildlife (CDFW) and the Regional Water Quality Control Board (RWQCB).

Recommended Finding: The recommended finding that the project will not have a significant effect on the environment is based on an Initial Study and project revisions/conditions which now mitigate potentially significant environmental impacts in the following area(s): **Historical Resources (Archaeology)**

Availability in Alternative Format: To request this Notice, the draft MND, Initial Study, and/or supporting documents in alternative format, call the Planning Department at (619) 235-5200 or (800) 735-2929 (TEXT TELEPHONE).

Additional Information: For environmental review information, contact **Susan Morrison at (619) 533-6492**. The draft MND and supporting documents may be reviewed, or purchased for the cost of reproduction, in the Planning Department at 1010 Second Avenue, Suite 1200, East Tower, MS 413, San Diego, CA 92101. If you are interested in obtaining a hard-copy of the draft MND, it can be purchased for an additional cost. **For information regarding the public meetings/hearings on this project, contact Lara Gates at (619) 236-6006 or LGates@sanidiego.gov**. This notice was published in the SAN DIEGO DAILY TRANSCRIPT and distributed on **January 15, 2016**.

Martha Blake
Interim Deputy Director
Planning Department



DRAFT
MITIGATED NEGATIVE DECLARATION

Project No. 364784
SCH# *Pending*

SUBJECT: Chollas Creek to Bayshore Bikeway Multi-Use Path: SITE DEVELOPMENT PERMIT to develop a multi-use pedestrian and bicycle path, linking Dorothy Petway Neighborhood Park in the Southeastern San Diego community through the Barrio Logan community to East Harbor Drive. The proposed 4,000-foot-long (approximately 0.75-mile) extension of the Chollas Creek to Bayshore Bikeway Multi-Use Path (Path) would be constructed along Chollas Creek and developed within public street rights-of-way. The Path would be ten to 14 feet wide and would be primarily developed as Class I/cycletrack (separate facility) and Class II (painted bike lane) bicycle facilities, with the possibility of a Class III facility with painted sharrows (shared-lane marking) along a short stretch of Rigel Street. Crossing signals would be installed at various locations to stop traffic and allow bicyclists and pedestrians to cross safely. The project would involve the grading and construction of the multi-use path along Chollas Creek (including replacement of concrete creek banks/walls in some sections), as well as reconfiguring public streets to allow for bike facilities.

Where the Path is proposed to follow the creek, the Path would be constructed either alongside the banks of the creek or, where insufficient right-of-way (ROW) exists, within the creek bed on the upper portion of the existing channel side-slopes. In these areas, a retaining wall would be constructed to level and support the Path. Where the Path is constructed alongside or within the banks of the creek, it would be constructed to 14 feet in width, comprised of a ten-foot-wide paved walking/riding surface with two-foot-wide clear shoulders on each side. Possible materials for the walking/riding surface include concrete pavement and permeable concrete pavement. Bioretention trenches installed within the shoulder area of the Path and catch basin filter inserts would provide creek water-quality protection from Path runoff. Possible materials for the shoulder bioretention trenches include stabilized decomposed granite, small aggregate, and permeable concrete.

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Rigel Street to Main Street. The Path would then head north on the west side of Main Street until it meets Chollas Creek on the northwest side of the Interstate 15 freeway ramp. The Path would then follow Chollas Creek southwest to 32nd Street, at which point the Path would follow the 32nd Street ROW to its terminus at East Harbor Drive, near the Metropolitan Transit System (MTS) Pacific Fleet Station Blue Line Trolley stop.

Discretionary actions for the proposed project include an Encroachment Agreement from Caltrans, a Letter of Request for Navy Lease from the United States Navy for development within Navy ROW, and various Encroachment Removal and Maintenance Agreements from the City of San Diego. The project is also expected to require permits from state agencies regulating impacts to jurisdictional wetlands and waters such as the California Department of Fish and Wildlife (CDFW) and the Regional Water Quality Control Board (RWQCB).

APPLICANT: Groundwork San Diego – Chollas Creek

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

The City of San Diego conducted an Initial Study, which determined that the proposed project could have a significant environmental effect in the following area(s): **Historical Resources (Archaeology)**

- IV. DOCUMENTATION:

The attached Initial Study documents the reasons to support the above Determination.

- V. MITIGATION, MONITORING AND REPORTING PROGRAM:

A. GENERAL REQUIREMENTS – PART I
Plan Check Phase (prior to permit issuance)

- 1. Prior to Bid Opening/Bid Award or beginning any construction related activity on-site, the Public Works Department Environmental Designee (ED) shall review and approve all Construction Documents (CD) (plans, specification, details, etc.) to ensure that all MMRP requirements have been incorporated.
- 2. In addition, the ED shall verify that the MMRP Conditions/Notes that apply ONLY to the construction phases of this project are included VERBATIM, under the heading, “**ENVIRONMENTAL/MITIGATION REQUIREMENTS.**”
- 3. These notes must be shown within the first three (3) sheets of the construction documents in the format specified for engineering construction document templates as shown on the City website:

<http://www.sandiego.gov/development-services/industry/standtemp.shtml>

4. The **TITLE INDEX SHEET** must also show on which pages the “Environmental/Mitigation Requirements” notes are provided.

B. GENERAL REQUIREMENTS – PART II

Post Plan Check (After permit issuance/Prior to start of construction)

1. **PRE CONSTRUCTION MEETING IS REQUIRED TEN (10) WORKING DAYS PRIOR TO BEGINNING ANY WORK ON THIS PROJECT.** The CITY PROJECT MANAGER (PM) of the Public Works Department is responsible to arrange and perform this meeting by contacting the City staff from MITIGATION MONITORING COORDINATION (MMC). Attendees must also include the PM, MMC and the following monitors:

Archaeologist and Native American Monitor

Note: Failure of all responsible Permit Holder’s representatives and consultants to attend shall require an additional meeting with all parties present.

CONTACT INFORMATION:

- a) The PRIMARY POINT OF CONTACT is the PM at the Public Works Department (619) 533-4665
 - b) For Clarification of ENVIRONMENTAL REQUIREMENTS, it is also required to call **the PM and MMC at 858-627-3360**
2. **MMRP COMPLIANCE:** This Project, Project Tracking System (PTS) 364784, shall conform to the mitigation requirements contained in the associated Environmental Document and implemented to the satisfaction of the DSD’s ED and MMC. The requirements may not be reduced or changed but may be annotated (i.e. to explain when and how compliance is being met and location of verifying proof, etc.). Additional clarifying information may also be added to other relevant plan sheets and/or specifications as appropriate (i.e., specific locations, times of monitoring, methodology, etc.).

Note:

The PM must alert MMC if there are any discrepancies in the plans or notes, or any changes due to field conditions. All conflicts must be approved by MMC BEFORE the work is performed.

3. **OTHER AGENCY REQUIREMENTS:** Evidence that any other agency requirements or permits have been obtained or are in process shall be submitted to the MMC for review and acceptance prior to the beginning of work or within one

week of the Permit Holder obtaining documentation of those permits or requirements. Evidence shall include copies of permits, letters of resolution or other documentation issued by the responsible agency.

**California Coastal Commission
California Department of Fish and Wildlife
Regional Water Quality Control Board
Metropolitan Transit System
Burlington Northern Santa Fe Railroad**

4. **MONITORING EXHIBITS:** The Qualified Archaeologist and Paleontologist shall submit, to MMC, a monitoring exhibit on an 11x17 reduction of the appropriate site plan, marked to clearly show the specific areas including the **LIMIT OF WORK**, scope of that discipline's work, and notes indicating when in the construction schedule that work will be performed. When necessary for clarification, a detailed methodology of how the work will be performed shall be included.
5. **OTHER SUBMITTALS AND INSPECTIONS:** The PM/Owner's representative shall submit all required documentation, verification letters, and requests for all associated inspections to MMC for approval per the following schedule:

Document Submittal/Inspection Checklist

<i><u>Issue Area</u></i>	<i><u>Document submittal</u></i>	<i><u>Associated Inspection/Approvals/Note</u></i>
General	Monitor Qualification Letter	Prior to Construction
General	Monitoring Exhibit	Prior to Construction
Archaeology	Archaeology Reports	Archaeology/Historic Site Observation
Final MMRP		Final MMRP Inspection/Approval

C. SPECIFIC MMRP ISSUE AREA CONDITIONS/REQUIREMENTS:

HISTORICAL RESOURCES (ARCHAEOLOGY)

I. Prior to Permit Issuance or Bid Opening/Bid Award

- A. Entitlements Plan Check
 1. Prior to permit issuance or Bid Opening/Bid Award, whichever is applicable, the Assistant Deputy Director (ADD) ED shall verify that the requirements for Archaeological Monitoring and Native American monitoring have been noted on the applicable construction documents through the plan check process.
- B. Letters of Qualification have been submitted to ADD
 1. Prior to Bid Award, the applicant shall submit a letter of verification to MMC identifying the Principal Investigator (PI) for the project and the names of all persons involved in the archaeological monitoring program, as defined in the City of San Diego Historical Resources

- Guidelines (HRG). If applicable, individuals involved in the archaeological monitoring program must have completed the 40-hour HAZWOPER training with certification documentation.
2. MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the archaeological monitoring of the project meet the qualifications established in the HRG.
 3. Prior to the start of work, the applicant must obtain written approval from MMC for any personnel changes associated with the monitoring program.

II. Prior to Start of Construction

A. Verification of Records Search

1. The PI shall provide verification to MMC that a site specific records search (1/4 mile radius) has been completed. Verification includes, but is not limited to, a copy of a confirmation letter from South Coastal Information Center, or, if the search was in-house, a letter of verification from the PI stating that the search was completed.
2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.
3. The PI may submit a detailed letter to MMC requesting a reduction to the 1/4 mile radius.

B. PI Shall Attend Pre-Construction (Precon) Meetings

1. Prior to beginning any work that requires monitoring, the Applicant shall arrange a Precon Meeting that shall include the PI, Native American consultant/monitor (where Native American resources may be impacted), Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified Archaeologist and Native American Monitor shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Archaeological Monitoring program with the Construction Manager and/or Grading Contractor.
 - a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with MMC, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.
2. Acknowledgement of Responsibility for Curation (CIP or Other Public Projects)
The applicant shall submit a letter to MMC acknowledging their responsibility for the cost of curation associated with all phases of the archaeological monitoring program.
3. Identify Areas to be Monitored
 - a. Prior to the start of any work that requires monitoring, the PI shall submit an Archaeological Monitoring Exhibit (AME) (with

- verification that the AME has been reviewed and approved by the Native American consultant/monitor when Native American resources may be impacted) based on the appropriate construction documents (reduced to 11x17) to MMC identifying the areas to be monitored, including the delineation of grading/excavation limits.
- b. The AME shall be based on the results of a site specific records search as well as information regarding the age of existing pipelines, laterals and associated appurtenances and/or any known soil conditions (native or formation).
 - c. MMC shall notify the PI that the AME has been approved.
4. When Monitoring Will Occur
- a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur.
 - b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate conditions such as age of existing pipe to be replaced, depth of excavation and/or site graded to bedrock, etc., which may reduce or increase the potential for resources to be present.
5. Approval of AME and Construction Schedule
- After approval of the AME by MMC, the PI shall submit to MMC written authorization of the AME and Construction Schedule from the CM.

III. During Construction

- A. Monitor Shall be Present During Grading/Excavation/Trenching
- 1. The Archaeological Monitor shall be present full-time during all soil disturbing and grading/excavation/trenching activities which could result in impacts to archaeological resources as identified on the AME. **The Construction Manager is responsible for notifying the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances, OSHA safety requirements may necessitate modification of the AME.**
 - 2. The Native American consultant/monitor shall determine the extent of their presence during soil disturbing and grading/excavation/trenching activities based on the AME and provide that information to the PI and MMC. If prehistoric resources are encountered during the Native American consultant/monitor's absence, work shall stop and the Discovery Notification Process detailed in Section III.B-C and IV.A-D shall commence.
 - 3. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field

condition such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or when native soils are encountered that may reduce or increase the potential for resources to be present.

4. The archaeological and Native American consultant/monitor shall document field activity via the Consultant Site Visit Record (CSVR). The CSVRs shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (**Notification of Monitoring Completion**), and in the case of ANY discoveries. The RE shall forward copies to MMC.
- B. Discovery Notification Process
1. In the event of a discovery, the Archaeological Monitor shall direct the contractor to temporarily divert all soil disturbing activities, including but not limited to, digging, trenching, excavating or grading activities in the area of discovery and in the area reasonably suspected to overlay adjacent resources, and immediately notify the RE or BI, as appropriate.
 2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.
 3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible.
 4. No soil shall be exported off-site until a determination can be made regarding the significance of the resource, specifically if Native American resources are encountered.
- C. Determination of Significance
1. The PI and Native American consultant/monitor, where Native American resources are discovered, shall evaluate the significance of the resource. If Human Remains are involved, follow protocol in Section IV below.
 - a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required.
 - b. If the resource is significant, the PI shall submit an Archaeological Data Recovery Program (ADRP) and obtain written approval of the program from MMC, CM, and RE. ADRP and any mitigation must be approved by MMC, RE, and/or CM before ground disturbing activities in the area of discovery will be allowed to resume. **Note: If a unique archaeological site is also an historical resource as defined in CEQA Section 15064.5, then the limits on the amount(s) that a project applicant may be required to pay to cover mitigation costs as indicated in CEQA Section 21083.2 shall not apply.**

- (1). Note: For pipeline trenching and other linear projects in the public ROW, the PI shall implement the Discovery Process for Pipeline Trenching projects identified below under “D.”
- c. If the resource is not significant, the PI shall submit a letter to MMC indicating that artifacts will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that that no further work is required.
 - (1). Note: For Pipeline Trenching and other linear projects in the public ROW, if the deposit is limited in size, both in length and depth, the information value is limited and is not associated with any other resource; if there are no unique features/artifacts associated with the deposit, the discovery should be considered not significant.
 - (2). Note, for Pipeline Trenching and other linear projects in the public ROW, if significance cannot be determined, the Final Monitoring Report and Site Record (DPR Form 523A/B) shall identify the discovery as Potentially Significant.
- D. Discovery Process for Significant Resources - Pipeline Trenching and other Linear Projects in the Public ROW

The following procedure constitutes adequate mitigation of a significant discovery encountered during pipeline trenching activities or for other linear project types within the Public ROW, including but not limited to, excavation for jacking pits, receiving pits, laterals, and manholes to reduce impacts to below a level of significance:

 1. Procedures for documentation, curation, and reporting
 - a. One hundred percent of the artifacts within the trench alignment and width shall be documented in-situ, to include photographic records, plan view of the trench and profiles of side walls, recovered, photographed after cleaning, and analyzed and curated. The remainder of the deposit within the limits of excavation (trench walls) shall be left intact.
 - b. The PI shall prepare a Draft Monitoring Report and submit to MMC via the RE as indicated in Section VI-A.
 - c. The PI shall be responsible for recording (on the appropriate State of California Department of Park and Recreation forms- DPR 523 A/B) the resource(s) encountered during the Archaeological Monitoring Program in accordance with the City’s Historical Resources Guidelines. The DPR forms shall be submitted to the South Coastal Information Center for either a Primary Record or SDI Number and included in the Final Monitoring Report.
 - d. The Final Monitoring Report shall include a recommendation for monitoring of any future work in the vicinity of the resource.

IV. Discovery of Human Remains

If human remains are discovered, work shall halt in that area and no soil shall be exported off-site until a determination can be made regarding the provenance of the human remains; and the following procedures as set forth in CEQA Section 15064.5(e), the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be undertaken:

A. Notification

1. Archaeological Monitor shall notify the RE or BI as appropriate, MMC, and the PI, if the Monitor is not qualified as a PI. MMC will notify the appropriate Senior Planner in the Environmental Analysis Section (EAS) of the Development Services Department to assist with the discovery notification process.
2. The PI shall notify the Medical Examiner after consultation with the RE, either in person or via telephone.

B. Isolate discovery site

1. Work shall be directed away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the Medical Examiner in consultation with the PI concerning the provenience of the remains.
2. The Medical Examiner, in consultation with the PI, will determine the need for a field examination to determine the provenience.
3. If a field examination is not warranted, the Medical Examiner will determine with input from the PI, if the remains are or are most likely to be of Native American origin.

C. If Human Remains **ARE** determined to be Native American

1. The Medical Examiner will notify the Native American Heritage Commission (NAHC) within 24 hours. By law, **ONLY** the Medical Examiner can make this call.
2. NAHC will immediately identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information.
3. The MLD will contact the PI within 24 hours or sooner after the Medical Examiner has completed coordination to begin the consultation process in accordance with CEQA Section 15064.5(e), the California Public Resources and Health & Safety Codes.
4. The MLD will have 48 hours to make recommendations to the property owner or representative, for the treatment or disposition with proper dignity, of the human remains and associated grave goods.
5. Disposition of Native American Human Remains will be determined between the MLD and the PI, and, if:
 - a. The NAHC is unable to identify the MLD, OR the MLD failed to make a recommendation within 48 hours after being notified by the Commission, OR;
 - b. The landowner or authorized representative rejects the recommendation of the MLD and mediation in accordance with PRC 5097.94 (k) by the NAHC fails to provide measures acceptable to the landowner, THEN

- c. To protect these sites, the landowner shall do one or more of the following:
 - (1) Record the site with the NAHC;
 - (2) Record an open space or conservation easement; or
 - (3) Record a document with the County.
 - d. Upon the discovery of multiple Native American human remains during a ground disturbing land development activity, the landowner may agree that additional conferral with descendants is necessary to consider culturally appropriate treatment of multiple Native American human remains. Culturally appropriate treatment of such a discovery may be ascertained from review of the site utilizing cultural and archaeological standards. Where the parties are unable to agree on the appropriate treatment measures, the human remains and items associated and buried with Native American human remains shall be reinterred with appropriate dignity, pursuant to Section 5.c., above.
- D. If Human Remains are **NOT** Native American
- 1. The PI shall contact the Medical Examiner and notify them of the historic era context of the burial.
 - 2. The Medical Examiner will determine the appropriate course of action with the PI and City staff (PRC 5097.98).
 - 3. If the remains are of historic origin, they shall be appropriately removed and conveyed to the San Diego Museum of Man for analysis. The decision for internment of the human remains shall be made in consultation with MMC, EAS, the applicant/landowner, any known descendant group, and the San Diego Museum of Man.

V. **Night and/or Weekend Work**

- A. If night and/or weekend work is included in the contract
 - 1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting.
 - 2. The following procedures shall be followed.
 - a. No Discoveries
In the event that no discoveries were encountered during night and/or weekend work, the PI shall record the information on the CSV and submit to MMC via fax by 8AM of the next business day.
 - b. Discoveries
All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction, and IV – Discovery of Human Remains. Discovery of human remains shall always be treated as a significant discovery.
 - c. Potentially Significant Discoveries

If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction and IV-Discovery of Human Remains shall be followed.

- d. The PI shall immediately contact the RE and MMC, or by 8AM of the next business day, to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.
- B. If night and/or weekend work becomes necessary during the course of construction
 - 1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.
 - 2. The RE, or BI, as appropriate, shall notify MMC immediately.
- C. All other procedures described above shall apply, as appropriate.

VI. Post Construction

- A. Submittal of Draft Monitoring Report
 - 1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Historical Resources Guidelines (Appendix C/D) which describes the results, analysis, and conclusions of all phases of the Archaeological Monitoring Program (with appropriate graphics) to MMC via the RE for review and approval within 90 days following the completion of monitoring. **It should be noted that if the PI is unable to submit the Draft Monitoring Report within the allotted 90-day timeframe as a result of delays with analysis, special study results or other complex issues, a schedule shall be submitted to MMC establishing agreed due dates and the provision for submittal of monthly status reports until this measure can be met.**
 - a. For significant archaeological resources encountered during monitoring, the ADRP or Pipeline Trenching Discovery Process shall be included in the Draft Monitoring Report.
 - b. Recording Sites with State of California Department of Parks and Recreation

The PI shall be responsible for recording (on the appropriate State of California Department of Park and Recreation forms- DPR 523 A/B) any significant or potentially significant resources encountered during the Archaeological Monitoring Program in accordance with the City's Historical Resources Guidelines, and submittal of such forms to the South Coastal Information Center with the Final Monitoring Report.
 - 2. MMC shall return the Draft Monitoring Report to the PI via the RE for revision or for preparation of the Final Report.
 - 3. The PI shall submit the revised Draft Monitoring Report to MMC via the RE for approval.

4. MMC shall provide written verification to the PI of the approved report.
 5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.
- B. Handling of Artifacts
1. The PI shall be responsible for ensuring that all cultural remains collected are cleaned and catalogued.
 2. The PI shall be responsible for ensuring that all artifacts are analyzed to identify function and chronology as they relate to the history of the area, that faunal material is identified as to species, and that specialty studies are completed, as appropriate.
- C. Curation of artifacts: Accession Agreement and Acceptance Verification
1. The PI shall be responsible for ensuring that all artifacts associated with the survey, testing, and/or data recovery for this project are permanently curated with an appropriate institution. This shall be completed in consultation with MMC and the Native American representative, as applicable.
 2. When applicable to the situation, the PI shall include written verification from the Native American consultant/monitor indicating that Native American resources were treated in accordance with state law and/or applicable agreements. If the resources were reinterred, verification shall be provided to show what protective measures were taken to ensure no further disturbance occurs in accordance with Section IV – Discovery of Human Remains, Subsection C.
 3. The PI shall submit the Accession Agreement and catalogue record(s) to the RE or BI, as appropriate, for donor signature with a copy submitted to MMC.
 4. The RE or BI, as appropriate, shall obtain signature on the Accession Agreement and shall return it to the PI with a copy submitted to MMC.
 5. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE, or BI, and MMC.
- D. Final Monitoring Report(s)
1. The PI shall submit one copy of the approved Final Monitoring Report to the RE or BI, as appropriate, and one copy to MMC (even if negative) within 90 days after notification from MMC of the approved report.
 2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from MMC, which includes the Acceptance Verification from the curation institution.

PUBLIC REVIEW DISTRIBUTION:

Draft copies or notice of this Mitigated Negative Declaration were distributed to:

United States Government

- Naval Facilities Engineering Command, SW Division, Environmental Planning (12)
- Environmental Protection Agency (19)
- U.S. Fish and Wildlife Service (23)
- U.S. Army Corps of Engineers (26)

State of California

- Caltrans District 11 (31)
- California Department of Fish and Wildlife (32A)
- Regional Water Quality Control Board (44)
- State Clearinghouse (46A)
- California Coastal Commission (47)
- California Transportation Commission (51)
- Native American Heritage Commission (222)

City of San Diego

- Mayor's Office (MS 11A)
- Councilmember Alvarez, District 8
- Councilmember Emerald, District 9
- City Attorney
 - Shannon Thomas
- Planning Department
 - Martha Blake
 - Susan Morrison
 - Myra Herrmann
 - Jeff Harkness
 - Lara Gates
 - Tait Galloway
 - Tony Kempton
 - Historical Resources Board (Kelly Stanco)
- Park and Recreation Department
 - Herman Parker, Director
 - Andrew Field
 - Laura Ball
- Development Services Department
 - Angela Nazareno
 - Joseph Stanco Jr.
 - Jack Canning
- Transportation & Storm Water Department
 - Linda Marabian
 - Brian Genovese
 - Andrea Demich
 - Mark Stephens

Public Works Department

Carrie Purcell

Marnell Gibson

Library Dept.-Gov. Documents, Central Library MS 17 (81/81A)

Beckwourth Branch Library (81C)

Logan Heights Branch Library MS 17 (81N)

Other

Metropolitan Transit System (112/115)

San Diego Association of Governments (108)

Sierra Club (165)

San Diego Audubon Society (167)

Jim Peugh (167A)

California Native Plant Society (170)

Endangered Habitat League (182 and 182A)

Carmen Lucas (206)

Clint Linton (215B)

Ron Christman (215)

Frank Brown (216)

South Coastal Information Center (210)

San Diego Archaeological Center (212)

Save Our Heritage Organisation (214)

San Diego County Archaeological Society (218)

Kumeyaay Cultural Heritage Preservation (223)

Kumeyaay Cultural Repatriation Society (225)

Native American Distribution (225A-S)

Barona Group of Capitan Grande Band of Mission Indians (225A)

Campo Band of Mission Indians (225B)

Ewiiapaayp Band of Mission Indians (225C)

Inaja Band of Mission Indians (225D)

Jamul Indian Village (225E)

La Posta Band of Mission Indians (225F)

Manzanita Band of Mission Indians (225G)

Sycuan Band of Mission Indians (225H)

Viejas Group of Capitan Grande Band of Mission Indians (225I)

Mesa Grande Band of Mission Indians (225J)

San Pasqual Band of Mission Indians (225K)

Ipai Nation of Santa Ysabel (225L)

La Jolla Band of Mission Indians (225M)

Pala Band of Mission Indians (225N)

Pauma Band of Mission Indians (225O)

Pechanga Band of Mission Indians (225P)

Rincon Band of Luiseno Indians (225Q)

San Luis Rey Band of Luiseno Indians (225R)

Los Coyotes Band of Mission Indians (225S)

Barrio Logan Community Planning Group


Southeastern San Diego Planning Group (449)

Reynaldo Pizaño (447)
County of San Diego Department of Environmental Health (76)
San Diego Gas & Electric
Civic San Diego (448)
Educational/Cultural Complex (450)
Chollas Restoration Enhancement and Conservancy (451)
Voice News & Viewpoint (453)
Groundwork San Diego – Chollas Creek (Leslie Reynolds)
BNSF Railway
Psomas – Augie Chang

d. RESULTS OF PUBLIC REVIEW:

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

Copies of the draft Mitigated Negative Declaration, the Mitigation, Monitoring and Reporting Program and any Initial Study material are available in the office of the Planning Department for review, or for purchase at the cost of reproduction.


Myra Herrmann, Senior Planner
Planning Department

January 15, 2016
Date of Draft Report

Date of Final Report

Analyst: Susan Morrison/Rebecca Malone

Figure 1- Regional Map
Figure 2- Vicinity Map
Figure 3- Location Map
Initial Study Checklist



Location Map

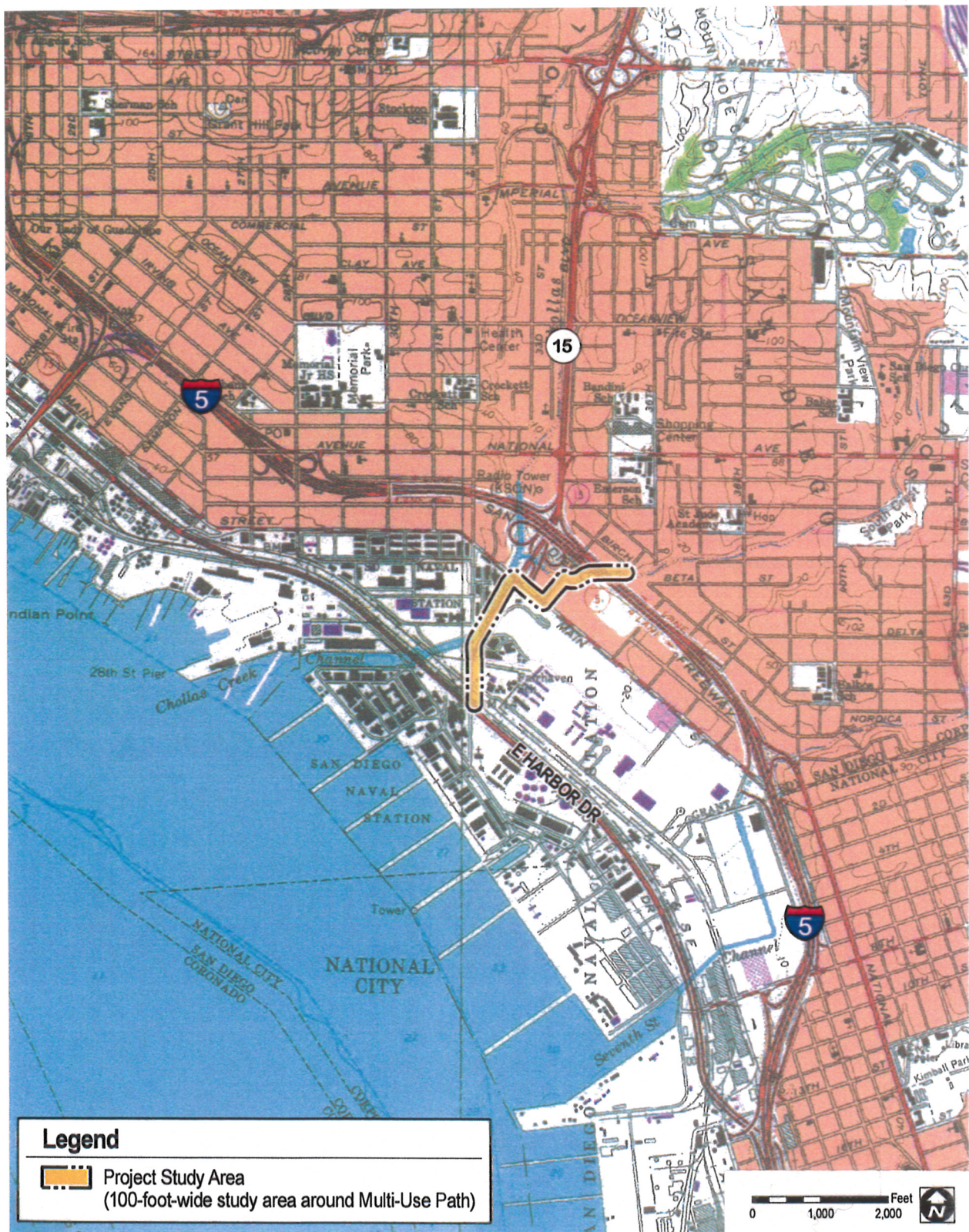
Chollas Creek to Bayshore Bikeway Multi-Use Path /

Project No. 364784

City of San Diego – Planning Department

FIGURE

No. 3



Vicinity Map

Chollas Creek to Bayshore Bikeway Multi-Use Path /

Project No. 364784

City of San Diego – Planning Department

FIGURE

No. 2



Regional Map

Chollas Creek to Bayshore Bikeway Multi-Use Path /

Project No. 364784

City of San Diego – Planning Department

FIGURE

No. 1

INITIAL STUDY CHECKLIST

1. Project title/Project number: Chollas Creek to Bayshore Bikeway Multi-Use Path/364784
2. Lead agency name and address: City of San Diego – Planning Department, 1010 Second Avenue, Suite 1200, East Tower, MS 413, San Diego, CA 92101
3. Contact person and phone number: Susan Morrison, Associate Planner, (619) 533-6492
4. Project location: The Chollas Creek to Bayshore Bikeway Multi-Use Path project (Path or project) is generally located along the south branch and main channel of Chollas Creek near the intersection of Interstate 5 (I-5) and Interstate 15 (I-15), in the City of San Diego, California. The eastern end of the project adjoins Dorothy Petway Neighborhood Park just east of I-5, and the Path's western end is at the intersection of 32nd Street and East Harbor Drive, just east of where Chollas Creek enters San Diego Bay. The Path route occurs both within and outside of existing roadways.
5. Project Applicant/Sponsor's name and address: Leslie Reynolds, Groundwork San Diego – Chollas Creek, 5106 Federal Boulevard, Suite 203, San Diego, CA 92105
6. General/Community Plan designation: The project alignment is located in the Southeastern San Diego Community Plan and Barrio Logan Community Plan areas. Relative to the Southeastern San Diego Community Plan, the project site is located in the vicinity of a Community Plan-identified proposed Class I bike path and an Enhanced Class III bike route. With regards to the Barrio Logan Community Plan, the project site is located in the vicinity of a Community Plan-identified bikeway and recreational loop.
7. Zoning: The project alignment is located exclusively within public right-of way (ROW) and along the Chollas Creek corridor, which are adjacent to lands zoned SESDPD-SF-40000 within the Southeastern San Diego community, and BLPD-SUBD-D, IL-3-1, and IH-2-1 within the Barrio Logan Community. The proposed use is permitted within the IL-3-1, IH-2-1, and BLPD-SUBD-D zones.
8. Description of project: The Chollas Creek to Bayshore Bikeway Multi-Use Path (Path) is a segment of a long-range plan to provide a multi-use path along Chollas Creek. This project involves the development of a multi-use pedestrian and bicycle path, linking Dorothy Petway Neighborhood Park in the Southeastern San Diego community through the Barrio Logan community to East Harbor Drive. The proposed 4,000-foot-long (approximately 0.75-mile) extension of the Path would be constructed along Chollas Creek and developed within public street rights-of-way. The Path would be ten to 14 feet wide and would be primarily developed as Class I/cycletrack (separate facility) and Class II (painted bike lane) bicycle facilities, with the possibility of a Class III facility with painted sharrows (shared-lane marking) along a short stretch of Rigel Street. Crossing signals would be installed at various locations to stop traffic and allow bicyclists and pedestrians to cross safely. The project would involve the grading and construction of the multi-use path along Chollas Creek (including replacement of concrete creek banks/walls in some sections), as well as reconfiguring public streets to allow for bike facilities.

Where the Path is proposed to follow the creek, the Path would be constructed either alongside the banks of the creek or, where insufficient ROW exists, within the creek bed on the upper portion of the existing channel side-slopes. In these areas, a retaining wall would be constructed to level and support the Path. Where the Path is constructed alongside or within the banks of the creek, it would

be constructed to 14 feet in width, comprised of a ten-foot-wide paved walking/riding surface with two-foot-wide clear shoulders on each side. Possible materials for the walking/riding surface include concrete pavement and permeable concrete pavement. Bioretention trenches installed within the shoulder area of the Path and catch basin filter inserts would provide creek water-quality protection from Path runoff. Possible materials for the shoulder bioretention trenches include stabilized decomposed granite, small aggregate, and permeable concrete.

The proposed alignment for the multi-use Path would begin at Dorothy Petway Neighborhood Park and continue southwest along the creek to Rigel Street, then follow Rigel Street to Main Street. The Path would then head north on the west side of Main Street until it meets Chollas Creek on the northwest side of the Interstate 15 freeway ramp. The Path would then follow Chollas Creek southwest to 32nd Street, at which point the Path would follow the 32nd Street ROW to its terminus at East Harbor Drive, near the Metropolitan Transit System (MTS) Pacific Fleet Station Blue Line Trolley stop.

Discretionary actions for the proposed project include an Encroachment Agreement from Caltrans, a Letter of Request for Navy Lease from the United States Navy for development within Navy ROW, and various Encroachment Removal and Maintenance Agreements from the City of San Diego. The project is also expected to require permits from state agencies regulating impacts to jurisdictional wetlands and waters such as the California Department of Fish and Wildlife (CDFW) and the Regional Water Quality Control Board (RWQCB).

9. Surrounding land uses and setting: The project site area is situated in generally flat terrain along the channel of the south branch of Chollas Creek. Elevations range from 0 to 35 feet (approximately 0 to 11 meters) above mean sea level, including the range from bottom of creek channel to top of highest bank or adjacent upland. The site gently slopes downward from the east toward the west, and creek water flows from the east into San Diego Bay beyond the west end of the study area. The project study area is bordered by Caltrans roads and land, private commercial and light industrial properties, US Navy land, railroad property, and small areas of City of San Diego property. The entire study area is located within an urbanized setting, and outside the City's Multi-Habitat Planning Area (MHPA). The nearest MHPA lands are approximately two miles north of the project area, north of the intersection of I-15 and State Route 94.
10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.): The project is expected to require permits from state agencies regulating impacts to jurisdictional wetlands and waters such as CDFW and RWQCB. Additionally, encroachment permits would be required from MTS (Blue Line Trolley) and the Burlington Northern Santa Fe (BNSF) Railroad.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|---|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Transportation/Traffic |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities/Service System |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Noise | <input checked="" type="checkbox"/> Mandatory Findings Significance |

DETERMINATION: (To be completed by Lead Agency)

On the basis of this initial evaluation:

- ☐ The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (a) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (b) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required.
- ☐ Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or (MITIGATED) NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or (MITIGATED) NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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I) AESTHETICS – Would the project:

- a) Have a substantial adverse effect on a scenic vista? ☐ ☐ ☐ ☒

Public views, scenic corridors, and/or scenic vistas designated per the community plan do not exist on the site. No impact would result.

- b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? ☐ ☐ ☐ ☒

See I.a. above. The project site is situated within a developed urban neighborhood and no such scenic resources (trees, rock outcroppings, or historic buildings) or state scenic highways are located on, near, or adjacent to the project site. No impact would result.

- c) Substantially degrade the existing visual character or quality of the site and its surroundings? ☐ ☐ ☐ ☒

The project would be compatible with the surrounding neighborhood and development. The project would not substantially degrade the existing visual character or quality of the site or the surrounding area. No impact would result.

- d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? ☐ ☐ ☐ ☒

The proposed project would be intended for daylight use and no additional lighting would be provided. As such, no new sources of light or glare would be created. No impact would result.

II. AGRICULTURAL AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. – Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>The project site does not contain prime farmland, unique farmland, or farmland of Statewide importance as designated by the Farmland Mapping and Monitoring Program of the California Department of Conservation. Agricultural land is not present on the site or in the general vicinity. No impact would result.</p>				
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Refer to II.a. above. There are no Williamson Act Contract lands on or within the vicinity of the site. Furthermore, the project would not affect any properties zoned for agricultural use or affected by a Williamson Act Contract. Agricultural land is not present on the site or in the general vicinity of the site; therefore, no conflict with the Williamson Act Contract would result. No impact would result.</p>				
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>The project would not conflict with existing zoning for or cause a rezoning of forest land, timberland, or timberland zoned Timberland Production. No designated forest land or timberland occur onsite. No impact would result.</p>				
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Refer to II.c. above. Furthermore, the project would not contribute to the conversion of any forested land to non-forest use, as surrounding land uses are built out. No impact would result.</p>				

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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| e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Refer to II.a. through d. above. No impact would result.

III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied on to make the following determinations – Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

The local air pollution control district (APCD) has the primary responsibility for the development and implementation of rules and regulations designed to attain the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (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 APCD is the local agency responsible for the administration and enforcement of air quality regulations in San Diego County.

The APCD and the San Diego Association of Governments (SANDAG) are responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the San Diego Air Basin (SDAB). The San Diego County Regional Air Quality Strategy (RAQS) was initially adopted in 1991, and is updated on a triennial basis, most recently in 2009. The RAQS outlines APCD's plans and control measures designed to attain the state air quality standards for ozone (O₃). The APCD has also developed the air basin's input to the State Implementation Plan (SIP), which is required under the federal Clean Air Act for areas that are out of attainment of air quality standards. The SIP includes the APCD's plans and control measures for attaining the O₃ NAAQS. The SIP is also updated on a triennial basis. The latest SIP update that has been approved by the U.S. Environmental Protection Agency (EPA) was in 2007. The current SIP is the APCD's *Eight-Hour Ozone Attainment Plan for San Diego County* (Attainment Plan). The Attainment Plan forms the basis for the SIP update, as it contains documentation on emission inventories and trends, the APCD's emission control strategy, and an attainment demonstration that shows that the SDAB will meet the NAAQS for O₃. Emission inventories, projections, and trends in the Attainment Plan are based on the latest O₃ SIP planning emission projections compiled and maintained by the California Air Resources Board (CARB). The inventories are based on data submitted by stakeholder agencies, including SANDAG, based on growth projections in municipal general plans.

The SIP is the document that sets forth the state's strategies for attaining and maintaining the NAAQS. The APCD is responsible for developing the San Diego portion of the SIP, and has

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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developed an attainment plan for attaining the 8-hour NAAQS for O₃. 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 will conflict with or obstruct implementation of the applicable air quality plans. Because the CARB mobile source emission projections and SANDAG growth projections are based on population and vehicle trends and land use plans developed by the City of San Diego as part of the development of general plans, projects that propose development that is consistent with the growth anticipated by the general plan would be consistent with the RAQS and SIP. In the event that a project would propose development which is less dense than anticipated within the general plan, the project would likewise be consistent with the RAQS and SIP.

The project would result in temporary air emissions associated with construction. Construction is a source category that is accounted for within the RAQS and SIP. The project would not result in operational emissions, and would facilitate the use of alternative transportation modes (pedestrian and bicycles). Accordingly, the proposed project would not conflict with or obstruct implementation of the RAQS or SIP, and would not result in a significant impact.

- b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

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To determine if the project would result in a significant impact on the environment, an evaluation of emissions associated with construction of the project was conducted by Scientific Resources Associated (Air Quality Technical Report, March 27, 2014). Emissions of pollutants such as fugitive dust and heavy equipment exhaust that are generated during construction are generally highest near a construction site. Emissions from construction of the project were estimated using the CalEEMod Model (ENVIRON 2013), Version 2013.2, which provides default assumptions regarding horsepower rating, load factors for heavy equipment, and hours of operation per day. Default assumptions within the CalEEMod Model were used to represent operation of heavy construction equipment. Construction calculations within the CalEEMod Model utilize the number and type of construction equipment to calculate emissions from heavy construction equipment. Fugitive PM₁₀ and PM_{2.5} emissions estimates take into account compliance with Rule 55 requirements for fugitive dust suppression, which require that no visible dust be present beyond the site boundaries.

In addition to calculating emissions from heavy construction equipment, the CalEEMod Model contains calculation modules to estimate emissions of fugitive dust, based on the amount of earthmoving or surface disturbance required, emissions from heavy-duty truck trips or vendor trips during construction activities, and emissions from construction worker vehicles during daily commutes. As part of the project design features, it was assumed that standard dust control measures (watering three times daily and reducing speeds to 15 mph on unpaved surfaces) would be implemented during construction.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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According to the Air Quality Technical Report, emissions of criteria pollutants during construction would be below the thresholds of significance for all project construction phases for all pollutants. Project criteria pollutant emissions during construction would be temporary and are less than significant.

Projects involving traffic impacts may result in the formation of locally high concentrations of carbon monoxide (CO), known as CO “hot spots.” To verify that the project would not cause or contribute to a violation of the CO standard, a screening evaluation of the potential for CO “hot spots” was conducted. Project-related traffic would have the potential to result in CO “hot spots” if project-related traffic resulted in a degradation in the level of service (LOS) at any intersection to LOS E or F. The Traffic Impact Analysis (Psomas 2014) evaluated whether or not there would be a decrease in the LOS at the intersections affected by the project.

Based on the Traffic Impact Analysis, there are no significant traffic impacts associated with the project. Accordingly, the project would not result in CO “hot spots”, and no significant air quality impact would result. The project would therefore not result in an exceedance of an air quality standard, and no mitigation measures are required.

- c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

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The SDAB is considered a non-attainment area for the 8-hour NAAQS for O₃, and is considered a non-attainment area for the CAAQS for O₃, PM₁₀, and PM_{2.5}. An evaluation of emissions of non-attainment pollutants was conducted in the Air Quality Technical Report. Based on that evaluation, emissions of non-attainment pollutants during construction would be below the significance thresholds for ozone precursors, PM₁₀, and PM_{2.5}. The project would not result in any operational emissions. Accordingly, the project would not result in a cumulatively considerable air quality impact.

- d) Expose sensitive receptors to substantial pollutant concentrations?

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Project construction could result in minor amounts of pollutant concentrations associated with diesel heavy equipment exhaust. These compounds would be emitted in various amounts and at various locations during construction. Sensitive receptors located in the vicinity of the construction site include the residences to the south of the site. Pollutants are concentrated highest near the source and would quickly dissipate offsite; any pollutants associated with construction would be temporary. The project would not be considered a source of substantial pollutant concentrations. As such, project implementation would not expose sensitive receptors to substantial concentrations of pollution. Impacts would be less than significant.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- e) Create objectionable odors affecting a substantial number of people?

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Project construction could result in minor amounts of odor compounds associated with diesel heavy equipment exhaust. These compounds would be emitted in various amounts and at various locations during construction. Sensitive receptors located in the vicinity of the construction site include the residences to the south of the site. Odors are highest near the source and would quickly dissipate offsite; any odors associated with construction would be temporary. The project would not be considered a source of objectionable odors. Thus the potential for odor impacts associated with the project is less than significant.

IV. BIOLOGICAL RESOURCES – Would the project:

- a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

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REC Consultants, Inc., prepared the Biological Technical Report (June 2015) for the project. The Chollas Creek to Bayshore Bikeway Multi-Use Path impacts to vegetation/land cover categories and biological resources are limited to Disturbed and Developed lands. All of the natural habitats (Estuarine Open Water, Non-Vegetated Channel, Southern Coastal Salt Marsh, and Coastal Brackish Marsh) occur outside the project impact footprint and would not be directly impacted. Diegan Coastal Sage Scrub occurs within the project study area, but is east of the end of the Path and would not be impacted. The Estuarine Open Water, Non-Vegetated Channel, Southern Coastal Salt Marsh, and Coastal Brackish Marsh communities occur in the bottom of the creek or in a narrow strip immediately adjacent to open water in the creek and would not be directly impacted. Project impacts to Tier IV Disturbed Land and Developed Land would not be significant and do not require mitigation.

The project is not expected to directly impact any sensitive or otherwise protected plant or animal species because no sensitive species were observed or are likely to occur within the project corridor.

The project has little potential to indirectly impact nearby habitat through edge effects because of its location within an urban setting. The primary indirect impact(s) would be construction of the new vertical stepped retaining wall in one section of the Path and the associated water-quality protection measures. Because this construction task would involve removing and replacing part of the existing concrete bank, the direct impact of concrete bank removal would be close to the Non-Vegetated Channel. However, the Path and all associated construction would not encroach below the U.S. Army Corps of Engineers (USACE)-jurisdictional Ordinary High Water Mark (OHWM).

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Measures to prevent water quality impacts, such as flow diversion, could result in temporary impacts to the creek bed. These impacts would be less than significant because the creek bed and banks are artificial in this location. Construction best management practices (BMPs) would prevent potential indirect impacts to creek water quality.

The project is not expected to indirectly impact sensitive plants or animals because of its location within an area that has already been substantially developed. The few special-status plants observed in the study area would not be exposed to greater risk of impact due to construction of the Path, and the route might actually direct foot traffic away from the plant locations.

No indirect impacts to any wildlife corridors, linkages, or wildlife nursery sites would occur because of the project location. Possible indirect impacts from Path user noise are unlikely to be significant due to existing urban conditions along the Path route.

- b) Have a substantial adverse effect on any riparian habitat or other community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

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Refer to IV.a. above. The project would not directly or indirectly impact any riparian habitat or other plant community.

- c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

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The site does not contain any federally protected wetlands as defined by Section 404 of the Clean Water Act. Therefore, no impacts would result. Also, refer to IV.a. above.

- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

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Based on the impact analysis conducted by REC Consultants, Inc., the project study area does not contain suitable habitat to support foraging or nesting of sensitive wildlife species along the alignment where the Path will be constructed, and no mitigation for biological impacts are

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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required. Furthermore, the biological consultant did not identify any potential indirect impacts during nesting/breeding season from construction noise-related activities (see NOISE XII.a).

In addition, no formal and/or informal wildlife corridors are on or near the project, as the site is located within a fully urbanized area. No impacts would result. Also, refer to IV.a. above.

- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

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The project is located within the City of San Diego MSCP Subarea Plan, which was developed to compensate for the loss of biological resources throughout the region. Projects that conform to the MSCP as specified by the Subarea Plan, Biology Guidelines, and Environmentally Sensitive Lands Regulations, are not expected to result in significant cumulative impacts for those biological resources adequately covered by the MSCP. While there could be certain unusual occasions where impacts to a particular non-covered species might be cumulatively significant even if the project otherwise fully complies with the MSCP, such is not the case for this project. The project is within an urban setting and no sensitive plants, animals, or habitats would be impacted. Limited encroachment below top-of-bank is expected and will require permitting, but would only impact the artificial concrete creek bank and would not result in impacts to wetland habitat. Therefore, impacts would be less than significant.

- f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

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Refer to IV.e. above. The project would not conflict with the provisions of the MSCP. Impact would be less than significant.

V. CULTURAL RESOURCES – Would the project:

- a) Cause a substantial adverse change in the significance of an historical resource as defined in §15064.5?

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A Historic Resource Technical Report (November 2015) was prepared for the project by Daly & Associates. An intensive-level field reconnaissance survey was made of the built environment resources within the area of potential effect (APE). The fieldwork consisted of inspecting the two, separate, railroad-related structures and associated features that intersect with the APE at 32nd Street.

The first linear structure, the California Southern Railroad/Atchison Topeka & Santa Fe Railroad (ATSF)/BNSF line has been previously evaluated and recorded in Orange and San Diego

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Counties as a historic linear property eligible for listing in the National Register of Historic Places (NRHP) under Criterion A. The specific segment of the railroad in the APE had been included in a survey in the City of San Diego in 2002 (CA-SDI-16385), but the 2002 survey did not evaluate the current project segment as part of a linear resource eligible for the NRHP.

The second linear structure, the MTS Blue Line Trolley, situated in the ROW of the abandoned San Diego & Arizona Railroad/Southern Pacific Railroad (SPRR)/Union Pacific Railroad (UPRR) had not been previously been evaluated for significance within the City of San Diego. A 20-mile segment of the San Diego & Arizona Railroad/SPRR/UPRR, located outside of San Diego and east of Ocotillo, had been evaluated for eligibility for listing in the NRHP as a segment of the larger linear resource in 2000.

The specific segment of the California Southern Railroad/ATSF/BNSF linear resource situated in the project APE appears to be eligible for listing in the NRHP as a contributor to the entire length of the ATSF/BNSF railroad line that has been determined by the State Historic Preservation Officer (SHPO) to be eligible for listing in the NRHP under Criterion A for its contribution to the history of railroad transportation in the United States and California. The California Southern Railroad/ATSF/BNSF linear resource has been assigned by SHPO the Status Code of 2S2. The historic report concluded that the integral structure and features of the railroad line have been maintained and updated from the line's original construction in 1880, and the ATSF/BNSF lines still retain those levels of physical integrity necessary to convey the significance of a nationwide rail transportation company to the history of San Diego and California. Furthermore, because the ATSF/BNSF segment has been found to be a contributor to a resource determined eligible to the NRHP by SHPO, the segment is also eligible for listing in the California Register of Historical Resources (CRHR), and as a City of San Diego Historical Resource. As such, the project was reviewed by Historical Resources staff in accordance with the Historical Resources Regulations and a determination made that as currently planned would not result in a substantial adverse change in the significance of the ATSF/BNSF segment. Potential impacts would be less than significant, and no mitigation is required.

The specific segment of the Blue Line Trolley in the project APE, situated in the ROW of the defunct San Diego & Arizona Railroad/SPRR/UPRR, does not appear to be eligible for listing in the NRHP, CRHR, or as a City of San Diego Historical Resource as it does not meet the necessary criteria to be determined a historical resource. The MTS Blue Line Trolley has occupied the repurposed and refurbished San Diego & Arizona Railroad/SPRR/UPRR ROW since 1981. The ROW was significantly altered physically and visually when electric power lines and towers were installed to operate the trolley line. The segment of the Blue Line Trolley in the APE has not retained sufficient physical attributes to convey its association with the San Diego & Arizona Railroad/SPRR/UPRR. The project as currently planned would not result in adverse direct or indirect impacts to this resource.

- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

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A Phase II Evaluation of a Portion of Archaeological Site CA-SDI-12093 (August 2015) was

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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prepared for the project by BonTerra Psomas. Previous research indicates that the project may impact two cultural resources: CA-SDI-12093 and P-37-025680. The railroad (P-37-025680) is evaluated above in V.a.

To determine the presence or absence of an archaeological deposit and to determine the significance of any portion of CA-SDI-12093 that may remain within the APE, BonTerra Psomas archaeologists prepared and conducted an Archaeological Testing Plan, approved by the City of San Diego. Additionally, the site has been determined ineligible for listing in the NRHP on at least two occasions, however, because of its size, significant pockets of cultural resources could remain buried in areas not previously tested. Initial research suggests that the site would only be impacted by the project where the Path would be placed between I-15 and Chollas Creek (south of Main Street), a 1,000-foot-long stretch of sloped embankment above the creek. It is in this area that the archaeological testing occurred.

BonTerra Psomas excavated 18 Shovel Test Pits (STPs) along the 1,000-foot-long embankment between I-15 and Chollas Creek, south of Main Street. The placement of STP 1 roughly coincided with Station 119+50, and STPs were excavated at 50-foot intervals down through Station 115+50. STP 10 was placed approximately at Station 110 and the next seven STPs were excavated at roughly 50-foot intervals ending at Station 113+50. Several STPs that were to be excavated near the center of the APE could not be excavated due to concrete on the slope.

STPs were excavated by hand in 20-cm increments and dry screened through 1/8-inch mesh. The retained matrix was inspected for specific classes of material, including stone tools, debitage, ground stone tools, miscellaneous lithics (e.g., ochre, asphaltum), non-fish and fish bone, bone tools, charcoal, fire-affected rock, or historic material. Of the 18 STPs excavated, 10 contained historic artifacts consisting of brick, concrete, glass, and plastic fragments. These are thought to be associated with the construction of either Wabash Boulevard, I-15, the retaining wall in the eastern slope of Chollas Creek (unknown prior to this project), and/or the probable degradation of concrete poured down over the eastern slope of Chollas Creek, primarily along the northern half of the slope. The presence of the concrete, along a significant portion of the proposed Path, prevented the completion of the STP testing as planned. It was not possible to investigate any sediment under the concrete. Of the 18 STPs, six were terminated in solid concrete, three in riprap, two in unidentified large rock (possible riprap), and three in graded roadbed aggregate.

In light of these results, there are several factors to consider regarding the current investigation:

1. The sparse shellfish remains have been extensively reworked, resulting in heavy fragmentation, probably the result of various episodes of construction involving the sloped embankment and the I-15/Wabash Boulevard alignments.
2. The presence of intrusive historic items such as brick, concrete, glass, and plastic suggests disturbance of the site.
3. The discovery of the retaining wall and poured concrete covering a portion of the Path alignment, which could not be removed during the test, prevented testing of the covered area.
4. The complete absence of any prehistoric lithic artifacts.

Given these factors, there was no evidence obtained from this test excavation that suggests the

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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recovered shellfish are from a prehistoric archaeological midden. The test excavation failed to demonstrate that any remnants of SDI-12093 are extant within the proposed Path alignment. Absent further testing in the area, the APE lacks the criteria necessary for inclusion on the CRHR or the City of San Diego Historical Resources Register.

The unexpected discovery of concrete along the eastern slope of Chollas Creek prevented testing as originally proposed. In lieu of additional testing, it is recommended that initial excavations for the Path are monitored by a qualified Archaeologist and Native American monitor. If monitoring results in the discovery of intact archaeological remains, an evaluation consisting of additional STPs or formal excavation units should be conducted to determine if that portion of CA-SDI-12093 is eligible for listing in the CRHR. In the event the discovery is determined eligible, additional measures shall be implemented to minimize any adverse impacts to archaeological resources to below a level of significance.

- c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? ☐ ☐ ☒ ☐

TerraCosta Consulting Group (TCG) prepared the Geologic and Geotechnical Site Assessment (January 6, 2014) for the project. This assessment determined that the project site is underlain by San Diego Formation, Terrace Deposits, Alluvial and Estuarine Deposits, Fill, and Pavement. Based on the City of San Diego CEQA Significance Determination Thresholds Paleontological Monitoring Determination Matrix, San Diego Formation has a high sensitivity rating for paleontological resources, and River/Stream Terrace Deposits has a moderate sensitivity rating for paleontological resources in this area. Due to their manufactured composition, fill and pavement have low to no sensitivity for paleontological resources.

According to the City of San Diego's Significance Determination Thresholds, more than 1,000 cubic yards of grading at depths of 10 feet or greater into formations with a high resource sensitivity rating and 2,000 cubic yards at 10 feet or greater into formations with a moderate resource sensitivity rating could result in a significant impact to paleontological resources, and mitigation would be required. In addition, monitoring would be required when shallow grading is proposed where formation is present at less than 10 feet. Construction of the project will require removal of approximately 0.9 acres of soil to create the Path and retaining walls to support adjacent slopes. This amount of excavation occurs within the adjacent slopes and the Path alignment, but will not exceed 10 feet in depth below existing grade into sensitive formational soils. As such, the potential for the project to impact fossil bearing formations along this alignment is low and monitoring is not required.

- d) Disturb and human remains, including those interred outside of formal cemeteries? ☐ ☒ ☐ ☐

No cemeteries, formal or informal, have been identified on the project site. As identified previously, monitoring during ground-disturbing activities is required. Furthermore, should human remains be discovered during ground-disturbing activities, work would be required to halt in that area and no soil would be exported off-site until a determination could be made regarding

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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the provenance of the human remains by the County Coroner in consultation with the Principal Investigator and Native American representative, as required. Implementation of the mitigation measures and protocol for treatment of human remains in accordance with the California Public Resources Code and the Health and Safety Code would reduce this potential impact to below a level of significance.

VI. GEOLOGY AND SOILS – Would the project:

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

- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

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TCG prepared the Geologic and Geotechnical Assessment (January 6, 2014) for the project. Two fault strands were identified passing through the bay south of the alignment during work performed by TCG for the Navy. These fault strands are considered to be secondary faults within the Rose Canyon-San Diego Bay fault system. The most westerly fault strand has evidence of more than 15 to 20 feet of vertical displacement. The easterly fault strand has displacements that are estimated to be a few feet or less. The area has been previously dredged with the likely result that all of the historic Holocene-age deposits have been removed during the dredging process. As such, the activity of these fault strands is indeterminate and, considering evidence found in other parts of the San Diego Bay, are likely potentially active.

Additionally, the Silver Strand segment of the Rose Canyon system is located approximately 1.4 miles to the west, and the La Nacion Fault is located approximately 2.25 miles to the east. These faults are considered active or potentially active by numerous investigators. No known active or potentially active faults are mapped crossing the alignment. Therefore, the risk of fault rupture is considered low, and impacts would be less than significant.

- ii) Strong seismic ground shaking?

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Refer to VI.a.i.

The City of San Diego Seismic Safety Maps do not indicate a fault in or near the project area. The project would utilize proper engineering design and standard construction practices in order to ensure that potential impacts in this category based on regional geologic hazards

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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would remain less than significant.

On the basis of the above information and the results of the site-specific assessment of ground motion for the project, the risk to the site from ground shaking is considered to be high. The project does not include habitable structures that could be affected during a seismic event, nor would the project expose people to substantial adverse risk that could result in loss, injury, or death. As such, although ground shaking from regional or localized earthquakes could occur, the project has been designed to meet all engineering standards, and therefore, the potential impact from the project is less than significant.

- iii) Seismic-related ground failure, including liquefaction?

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Three key ingredients are required for liquefaction to occur: liquefaction-susceptible soils, groundwater, and strong earthquake shaking. Soils susceptible to liquefaction are generally loose to medium dense sands and non-plastic silt deposits below the water table. The soil deposits underlying the site are comprised of loose to medium dense sands and non-plastic silt deposits, bay deposits, and both Quaternary-age and Tertiary-age deposits, all of which exist below the water table.

The risk for liquefaction at the site is dependent upon the location of interest. Results of the liquefaction assessment conducted by TCG indicate that the Bay Point and San Diego Formation soils are not liquefiable. However, the fill soils below the groundwater and the alluvial and estuarine deposits are potentially liquefiable. As such, the risk for liquefaction is considered to be high, depending upon the level of occurrence of an earthquake event. Additionally, a review of the City of San Diego's Seismic Safety Study, Map Sheet 13, indicates that the project alignment has a moderate to high potential for liquefaction. If liquefaction were to occur during a seismic event, users on the Path could be subject to risk. However, the proposed project has been designed to meet all engineering standards, and therefore, the potential risk of liquefaction in the project corridor is less than significant.

- iv) Landslides?

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A review of aerial photographs, published reports, geologic maps, and the site reconnaissance conducted by TCG did not reveal any features indicative of ancient natural landslides on or adjacent to the proposed project site limits. The risk associated with landslides at the site is therefore negligible.

- b) Result in substantial soil erosion or the loss of topsoil?

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Construction of the project would temporarily disturb onsite soils during grading activities, thereby increasing the potential for soil erosion to occur. However, the use of standard erosion control measures and implementation of storm water BMPs requirements during construction would preclude impacts. Impacts would be less than significant.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

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Refer to VI.a.iii and iv.

No collapsible soils were reported in the literature reviewed or encountered during the site reconnaissance. As such, the potential for collapsible soils is low.

It is anticipated that portions of the project alignment could be subjected to lateral spreading. The project would be designed to meet City standards with regards to grading and construction with a floodway or floodplain. Impacts would be considered less than significant.

- d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

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No expansive soils were reported or encountered during the site reconnaissance. As such, the potential for collapsible soils is low, and impacts would therefore be less than significant.

- e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

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The project does not propose mechanisms for disposal of waste water, as no restroom facilities would be provided. No impact would occur.

VII. GREENHOUSE GAS EMISSIONS – Would the project:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

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Scientific Resources Associated prepared the Global Climate Change Evaluation (March 27, 2014) for the project. As discussed in Section 15064.4 of the CEQA Guidelines, the determination of the significance of greenhouse gas (GHG) emissions calls for a careful judgment by the lead agency, consistent with the provisions in Section 15064. Section 15064.4 further

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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provides that a lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of GHG emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to:

1. Use a model or methodology to quantify GHG emissions resulting from a project, and which model or methodology to use. The lead agency has discretion to select the model or methodology it considers most appropriate, provided it supports its decision with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use; and/or
2. Rely on a qualitative analysis or performance based standards.

Section 15064.4 also advises a lead agency to consider the following factors, among others, when assessing the significance of impacts from GHG emissions on the environment:

1. The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting;
2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and
3. The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

The California Air Pollution Control Officers Association proposed a screening threshold of 900 metric tons of carbon dioxide equivalent (CO₂e) to evaluate whether a project requires further analysis. Projects with emissions above the 900 metric ton threshold are required to evaluate whether emissions can be reduced below “business as usual” levels. The City of San Diego has adopted this level as a screening value. Because the project involves temporary construction and would not result in operational emissions, the project’s construction impacts have been evaluated relative to the screening threshold.

GHG emissions associated with the project were estimated for construction emissions only because the project would not result in operational emission sources. Construction GHG emissions include emissions from heavy construction equipment, truck traffic, and worker trips. Emissions were calculated using the CalEEMod Model, which is the newest land use emissions model developed by ENVIRON and the SCAQMD, for completed and proposed construction. CalEEMod contains emission factors from the OFFROAD model for heavy construction equipment, and from the EMFAC2011 model for on-road vehicles. The construction GHG emissions table, below, presents the construction-related emissions associated with construction of the project.

Construction GHG Emissions (metric tons/year)		
Scenario	CO₂e Emissions, metric tons	Amortized CO₂e Emissions, metric tons/year
Construction Emissions	83	2.77

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The City of San Diego recommends that construction emissions be amortized over a 30-year period to account for the contribution of construction emissions over the lifetime of the project. As shown in the construction GHG emissions table, above, regardless of whether the emissions are amortized over a 30-year period or considered without amortization, the emissions are well below the City's screening threshold of 900 metric tons of CO₂e. The project would therefore not generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment.

- b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

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The City of San Diego adopted a Climate Protection Action Plan in July 2005 that identified early goals for the reduction of GHG emissions for City facilities. The plan did not address City development, but rather focused on how the City itself could reduce emissions through implementing policies such as recycling, energy efficiency and alternative energy programs, and transportation programs. The City adopted the Climate Action Plan (CAP) in December 2015, which identifies measures to effectively meet GHG reduction targets for 2020 and 2035, as "interim" targets for achieving the 2050 statewide GHG reduction target of 80 percent below 1990 levels as established by former Governor Arnold Schwarzenegger's Executive Order S-3-05. The CAP relies on significant City and regional actions, continued implementation of federal and state mandates, and local strategies with associated action steps for target attainment. Strategy 3: Bicycling, Walking, Transit & Land Use is one of five CAP strategies to reduce GHG emissions to achieve the 2020 and 2035 targets, with specific goals to increase commuter walking and commuter bicycling opportunities.

The City of San Diego has adopted policies in the General Plan that serve to reduce GHG emissions. The General Plan policies that the project will meet include policies within the Mobility Element. The policies that are applicable to the project include the following:

Policy ME-A.2 Design and implement safe pedestrian routes.

Policy ME-A.6 Work toward achieving a complete, functional and interconnected pedestrian network.

Policy ME-F.2 Identify and implement a network of bikeways that are feasible, fundable, and serve bicyclists' needs, especially for travel to employment centers, village centers, commercial districts, transit stations, and institutions.

Policy ME-F.3 Maintain and improve the quality, operation, and integrity of the bikeway network and roadways regularly used by bicyclists.

The project would meet the goals of the City's CAP and General Plan by providing pedestrian and bicycle access from the Dorothy Petway Park to the Bayshore Bikeway. The project therefore meets the goals of the CAP and General Plan in providing these facilities and will not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:

- a) Create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials?

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A Phase I Initial Site Assessment (February 4, 2014) was prepared by SCS Engineers (SCS) for the project. The purpose of the Phase I Initial Site Assessment (Assessment) was to evaluate the current and historical conditions of the subject property. Record search and review, along with site reconnaissance, was conducted. The Assessment focused on potential sources of hazardous substances and petroleum products that could be considered a recognized environmental condition and liability due to their presence in significant concentrations (e.g., above acceptable limits set by the federal, state, or local government) or due to the potential for exposure and risk from contaminant migration and complete exposure pathways (e.g., soil vapor inhalation or groundwater ingestion). Materials that contain substances that are not currently deemed hazardous by the EPA or the California Environmental Protection Agency were not considered as part of this Assessment.

A review of the September 2010 County of San Diego Department of Environmental Health (DEH) Hazardous Materials Management Division (HMMD) HE-17 database of facilities storing hazardous materials, generating hazardous wastes, and discharging unauthorized releases indicated that there is no regulatory file associated with the project alignment. In addition, SCS reviewed an Environmental Data Resources, Inc. (EDR) Radius Map report, which is discussed in the “Environmental Regulatory Database Report” section of this report. Although this document reported the project alignment as listed in several databases, it is interpreted that these listed facilities are associated with facilities adjacent to the alignment and not the alignment itself.

A potential dump location (containing wrecked automobiles and parts) was found from the review of a San Diego dump report (Rubbish Dumps in the City of San Diego) prepared by the City of San Diego Planning Commission (date unknown). Although the reviewed dump location map is not clear, a description of the dump indicates it was on the south side of Main Street, along the northwest side of Pluto Street. The associated photo was apparently taken from a bridge. Although SCS was not able to confirm the former Pluto Street location, based on a review of a historical map (“San Diego City, Balboa Park, Coronado, North Park, Atlas: San Diego County 194x, State: California, Renie Atlas 194x, Item # US65165”), Pluto Street is interpreted to have been located in the current I-15 on-ramp location, which is the approximate area of one segment of the Path. The owner of the dump was reported to be Restop Realty Company, and the reported materials dumped at this location were wrecked auto bodies and parts from an adjoining wrecking yard.

Even if this dump was not in the exact area of the site, there is the potential that it represents a recognized environmental condition at the site since the construction of roads/development in the past may have resulted in waste material from this dump area being spread to other locations, including the site. SCS recommends that subsurface assessment activities be conducted (i.e., soil sampling) in the reported area of the former dump location, whether or not releases have occurred that may have resulted in a recognized environmental condition.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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There is also the potential for burned or incinerated ash from "backyard" incinerators or "burn pits" or metals-bearing soil to be present or mixed with the soil. In addition, elevated concentrations of metals may exist in the shallow soil from other sources as well (e.g., imported fill, paint from historical structures). Burn ash or metals-bearing fill material may contain high concentrations of contaminants of concern, notably certain metals (e.g., copper, lead, zinc, mercury, and cadmium). While there were no obvious indications of the presence of burn ash and/or metals-bearing soil at the site (with the exception of the Pluto Street dump discussed above), it is not possible to accurately assess this condition unless an extensive area of soil at the site is exposed (e.g., as a result of demolition/grading/trenching). During construction of the Path, some excavation and soil export may occur. If the burn ash or metals-bearing soil is present, it would typically be considered a waste management issue if disturbed or particularly if the soil is exported. Any such disturbed materials would be handled in accordance with appropriate laws. Based on the length of time that the project area has been developed with residential and/or commercial properties, the I-15 freeway ramp, and the I-5 freeway adjacent to the site, there is a moderate to high likelihood that burn ash and/or metals-bearing soil may be present along the project alignment. In the event that contaminated soils or burn ash are encountered during construction activities, the contractor will be required to implement a community Health and Safety Plan in accordance with contract documents and specifications which will include protocols for addressing contaminated soil or hazardous conditions which are regulated by the County of San Diego DEH with oversight by the City of San Diego Solid Waste Local Enforcement Agency (LEA). This potential impact would be less than significant.

Interstate 5 and I-15 were interpreted to have been located adjacent to the site since approximately the 1960s at the time leaded gasoline was in wide general use. Based on a study by Kinnetic Laboratories, Inc. (Kinnetic), for Caltrans in 1998, the average total lead concentrations in soil near highways through the state reportedly ranged from 131 milligrams per kilogram (mg/kg) to 252 mg/kg. Kinnetic reported that typical California soils contain 30 mg/kg of total lead. Based on the presence of freeways adjacent to the site for approximately 50 years, there is a potential that elevated concentrations of lead are present in the shallow subsurface soil of the site. SCS recommends that limited subsurface assessment activities be conducted (e.g., soil sampling) to assess the possible presence of elevated lead concentrations in soil. This recommendation will be incorporated into contract documents and specifications for the project and implemented prior to the start of construction.

- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

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See VIII.a above. No foreseeable upset and accident conditions involving the release of hazardous materials are anticipated for the project. Impacts would be less than significant.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

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The project would not emit hazardous emissions or handle hazardous materials, substances, or waste within ¼ mile of any schools. No impacts would result.

- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

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Two properties were identified on government lists, adjacent to the project alignment:

- LUST, CA Historical CORTESE, CA SWEEPS UST, CA San Diego Co. HMMD: Home Tex Packing Corporation located at 3348 Main Street
- CA Haznet: 1X Anna Davies and PCE & Bayside Harbor Property located at 3348 Main Street

The project involves the construction of a multi-use pathway for pedestrians and bicycles. Although two localities have been identified along the project alignment, it is not anticipated that construction-related activities in the vicinity of these properties would create a hazard to the public or the environment. It should be noted that in the event contaminated soils are encountered during construction, the grading or engineering contractor would be required to implement protocols outlined in an approved construction Health and Safety Plan incorporated into contract documents and specifications for the project in consultation with the County of San Diego DEH and the City's LEA. As such, potential impacts in this category are considered less than significant.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two mile of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

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The project site is not located within an airport land use plan or within two miles of a public airport or public use airport. Additionally, the project would not introduce any new residents or employees to the project area. No impact would result.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

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The project site is not located within the vicinity of a private airstrip. Additionally, the project would not introduce any new residents or employees to the project area. No impact would result.

- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

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Grading of the project site and subsequent development of a multi-use path would not impair or physically interfere with the implementation of an adopted emergency response plan or emergency evacuation plan. The project would not significantly interfere with circulation or access. Impacts would be less than significant.

- h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

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The project site is located within an urbanized developed area and does not interfere with any wildland spaces. No impact would result.

IX. HYDROLOGY AND WATER QUALITY - Would the project:

- a) Violate any water quality standards or waste discharge requirements?

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The project is located in the Pueblo Watershed in the San Diego Mesa Hydrologic Unit Area Number 908.2. The project drains into Chollas Creek, which outlets directly into San Diego Bay. Chollas Creek is listed on the current Clean Water Act 303(d) list as impaired by copper, indicator bacteria, lead, and zinc. San Diego Bay Shoreline (32nd St. Naval Station) is listed on the current Clean Water Act 303(d) list as impaired by benthic community effects and sediment toxicity.

The project was identified as a “priority” project and, therefore, required preparation of a Water Quality Technical Report (Psomas, February 2015). Potential pollutants discharging from the project include: sediment, nutrients, heavy metals, organic compounds, trash and debris, oxygen demanding substances, oils and grease, bacteria and viruses, and pesticides. After review of the Water Quality Technical Report by City Engineering staff, the project was determined to be exempt from hydromodification control requirements.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>The project would provide low impact development (LID) design and source control and treatment control BMPs as required by the City's Storm Water Standards during construction and post-construction. These requirements have been reviewed by qualified staff and would be re-verified during the ministerial plan check process. Adherence with the standards would preclude a cumulatively considerable contribution to water quality. Project impacts would be less than significant.</p>				
<p>b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>The project would not substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a new deficit in aquifer volume or a lowering of the local groundwater table level. The project does not require the construction of wells or the use of groundwater. No impact would result.</p>				
<p>c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>A Drainage Assessment was prepared for the project by Psomas (March 17, 2015), which included a planning-level assessment of potential tributary drainage issues that may impact the project. According to the report, there does not appear to be any significant off-site drainage which would cross the proposed Path alignment that would require special treatment in the form of culverts, scuppers, or other improvements.</p>				
<p>Chollas Creek and South Chollas Creek are subject to inundation from tidal backwater within the entire project reach. An assessment of available tidal information was completed to establish a minimum pathway elevation within the channel which is above the Mean High Water at an elevation where pathway inundation would occur only infrequently. Based on National Oceanic and Atmospheric Administration (NOAA) tide curves, a path elevation of 4.75 feet above mean sea level (AMSL) would be inundated by tidal backwater an average of once every ten years. Because periodic inundation of the path would still occur at the recommended elevation, the path profile was raised to the maximum elevation in which the required channel modifications could</p>				

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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be accommodated within the available ROW.

As stated in IX.a., the project would implement BMPs as required by the City's Storm Water Standards Manual. Adherence with the standards would preclude a cumulatively considerable contribution to erosion or siltation on- or off-site. Impacts would be less than significant.

- d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?

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While grading would be required for the project, the project would not substantially alter the existing drainage pattern of the site or area in a manner that would result in a substantial increase in the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. Impacts would be less than significant.

- e) Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

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Refer to IX.a. through IX.d. above. The project was reviewed by qualified City staff and it was determined that the project would not exceed the capacity of the existing storm water drainage system. The project would not provide substantial additional sources of polluted runoff. The project would implement LID and source control and treatment control BMPs as required by the City' Storm Water Standards. These requirements have been reviewed by qualified staff and would be re-verified during the ministerial plan check process. Adherence with the standards would preclude a cumulatively considerable contribution to water quality. Impacts would be less than significant.

- f) Otherwise substantially degrade water quality?

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Refer to IX.a. above. The project would implement LID and source control and treatment control BMPs as required by the City' Storm Water Standards. These requirements have been reviewed by qualified staff and would be re-verified during the ministerial process. Adherence with the standards would preclude a cumulatively considerable contribution to water quality. Impacts would be less than significant.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The project does not propose any housing. No impact would result.				
h) Place within a 100-year flood hazard area, structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The project does not propose any structures. No impact would result.				
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The project does not propose any structures. No impact would result.				
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Refer to VI.a.iii. and IV.a.iv above.				
X. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The project would utilize existing ROW and roadways. The project would not physically divide the community. No impact would result.				
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
A “Land Use Analysis” was prepared for the project by KLR PLANNING (January 2015). As presented in the analysis, the project would be consistent with the goals and policies of the City of San Diego General Plan. The project would improve mobility options and accessibility in the communities immediately surrounding the project site. The project would additionally support				

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>goals promoting bicycling as a safe and viable mode of transportation with an integrated regional bikeway network. The project would further promote the City’s active recreation goals that respect the existing landform.</p>				
<p>The project would be consistent with the current and draft Barrio Logan Community Plans. The project would connect the community to San Diego Bay, and link the community to surrounding communities, as well as open space. Additionally, the project would promote safe, comprehensive bikeway connections with linkages to other communities, recreational amenities, the greater regional bikeway network, and employment and commercial uses.</p> <p>The project would be consistent with the objectives, proposals, and development guidelines of the Southeastern San Diego Community Plan. The project would enhance bicycle circulation and access. Additionally, the project would contribute to a more connected active recreation network and increase opportunities for the public enjoyment of open space areas, such as Chollas Creek and San Diego Bay.</p>				
<p>The Chollas Creek Enhancement Program has been adopted to specifically address the revitalization and restoration of Chollas Creek. The project would be consistent with the design and development guidelines pertaining to a linear park Path, safety, and educational and art opportunities. However, due to the constraints of the narrow project corridor, the project is not able to be consistent with the street planting, access, and setback/buffer requirements of the Chollas Creek Enhancement Program.</p>				
<p>The project was reviewed in accordance with the Historical Resources Regulations, and although resources were identified within the project alignment, potential impacts from construction would be reduced to below a level of significance with implementation of mitigation identified in the MMRP as described in the Cultural Resources discussion.</p>				
<p>With regards to the Environmentally Sensitive Lands Regulation, the project would not result in impacts to sensitive habitat within the project alignment and/or immediately adjacent areas. Flood hazard analysis concludes that the project would not be subject to tidal backwater impacts; however, periodic inundation of the path may occur as a result of the conveyance of floodwaters in the channel. The multi-use Path has been designed to meet City Engineering standards relative to new construction in a floodway or floodplain.</p>				
<p>The proposed project alignment is within the MSCP, but is not located within or adjacent to the MHPA. As such, the project would not result in an inconsistency with the City’s MSCP Subarea Plan.</p>				
<p>The project would be consistent with the policies of the City of San Diego Bicycle Master Plan. Specifically, the proposed project would utilize sharrows where the road is too narrow to accommodate a Class II bike lane and would connect to the regional trails network via a direct connection to the Bayshore Bikeway.</p>				
<p>The project would be consistent with the SANDAG Riding to 2050 – San Diego Regional Bike Plan’s goals and objectives. Specifically, the project would improve bicycle safety and support the reduction of GHG emissions. Additionally, the path would improve connectivity and quality</p>				

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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within the regional bicycle network and support bicycle/transit integration, linking to a transit station.

- c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

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Refer to IV.f. above.

XI. MINERAL RESOURCES – Would the project?

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

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There are no known mineral resources located on the project site. The urbanized and developed nature of the site and vicinity would preclude the extraction of any such resources. The project site is not currently being utilized for mineral extraction and does not contain any known mineral resources that would be of value to the region. No impact would result.

- b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

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Refer to XI.a. above. The project area has not been delineated on a local general plan, specific plan, or other land use plan as a locally important mineral resource recovery site, and no such resources would be affected with project implementation. No impact would result.

XII. NOISE – Would the project result in:

- a) Generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

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Because the project involves construction activities adjacent to Chollas Creek, a Construction Noise Evaluation was prepared (Ldn Consulting, Inc., June 24, 2014) to determine the potential for noise impacts on sensitive species.

The construction noise standard for the City of San Diego is defined in Division 4 of Article 9.5 of the City's Municipal Code and addresses the limits of disturbing or offensive construction noise. The Municipal Code states that with the exception of an emergency, it should be unlawful to conduct any construction activity so as to cause, at or beyond the property lines of any property

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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zoned residential, an average sound level greater than 75 decibels (dB) during the 12-hour period from 7:00 a.m. to 7:00 p.m. As such, the City of San Diego has established a 60 dBA Leq (Equivalent Continuous Sound Level in A-weighted decibels) or ambient threshold, whichever is higher, for construction activities within a sensitive habitat area during the breeding/nesting season.

Construction noise represents a short-term impact on ambient noise levels. Noise generated by construction equipment including haul trucks, water trucks, graders, dozers, loaders, and scrapers can reach relatively high levels. The most effective method of controlling construction noise is through local control and temporary barriers. The EPA has compiled data regarding the noise generating characteristics of specific types of construction equipment. Noise levels generated by heavy construction equipment at a distance of 50 feet can range from 60 dBA (A-weighted decibels) for a small tractor up to 100 dBA for rock breakers. However, these noise levels diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 75 dBA measured at 50 feet from the noise source to the receptor would be reduced to 69 dBA at 100 feet from the source to the receptor, and reduced to 63 dBA at 200 feet from the source.

According to the construction noise evaluation, potential impacts on the adjacent creek/habitat were analyzed using typical construction equipment anticipated for the project, such as but not limited to an excavator, a loader, road grader, and a water truck, and possibly a few haul trucks for material export. Due to physical constraints and normal construction operations, it is anticipated that most of the equipment would be spread out over the alignment of the project except when loading haul trucks for export. This operation would require a loader and single haul truck at a time. An excavator or the water truck would occasionally be needed in the same vicinity. Therefore, the worst-case noise condition would occur when the loader, a haul truck, and an excavator are working in close proximity to each other. Based on these factors, construction noise levels are anticipated to be above the ambient conditions (~63.2dBA) along Chollas Creek, and mitigation would be required. However, based on the impact analysis conducted by REC Consultants, Inc. (see Section IV. Biological Resources), the project study area does not contain suitable habitat to support foraging or nesting of sensitive wildlife species along the alignment where the Path will be constructed, and no mitigation for biological impacts are required. Furthermore, the biological consultant did not identify a potential indirect impacts during nesting/breeding season from construction noise-related activities. As such, the need for a temporary noise wall during construction is unwarranted and noise mitigation is not required for the project.

It should be noted however, that the project applicant is required to comply with the provisions of the Migratory Bird Treaty Act (MBTA) and has incorporated protective measures into construction documents which preclude construction-related noise activities during Migratory Bird or raptor breeding season. Compliance with the MBTA would be a condition of permit approval as follows:

Migratory Bird and Nesting Raptor Protective Measures

If construction activities would occur during the Migratory Bird or raptor breeding season (generally February through September, or earlier depending on weather conditions and the species involved), a pre-construction nest survey shall be conducted within 500 feet of an impact area to look for active nests. If no active nest is found, no further measures shall be required. If

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
an active nest is found, notification to the City Mitigation Monitoring Coordination (MMC) shall be made and monitoring shall be conducted by the approved biological monitor to ensure that all construction remains at least 500 feet from the active nest (300 feet for a Cooper's hawk nest). The biologist shall also determine when the nest becomes inactive and construction can move closer to the nest site.				
b) Generation of, excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Ground borne vibration is not anticipated. No impacts would result.				
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The project would not significantly increase long-term noise levels. Post-construction noise levels and traffic would be generally unchanged as compared to noise associated with existing land uses. Therefore, no substantial permanent increase in ambient noise levels is anticipated.				
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Refer to XII.a.				
e) For a project located within an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The project site is not located within an airport land use plan or within two miles of a public airport or public use airport. No impact would result.				
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The project site is not located within vicinity of a private airstrip. No impact would result.				

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XIII. POPULATION AND HOUSING – Would the project:

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

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The project does not propose new homes or businesses, nor does it provide for the extension of roads or other infrastructure. Therefore, the project would not induce substantial growth in the area. No impact would result.

- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

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There is no existing housing within the project site. No housing would be displaced by the project. No impact would result.

- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

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See XIII.b. No impact would result.

XIV. PUBLIC SERVICES

- a) Would the project result in substantial adverse physical impacts associated with the provisions of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- i) Fire Protection

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The project site is located in an urbanized area where fire protection services are already provided. The project would not adversely affect existing levels of fire protection services to the area, and would not require the construction of new or expanded governmental facilities. No impacts to fire protection would result.

- ii) Police Protection

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The project site is located in an urbanized area where police protection services are already

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
provided. The project would not adversely affect existing levels of police protection services to the area, and would not require the construction of new or expanded governmental facilities. No impacts to police protection would result.				
iii) Schools	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The project does not involve the provision of housing or an increase in population. As such, no impact would result.				
v) Parks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The project does not involve the provision of housing or an increase in population. As such, no impact would result.				
vi) Other public facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The project site is located in an urbanized area where City services are already provided. The project would not adversely affect existing levels of facilities to the area, and would not require the construction of new or expanded governmental facilities. Impacts to other public facilities would not result.				

XV. RECREATION

- a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

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The project would not increase the use of existing parks or recreational facilities. Although the project originates at the Dorothy Petway Neighborhood Park, the existing community already utilizes this park, with parking provided. The project would provide an alternate form of access, but would not result in a substantial increase in use. No impacts would result.

- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

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The project involves the construction of a recreational facility in the form of a multi-use path. As noted above, the project would not result in a substantial increase in use, and thus, would not require the construction or expansion of recreational facilities. No impacts would result.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XVI. TRANSPORTATION/TRAFFIC – Would the project?

- a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

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Psomas prepared an Analysis of Vehicular Traffic Impacts (January 2014) for the project. This analysis conclude that the proposed multi-use path would interact with vehicular traffic and existing roadways in the following areas:

- Class II or III bike lanes on Rigel Street from the Chollas Creek Channel to Main Street
- Controlled crossing (using Rectangular Rapid Flashing Beacons) of Main Street at Rigel Street
- Two-way cycle track on Main Street in conjunction with road diet (eliminate outside eastbound through lane)
- New crosswalk on Wabash Boulevard at intersection of 32nd Street/Norman Scott Road/Wabash Boulevard
- Two-way cycle track on 32nd Street in conjunction with removal of southbound auxiliary lane on 32nd Street between Norman Scott Road and Harbor Drive

The analysis has shown that these improvements would not have any significant impacts on vehicular traffic operations. In the opening (2016) and build out (2030) years, there would only be minor changes to delays at the intersections of 32nd Street/Harbor Drive and Main Street/I-15 Ramps. In addition, these improvements would not preclude any potential capacity improvements to the roadway network in the project area. Impacts would be less than significant.

- b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

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The project would not substantially increase vehicular travel. Therefore, the project would not

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
adversely impact level of service standards, travel demand measures, or other established standards. Impacts would be less than significant.				
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Implementation of the project would not result in a change in air traffic patterns, as a project proposes a Path alignment within existing ROW. No impact would result.				
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Access points have been designed consistent with the City's roadway standards and would not create a hazard for vehicles, bicycles, or pedestrians entering or exiting the site. The project would not include any project elements that could create a hazard to the public. No impacts would result.				
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Project design would be subject to City review and approval for consistency with all design requirements to ensure that no impediments to emergency access occur. No impacts would result.				
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The project would not alter the existing conditions of the site or adjacent facilities with regard to alternative transportation beyond providing a new multi-use path, predominantly within existing ROW. The project would not result in design measure or circulation features that would conflict with existing policies, plans, or programs supporting alternative transportation. No impacts would result.				

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XVII. UTILITIES AND SERVICE SYSTEMS – Would the project:

- a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

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The project would not result in the production of wastewater that would require treatment. No impact would result.

- b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

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Refer to XVII.a. above.

- c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

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Refer to IX.e. above. The project would not exceed the capacity of the existing storm water drainage system and, therefore, would not require the construction of new or expanded storm water drainage facilities. The project was reviewed by qualified City staff who identified that the existing facilities are adequately sized to accommodate the project. No impact would result.

- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

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Beyond minimal irrigation for landscaping, the project does not require an additional source of water supply. The project does not require the preparation of a water supply assessment. The project site is served by existing water service from the City, and adequate services are available to serve the project. No impact would result.

- e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate

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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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capacity to serve the project's projected demand in addition to the provider's existing commitments?

The project would not result in the production of wastewater. No impacts to wastewater treatment would result.

- f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

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Construction debris and waste would be generated from the demolition and construction of the project. All solid waste from the project site would be transported to an appropriate facility, which would have adequate capacity to accept the limited amount of waste that would be generated by the project. Impacts would be less than significant.

Once construction is complete, the project would not generate solid waste.

- g) Comply with federal, state, and local statutes and regulation related to solid waste?

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See XVII.f above. Any solid waste generated during construction related activities would be recycled or disposed of in accordance with all applicable local, state, and federal regulations. Impacts would be less than significant.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE –

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

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The project would have the potential to degrade the quality of the environment, notably with respect to Historical Resources. As such, mitigation measures have been incorporated to reduce

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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impacts to below a level of significance.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

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As documented in this Initial Study, the project may have the potential to degrade the environment as a result of impacts to Historical Resources. However, impacts would be direct and project-specific and would not result in a considerable cumulative impact. Other future projects within the surrounding area would be required to comply with applicable federal, state, and local regulations to reduce potential impacts to less than significant, or to the extent possible. As such, the project is not anticipated to contribute to potentially significant cumulative environmental impacts.

- c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

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As discussed throughout this document, it is not anticipated that demolition and construction activities would create conditions that would significantly, either directly or indirectly, impact human beings. Where appropriate, mitigation measures have been required, but in all issue areas, impacts are no impact, less than significant, or can be reduced to less than significant through mitigation. For this reason, environmental effects fall below the thresholds established by CEQA and the City of San Diego, and, therefore, impacts would be less than significant.

INITIAL STUDY CHECKLIST

REFERENCES

I. Aesthetics / Neighborhood Character

- X City of San Diego General Plan.
- X Community Plans: Barrio Logan Community Plan, Southeastern San Diego Community Plan
- Local Coastal Plan.

II. Agricultural Resources & Forest Resources

- City of San Diego General Plan
- X U.S. Department of Agriculture, Soil Survey - San Diego Area, California, Part I and II, 1973
- California Agricultural Land Evaluation and Site Assessment Model (1997)
- Site Specific Report:

III. Air Quality

- California Clean Air Act Guidelines (Indirect Source Control Programs) 1990
- X Regional Air Quality Strategies (RAQS) - APCD
- X Site Specific Report: Air Quality Technical Report for the Chollas Creek Multi-Use Path to Bayshore Bikeway Project, prepared by Scientific Resources Associated, March 27, 2014

IV. Biology

- X City of San Diego, Multiple Species Conservation Program (MSCP), Subarea Plan, 1997
- City of San Diego, MSCP, "Vegetation Communities with Sensitive Species and Vernal Pools" Maps, 1996
- X City of San Diego, MSCP, "Multiple Habitat Planning Area" maps, 1997
- Community Plan - Resource Element
- X California Department of Fish and Game, California Natural Diversity Database, "State and Federally-listed Endangered, Threatened, and Rare Plants of California," January 2001
- X California Department of Fish & Game, California Natural Diversity Database, "State and Federally-listed Endangered and Threatened Animals of California," January 2001
- X City of San Diego Land Development Code Biology Guidelines

- ☒ Site Specific Report: Chollas Creek to Bayshore Bikeway Multi-Use Path Biological Technical Report, prepared by REC Consultants, Inc., June 2015

V. Cultural Resources (includes Historical Resources)

- ☒ City of San Diego Historical Resources Guidelines
- ☐ City of San Diego Archaeology Library
- ☐ Historical Resources Board List
- ☐ Community Historical Survey:
- ☒ Site Specific Report: Historic Resource Technical Report for the Chollas Creek Multi-Use Path to Bayshore Bikeway Project, prepared by Daly & Associates, November 2015;
- Phase II Evaluation of a Portion of Archaeological Site CA-SDI-12093 Chollas Creek Bicycle Trail Project, prepared by BonTerra Psomas, August 2015;
- Phase I Cultural Resources Constraints for the Chollas Creek Multi-Use Path to Bayshore Bikeway Project, San Diego, California, prepared by KLR Planning, June 2014

VI. Geology/Soils

- ☒ City of San Diego Seismic Safety Study
- ☐ U.S. Department of Agriculture Soil Survey - San Diego Area, California, Part I and II, December 1973 and Part III, 1975
- ☒ Site Specific Report: Geologic and Geotechnical Site Assessment Chollas Creek Multi-Use Path, prepared by TerraCosta Consulting Group, Inc., January 6, 2014

VII. Greenhouse Gas Emissions

- ☒ Site Specific Report: Global Climate Change Evaluation for the Chollas Creek Multi-Use Path to Bayshore Bikeway Project, prepared by Scientific Resources Associated, March 27, 2014

VIII. Hazards and Hazardous Materials

- ☒ San Diego County Hazardous Materials Environmental Assessment Listing
- ☒ San Diego County Hazardous Materials Management Division
- ☐ FAA Determination
- ☒ State Assessment and Mitigation, Unauthorized Release Listing, Public Use Authorized
- ☐ Airport Land Use Compatibility Plan

- X Site Specific Report: Phase I Initial Site Assessment Chollas Creek Bike Path Easement Along Selection Sections of Chollas Creek, Harbor Drive, 32nd Street, Escondido Freeway, Main Street, and Rigel Street, prepared by SCS Engineers, February 4, 2014

IX. Hydrology/Water Quality

- Flood Insurance Rate Map (FIRM)
- Federal Emergency Management Agency (FEMA), National Flood Insurance Program-Flood Boundary and Floodway Map
- Clean Water Act Section 303(b) list, http://www.swrcb.ca.gov/tmdl/303d_lists.html
- X Site Specific Report: Preliminary Water Quality Technical Report Storm Water Management Plan for the Chollas Creek Multi-Use Path Feasibility Study, prepared by Psomas, February 2015;
- Drainage Assessment Chollas Creek Multi-Use Path Dorothy Petway Park to Harbor Drive, prepared by Psomas, March 17, 2015

X. Land Use and Planning

- X City of San Diego General Plan
- X Community Plan. Southeastern San Diego Community Plan and Barrio Logan Community Plan
- Airport Land Use Compatibility Plan
- X City of San Diego Zoning Maps
- FAA Determination
- X Other Plans: Chollas Creek to Bayshore Bikeway Land Use Analysis, prepared by KLR PLANNING, January 2015

XI. Mineral Resources

- California Department of Conservation - Division of Mines and Geology, Mineral Land Classification
- Division of Mines and Geology, Special Report 153 - Significant Resources Maps
- California Geological Survey - SMARA Mineral Land Classification Maps.
- Site Specific Report:

XII. Noise

- X City of San Diego General Plan

- ___ Community Plan
- ___ San Diego International Airport - Lindbergh Field CNEL Maps
- ___ Brown Field Airport Master Plan CNEL Maps
- ___ Montgomery Field CNEL Maps
- ___ San Diego Association of Governments - San Diego Regional Average Weekday Traffic Volumes
- ___ San Diego Metropolitan Area Average Weekday Traffic Volume Maps, SANDAG
- X Site Specific Report: Construction Noise Evaluation for the Proposed Chollas Creek Bike Trail Project in the City of San Diego CA, prepared by Ldn Consulting, Inc., June 24, 2014

XIII. Paleontological Resources

- X City of San Diego Paleontological Guidelines
- ___ Deméré, Thomas A., and Stephen L. Walsh, "Paleontological Resources City of San Diego," Department of Paleontology San Diego Natural History Museum, 1996
- ___ Kennedy, Michael P., and Gary L. Peterson, "Geology of the San Diego Metropolitan Area, California. Del Mar, La Jolla, Point Loma, La Mesa, Poway, and SW 1/4 Escondido 7 1/2 Minute Quadrangles," California Division of Mines and Geology Bulletin 200, Sacramento, 1975
- ___ Kennedy, Michael P., and Siang S. Tan, "Geology of National City, Imperial Beach and Otay Mesa Quadrangles, Southern San Diego Metropolitan Area, California," Map Sheet 29, 1977
- ___ Site Specific Report:

XIV. Population / Housing

- ___ City of San Diego General Plan
- ___ Community Plan
- ___ Series 11/Series 12 Population Forecasts, SANDAG
- ___ Other:

XV. Public Services

- ___ City of San Diego General Plan
- ___ Community Plan

XVI. Recreational Resources

- ☒ City of San Diego General Plan
- ☐ Community Plan
- ☒ Department of Park and Recreation
- ☒ City of San Diego - San Diego Regional Bicycling Map
- ☐ Additional Resources:

XVII. Transportation / Circulation

- ☐ City of San Diego General Plan
- ☐ Community Plan
- ☐ San Diego Metropolitan Area Average Weekday Traffic Volume Maps, SANDAG
- ☐ San Diego Region Weekday Traffic Volumes, SANDAG
- ☒ Site Specific Report: Chollas Creek Multi-Use Path Dorothy Petway Park to Harbor Drive Analysis of Vehicular Traffic Impacts, prepared by Psomas, January 2014

XVIII. UTILITIES

- ☐ City of San Diego General Plan.
- ☐ Community Plan.
- ☐ Site Specific Report:

XIX. WATER CONSERVATION

- ☐ City of San Diego General Plan.
- ☐ Community Plan.
- ☐ Sunset Magazine, New Western Garden Book. Rev. ed. Menlo Park, CA: Sunset Magazine.
- ☐ Site Specific Report: