



## **FINAL MITIGATED NEGATIVE DECLARATION**

Project No. 398888

SCH No. 2016041043

**SUBJECT: TORREY MEADOWS DRIVE BRIDGE. MAYORAL APPROVAL** to allow for the installation of a new bridge to connect the divided community of Torrey Highlands, and to provide an alternate route across State Route 56 (SR-56). The properties south of SR-56 in the Torrey Highlands community experience a high degree of isolation from the rest of the region, with Camino Del Sur as the only route leading into the properties. Camino Del Sur is often congested, leading to seclusion from local schools, the neighborhood park, and the local mixed use area. Traffic congestion within the existing street network is expected to worsen when the region becomes fully developed. The project would improve mobility throughout the community, integrate the existing properties south of SR-56 to the greater Torrey Highlands, provide a second means of ingress and egress for properties south of SR-56, and reduce traffic congestion at the Camino Del Sur Interchange.

The project would install a 54-foot wide and 337 foot long, two-span, cast-in-place, concrete box-girder bridge. This would allow for a two-lane overcrossing with standard eight-foot wide shoulders and six-foot wide sidewalks, as required by the Caltrans Bridge Design Standards. Torrey Meadows Drive would be extended from the north and south into Caltrans right-of-way in order to connect to the bridge. Improvements to the SR-56 corridor from I-5 to I-15 are anticipated to be constructed in the years to come, as specified in the 2050 Regional Transportation Plan (RTP). The proposed project has been designed to accommodate the future conditions of SR-56 per the RTP. The proposed overcrossing may require removal and/or replacement of an impacted utility. In addition, the project will include installation of a new 16" water line within the bridge structure. The water line will be owned and operated by the City of San Diego.

In order to reduce potential construction-related traffic conflicts, detours, and delays associated with construction activities, a Traffic Management Plan would be implemented. Temporary full closures of the SR-56 freeway and bike path/trail would be required for falsework construction. The full closures of the SR-56 freeway would occur at night to avoid disrupting commuter traffic. All staging would occur within the right-of-way. Temporary construction easements within the landscaped areas adjacent to Torrey Meadows Drive will be needed during the construction phase. Following the completion of construction activities, highway planting impacted as a result of construction would be replaced within Caltrans's right-of-way. Streetscape and median landscaping would be replaced within the City's right-of-way continuing existing themes and plant palettes consistent with City guidelines.

When the project is ready for construction, the City of San Diego and Caltrans will enter into a cooperative agreement to provide construction funding and construction oversight funds to Caltrans to complete the project. This project is being funded primarily by the City's Facilities Benefit Assessment (FBA) fund, with a small portion being funded by Capital Outlay.

**Applicant: City of San Diego – Public Works Department/Engineering and Capital Projects – Right-of-Way Division**

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 areas(s): **LAND USE (MSCP/MHPA – LAND USE ADJACENCY GUIDELINES), HISTORICAL RESOURCES (ARCHAEOLOGY, PALEONTOLOGY).**

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 issuance of any construction permits, such as Demolition, Grading or Building, 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 the MMRP requirements are incorporated.
2. In addition, the ED shall verify that the MMRP Conditions/Notes that apply ONLY to the construction phases of the project(s) 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 PERMIT HOLDER/OWNER is responsible to arrange and perform this meeting by contacting the CITY RESIDENT ENGINEER (RE) of the Field Engineering Division and City staff from MITIGATION MONITORING COORDINATION (MMC). Attendees must also include the Permit holder’s Representative(s), Job Site Superintendent and the following consultants:

*Archaeological Consultant/Monitor, Native American Consultant/Monitor,  
Biological Consultant/Monitor, Paleontological Consultant/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 RE at the **Field Engineering Division (858) 627-3200**
- b) For Clarification of ENVIRONMENTAL REQUIREMENTS, it is also required to call **RE and MMC at (858)627-3360**

- 2. **MMRP COMPLIANCE:** This Project (No. 398888) shall conform to the mitigation requirements contained in the associated Construction Plans and implemented to the satisfaction of the DSD's Environmental Designee (MMC) and the City Engineer (RE). 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: Permit Holder's Representatives must alert RE and MMC if there are any discrepancies in the plans or notes, or any changes due to field conditions. All conflicts must be approved by RE and MMC BEFORE the work is performed.**

- 3. **OTHER AGENCY REQUIREMENTS:** Evidence of compliance with all other agency requirements or permits shall be submitted to the RE and 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.

*Caltrans, District 11: Cooperative Agreement, Right of Access Permit*

- 4. **MONITORING EXHIBITS.** All consultants are required to submit, to RE and MMC, a monitoring exhibit on a 11x17 reduction of the appropriate construction plan, such as site plan, grading, landscape, etc., 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 Permit Holder/Owner's representative shall submit all required documentation, verification letters, and requests for all associated inspections to the RE and MMC for approval per the following schedule:

### **Document Submittal/Inspection Checklist**

*[List all and only project specific required verification documents and related inspections table below]*

<b>Issue Area</b>	<b>Document submittal</b>	<b>Assoc Inspection/Approvals/Notes</b>
General	Consultant Qualification Letters	Prior to Pre-construction Meeting
General	Consultant Const. Monitoring Exhibits	Prior to or at Pre-Construction Mtg
Archaeology	Archaeology Reports	Archaeology site observation
Biology/LUAGL	Biology Reports	Biological site observation
Final MMRP	Final monitoring reports	Final MMRP inspection
Paleontology	Paleontology Reports	Paleontology site observation

### **C. PROJECT SPECIFIC MMRP/REQUIREMENTS**

#### **1) LAND USE – MSCP/MHPA LAND USE ADJACENCY & BIOLOGICAL RESOURCE PROTECTION DURING CONSTRUCTION**

##### **MM – LU-I**

##### **I. Prior to Construction**

- A. **Biologist Verification** -The owner/permittee shall provide a letter to the City's Mitigation Monitoring Coordination (MMC) section stating that a Project Biologist (Qualified Biologist) as defined in the City of San Diego's Biological Guidelines (2012), has been retained to implement the project's biological monitoring program. The letter shall include the names and contact information of all persons involved in the biological monitoring of the project.
- B. **Preconstruction Meeting** - The Qualified Biologist shall attend the preconstruction meeting, discuss the project's biological monitoring program, and arrange to perform any follow up mitigation measures and reporting including site-specific monitoring, restoration or revegetation, and additional fauna/flora surveys/salvage.
- C. **Biological Documents** - The Qualified Biologist shall submit all required documentation to MMC verifying that any special mitigation reports including but not limited to, maps, plans, surveys, survey timelines, or buffers are completed or scheduled per City Biology Guidelines, Multiple Species Conservation Program (MSCP), Environmentally Sensitive Lands Ordinance (ESL), project permit conditions; California Environmental Quality Act (CEQA); endangered species acts (ESAs); and/or other local, state or federal requirements.
- D. **BCME** -The Qualified Biologist shall present a Biological Construction Mitigation/Monitoring Exhibit (BCME) which includes the biological documents in C above. In addition, include: restoration/revegetation plans, plant salvage/relocation requirements (e.g., coastal cactus wren plant salvage, burrowing owl exclusions, etc.), avian or other wildlife surveys/survey schedules (including general avian nesting and USFWS protocol), timing of surveys, wetland buffers, avian construction avoidance areas/noise buffers/ barriers, other impact avoidance areas, and any subsequent requirements determined by the Qualified Biologist and the City DD/MMC. The BCME shall include a site plan, written and graphic depiction of the project's biological mitigation/monitoring program, and a schedule. The BCME shall be approved by MMC and referenced in the construction documents.

- E. **Avian Protection Requirements** - To avoid any direct impacts to raptors and/or any native/migratory birds, removal of habitat that supports active nests in the proposed area of disturbance should occur outside of the breeding season for these species (February 1 to September 15). If removal of habitat in the proposed area of disturbance must occur during the breeding season, the Qualified Biologist shall conduct a pre-construction survey to determine the presence or absence of nesting birds on the proposed area of disturbance. The pre-construction survey shall be conducted within 10 calendar days prior to the start of construction activities (including removal of vegetation). The applicant shall submit the results of the pre-construction survey to City DSD for review and approval prior to initiating any construction activities. If nesting birds are detected, a letter report or mitigation plan in conformance with the City's Biology Guidelines and applicable State and Federal Law (i.e. appropriate follow up surveys, monitoring schedules, construction and noise barriers/buffers, etc.) shall be prepared and include proposed measures to be implemented to ensure that take of birds or eggs or disturbance of breeding activities is avoided. The report or mitigation plan shall be submitted to the City for review and approval and implemented to the satisfaction of the City. The City's MMC Section or RE, and Biologist shall verify and approve that all measures identified in the report or mitigation plan are in place prior to and/or during construction.
- F. **Resource Delineation** - Prior to construction activities, the Qualified Biologist shall supervise the placement of orange construction fencing or equivalent along the limits of disturbance adjacent to sensitive biological habitats and verify compliance with any other project conditions as shown on the BCME. This phase shall include flagging plant specimens and delimiting buffers to protect sensitive biological resources (e.g., habitats/flora & fauna species, including nesting birds) during construction. Appropriate steps/care should be taken to minimize attraction of nest predators to the site.
- G. **Education** - Prior to commencement of construction activities, the Qualified Biologist shall meet with the owner/permittee or designee and the construction crew and conduct an on-site educational session regarding the need to avoid impacts outside of the approved construction area and to protect sensitive flora and fauna (e.g., explain the avian and wetland buffers, flag system for removal of invasive species or retention of sensitive plants, and clarify acceptable access routes/methods and staging areas, etc.).

## II. During Construction

- A. **Monitoring** - All construction (including access/staging areas) shall be restricted to areas previously identified, proposed for development/staging, or previously disturbed as shown on "Exhibit A" and/or the BCME. The Qualified Biologist shall monitor construction activities as needed to ensure that construction activities do not encroach into biologically sensitive areas, or cause other similar damage, and that the work plan has been amended to accommodate any sensitive species located during the pre-construction surveys. In addition, the Qualified Biologist shall document field activity via the Consultant Site Visit Record (CSVR). The CSVR shall be e-mailed to MMC on the 1<sup>st</sup> day of monitoring, the 1<sup>st</sup> week of each month, the last day of monitoring, and immediately in the case of any undocumented condition or discovery.

- B. **Subsequent Resource Identification** - The Qualified Biologist shall note/act to prevent any new disturbances to habitat, flora, and/or fauna onsite (e.g., flag plant specimens for avoidance during access, etc). If active nests or other previously unknown sensitive resources are detected, all project activities that directly impact the resource shall be delayed until species specific local, state or federal regulations have been determined and applied by the Qualified Biologist.

### III. Post Construction Measures

- A. In the event that impacts exceed previously allowed amounts, additional impacts shall be mitigated in accordance with City Biology Guidelines, ESL and MSCP, State CEQA, and other applicable local, state and federal law. The Qualified Biologist shall submit a final BCME/report to the satisfaction of the City ADD/MMC within 30 days of construction completion.

### MSCP SUBAREA PLAN - LAND USE ADJACENCY GUIDELINES

- I. Prior to issuance of any construction permit or notice to proceed, the Public Works Department/Environmental Designee and/or MSCP staff shall verify the Applicant has accurately represented the project's design in or on the Construction Documents and/or Contract Specifications are in conformance with the associated mitigation conditions and Exhibit "A", and also the City's Multi-Species Conservation Program (MSCP) Multi-Habitat Planning Area (MHPA) Land Use Adjacency Guidelines. The applicant shall provide an implementing plan and include references on/in CD's of the following:
  - A. **Grading/Land Development/MHPA Boundaries** - MHPA boundaries on-site and adjacent properties shall be delineated on the CDs. DSD Planning and/or MSCP staff shall ensure that all grading is included within the development footprint, specifically manufactured slopes, disturbance, and development within or adjacent to the MHPA. For projects within or adjacent to the MHPA, all manufactured slopes associated with site development shall be included within the development footprint.
  - B. **Drainage** - All new and proposed parking lots and developed areas in and adjacent to the MHPA shall be designed so they do not drain directly into the MHPA. All developed and paved areas must prevent the release of toxins, chemicals, petroleum products, exotic plant materials prior to release by incorporating the use of filtration devices, planted swales and/or planted detention/desiltation basins, or other approved permanent methods that are designed to minimize negative impacts, such as excessive water and toxins into the ecosystems of the MHPA.
  - C. **Toxics/Project Staging Areas/Equipment Storage** - Projects that use chemicals or generate by-products such as pesticides, herbicides, and animal waste, and other substances that are potentially toxic or impactive to native habitats/flora/fauna (including water) shall incorporate measures to reduce impacts caused by the application and/or drainage of such materials into the MHPA. No trash, oil, parking, or other construction/development-related material/activities shall be allowed outside any approved construction limits. Where applicable, this requirement shall incorporated into leases on Publicly-

owned property when applications for renewal occur. Provide a note in/on the CD's that states: "All construction related activity that may have potential for leakage or intrusion shall be monitored by the Qualified Biologist/Owners Representative or Resident Engineer to ensure there is no impact to the MHPA."

- D. **Lighting** - Lighting within or adjacent to the MHPA shall be directed away/shielded from the MHPA and be subject to City Outdoor Lighting Regulations per LDC Section 142.0740.
- E. **Invasives**- No invasive non-native plant species shall be introduced into areas within or adjacent to the MHPA.
- F. **Noise** - Due to the site's location adjacent to or within the MHPA where the Qualified Biologist has identified potential nesting habitat for listed avian species, construction noise that exceeds the maximum levels allowed shall be avoided during the breeding season for the California Gnatcatcher(3/1-8/15). If construction is proposed during the breeding season for the species, U.S. Fish and Wildlife Service protocol surveys shall be required in order to determine species presence/absence. If protocol surveys are not conducted in suitable habitat during the breeding season for the aforementioned listed species, presence shall be assumed with implementation of noise attenuation and biological monitoring.

#### COASTAL CALIFORNIA GNATCATCHER (Federally Threatened)

Prior to the first preconstruction meeting, the City Manager (or appointed designee) shall verify that the Multi-Habitat Planning Area (MHPA) boundaries and the following project requirements regarding the coastal California gnatcatcher are shown on the construction plans:

NO CLEARING, GRUBBING, GRADING, OR OTHER CONSTRUCTION ACTIVITIES SHALL OCCUR BETWEEN MARCH 1 AND AUGUST 15, THE BREEDING SEASON OF THE COASTAL CALIFORNIA GNATCATCHER, UNTIL THE FOLLOWING REQUIREMENTS HAVE BEEN MET TO THE SATISFACTION OF THE CITY MANAGER:

- A. A QUALIFIED BIOLOGIST (POSSESSING A VALID ENDANGERED SPECIES ACT SECTION 10(a)(1)(A) RECOVERY PERMIT) SHALL SURVEY THOSE HABITAT AREAS WITHIN THE MHPA THAT WOULD BE SUBJECT TO CONSTRUCTION NOISE LEVELS EXCEEDING 60 DECIBELS [dB(A)] HOURLY AVERAGE FOR THE PRESENCE OF THE COASTAL CALIFORNIA GNATCATCHER. SURVEYS FOR THE COASTAL CALIFORNIA GNATCATCHER SHALL BE CONDUCTED PURSUANT TO THE PROTOCOL SURVEY GUIDELINES ESTABLISHED BY THE U.S. FISH AND WILDLIFE SERVICE WITHIN THE BREEDING SEASON PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION. IF GNATCATCHERS ARE PRESENT, THEN THE FOLLOWING CONDITIONS MUST BE MET:
  - I. BETWEEN MARCH 1 AND AUGUST 15, NO CLEARING, GRUBBING, OR GRADING OF OCCUPIED GNATCATCHER HABITAT SHALL BE PERMITTED. AREAS RESTRICTED FROM SUCH ACTIVITIES SHALL BE STAKED OR FENCED UNDER THE SUPERVISION OF A QUALIFIED BIOLOGIST; AND

- II. BETWEEN MARCH 1 AND AUGUST 15, NO CONSTRUCTION ACTIVITIES SHALL OCCUR WITHIN ANY PORTION OF THE SITE WHERE CONSTRUCTION ACTIVITIES WOULD RESULT IN NOISE LEVELS EXCEEDING 60 dB (A) HOURLY AVERAGE AT THE EDGE OF OCCUPIED GNATCATCHER HABITAT. AN ANALYSIS SHOWING THAT NOISE GENERATED BY CONSTRUCTION ACTIVITIES WOULD NOT EXCEED 60 dB (A) HOURLY AVERAGE AT THE EDGE OF OCCUPIED HABITAT MUST BE COMPLETED BY A QUALIFIED ACOUSTICIAN (POSSESSING CURRENT NOISE ENGINEER LICENSE OR REGISTRATION WITH MONITORING NOISE LEVEL EXPERIENCE WITH LISTED ANIMAL SPECIES) AND APPROVED BY THE CITY MANAGER AT LEAST TWO WEEKS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION ACTIVITIES. PRIOR TO THE COMMENCEMENT OF CONSTRUCTION ACTIVITIES DURING THE BREEDING SEASON, AREAS RESTRICTED FROM SUCH ACTIVITIES SHALL BE STAKED OR FENCED UNDER THE SUPERVISION OF A QUALIFIED BIOLOGIST; OR
- III. AT LEAST TWO WEEKS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION ACTIVITIES, UNDER THE DIRECTION OF A QUALIFIED ACOUSTICIAN, NOISE ATTENUATION MEASURES (e.g., BERMS, WALLS) SHALL BE IMPLEMENTED TO ENSURE THAT NOISE LEVELS RESULTING FROM CONSTRUCTION ACTIVITIES WILL NOT EXCEED 60 dB(A) HOURLY AVERAGE AT THE EDGE OF HABITAT OCCUPIED BY THE COASTAL CALIFORNIA GNATCATCHER. CONCURRENT WITH THE COMMENCEMENT OF CONSTRUCTION ACTIVITIES AND THE CONSTRUCTION OF NECESSARY NOISE ATTENUATION FACILITIES, NOISE MONITORING\* SHALL BE CONDUCTED AT THE EDGE OF THE OCCUPIED HABITAT AREA TO ENSURE THAT NOISE LEVELS DO NOT EXCEED 60 dB (A) HOURLY AVERAGE. IF THE NOISE ATTENUATION TECHNIQUES IMPLEMENTED ARE DETERMINED TO BE INADEQUATE BY THE QUALIFIED ACOUSTICIAN OR BIOLOGIST, THEN THE ASSOCIATED CONSTRUCTION ACTIVITIES SHALL CEASE UNTIL SUCH TIME THAT ADEQUATE NOISE ATTENUATION IS ACHIEVED OR UNTIL THE END OF THE BREEDING SEASON (AUGUST 16).

\* Construction noise monitoring shall continue to be monitored at least twice weekly on varying days, or more frequently depending on the construction activity, to verify that noise levels at the edge of occupied habitat are maintained below 60 dB (A) hourly average or to the ambient noise level if it already exceeds 60 dB (A) hourly average. If not, other measures shall be implemented in consultation with the biologist and the City Manager, as necessary, to reduce noise levels to below 60 dB(A) hourly average or to the ambient noise level if it already exceeds 60 dB(A) hourly average. Such measures may include, but are not limited to, limitations on the placement of construction equipment and the simultaneous use of equipment.

- B. IF COASTAL CALIFORNIA GNATCATCHERS ARE NOT DETECTED DURING THE PROTOCOL SURVEY, THE QUALIFIED BIOLOGIST SHALL SUBMIT SUBSTANTIAL EVIDENCE TO THE CITY MANAGER AND APPLICABLE RESOURCE AGENCIES WHICH DEMONSTRATES WHETHER OR NOT



MITIGATION MEASURES SUCH AS NOISE WALLS ARE NECESSARY BETWEEN MARCH 1 AND AUGUST 15 AS FOLLOWS:

- I. IF THIS EVIDENCE INDICATES THE POTENTIAL IS HIGH FOR COASTAL CALIFORNIA GNATCATCHER TO BE PRESENT BASED ON HISTORICAL RECORDS OR SITE CONDITIONS, THEN CONDITION A.III SHALL BE ADHERED TO AS SPECIFIED ABOVE.
- II. IF THIS EVIDENCE CONCLUDES THAT NO IMPACTS TO THIS SPECIES ARE ANTICIPATED, NO MITIGATION MEASURES WOULD BE NECESSARY.

**GENERAL BIRD AVOIDANCE MEASURE**

To avoid any direct impacts to raptors and/or any native/migratory birds, removal of habitat that supports active nests in the proposed area of disturbance should occur outside of the breeding season for these species (February 1 to September 15). If removal of habitat in the proposed area of disturbance must occur during the breeding season, the Qualified Biologist shall conduct a pre-construction survey to determine the presence or absence of nesting birds on the proposed area of disturbance. The pre-construction (precon) survey shall be conducted within 10 calendar days prior to the start of construction activities (including removal of vegetation). The applicant shall submit the results of the precon survey to City DSD for review and approval prior to initiating any construction activities. If nesting birds are detected, a letter report or mitigation plan in conformance with the City's Biology Guidelines and applicable State and Federal Law (i.e. appropriate follow up surveys, monitoring schedules, construction and noise barriers/buffers, etc.) shall be prepared and include proposed measures to be implemented to ensure that take of birds or eggs or disturbance of breeding activities is avoided. The report or mitigation plan shall be submitted to the City DSD for review and approval and implemented to the satisfaction of the City. The City's MMC Section or RE, and Biologist shall verify and approve that all measures identified in the report or mitigation plan are in place prior to and/or during construction. If nesting birds are not detected during the precon survey, no further mitigation is required.

**2) CULTURAL RESOURCES - HISTORICAL, ARCHAEOLOGICAL, NATIVE AMERICAN AND PALEONTOLOGICAL RESOURCES**

**MM-HIST 1 (HISTORICAL, ARCHAEOLOGICAL, AND NATIVE AMERICAN RESOURCES)**

**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) Environmental designee 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 Mitigation Monitoring Coordination (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 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 (CSV). The CSV's 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 Right-of-Way, 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 Right-of-Way, 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; and 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 Right-of-Way, if significance can not 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 Right-of-Way

The following procedure constitutes adequate mitigation of a significant discovery encountered during pipeline trenching activities or for other linear project types within the Public Right-of-Way 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 CSVr 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 Archaeological Data Recovery Program 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 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 to PI with 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.

## **MM-HIST 2 (PALEONTOLOGICAL RESOURCES)**

- 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) Environmental designee shall verify that the requirements for Paleontological Monitoring have been noted on the appropriate construction documents.
  - B. Letters of Qualification have been submitted to ADD
    1. Prior to Bid Award, the applicant shall submit a letter of verification to Mitigation Monitoring Coordination (MMC) identifying the Principal Investigator (PI) for the project and the names of all persons involved in the paleontological monitoring program, as defined in the City of San Diego Paleontology Guidelines.



2. MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the paleontological monitoring of the project.
3. Prior to the start of work, the applicant shall obtain 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 has been completed. Verification includes, but is not limited to a copy of a confirmation letter from San Diego Natural History Museum, other institution 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.

### **B. PI Shall Attend Precon Meetings**

1. Prior to beginning any work that requires monitoring, the Applicant shall arrange a Precon Meeting that shall include the PI, Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified paleontologist shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Paleontological 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 paleontological monitoring program.
3. Identify Areas to be Monitored
  - a. Prior to the start of any work that requires monitoring, the PI shall submit a Paleontological Monitoring Exhibit (PME) based on the appropriate construction documents (reduced to 11x17) to MMC for approval identifying the areas to be monitored including the delineation of grading/excavation limits. Monitoring shall begin at depths below 10 feet from existing grade or as determined by the PI in consultation with MMC. The determination shall be based on site specific records search data which supports monitoring at depths less than ten feet.
  - b. The PME shall be based on the results of a site specific records search as well as information regarding existing known soil conditions (native or formation).
  - c. MMC shall notify the PI that the PME 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 depth of excavation and/or site graded to bedrock, presence or absence of fossil resources, etc., which may reduce or increase the potential for resources to be present.

5. Approval of PME and Construction Schedule

After approval of the PME by MMC, the PI shall submit to MMC written authorization of the PME and Construction Schedule from the CM.

### III. During Construction

#### A. Monitor Shall be Present During Grading/Excavation/Trenching

1. The monitor shall be present full-time during grading/excavation/trenching activities including, but not limited to mainline, laterals, jacking and receiving pits, services and all other appurtenances associated with underground utilities as identified on the PME that could result in impacts to formations with high and/or moderate resource sensitivity. **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 PME.**
2. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as trenching activities that do not encounter formational soils as previously assumed, and/or when unique/unusual fossils are encountered, which may reduce or increase the potential for resources to be present.
3. The monitor shall document field activity via the Consultant Site Visit Record (CSV). The CSV's 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 Paleontological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery 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.

#### C. Determination of Significance

1. The PI shall evaluate the significance of the resource.
  - 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. The determination of significance for fossil discoveries shall be at the discretion of the PI.
  - b. If the resource is significant, the PI shall submit a Paleontological Recovery Program (PRP) and obtain written approval of the program from MMC, MC and/or RE. PRP 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.

- (1). Note: For pipeline trenching projects only, the PI shall implement the Discovery Process for Pipeline Trenching projects identified below under "D."
- c. If resource is not significant (e.g., small pieces of broken common shell fragments or other scattered common fossils) the PI shall notify the RE, or BI as appropriate, that a non-significant discovery has been made. The Paleontologist shall continue to monitor the area without notification to MMC unless a significant resource is encountered.
- d. The PI shall submit a letter to MMC indicating that fossil resources will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that no further work is required.
  - (1). Note: For Pipeline Trenching Projects Only. If the fossil discovery is limited in size, both in length and depth; the information value is limited and there are no unique fossil features associated with the discovery area, then the discovery should be considered not significant.
  - (2). Note, for Pipeline Trenching Projects Only: If significance can not be determined, the Final Monitoring Report and Site Record shall identify the discovery as Potentially Significant.
- D. Discovery Process for Significant Resources - Pipeline Trenching Projects  
The following procedure constitutes adequate mitigation of a significant discovery encountered during pipeline trenching activities 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 fossil resources within the trench alignment and width shall be documented in-situ photographically, drawn in plan view (trench and profiles of side walls), recovered from the trench and photographed after cleaning, then analyzed and curated consistent with Society of Invertebrate Paleontology Standards. The remainder of the deposit within the limits of excavation (trench walls) shall be left intact and so documented.
    - 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 forms for the San Diego Natural History Museum) the resource(s) encountered during the Paleontological Monitoring Program in accordance with the City's Paleontological Guidelines. The forms shall be submitted to the San Diego Natural History Museum 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. 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 the RE via fax by 8AM on the next business day.

- b. Discoveries  
All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction.
  - c. Potentially Significant Discoveries  
If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction shall be followed.
  - d. The PI shall immediately contact the RE and MMC, or by 8AM on 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.

## **V. Post Construction**

- A. Preparation and 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 Paleontological Guidelines which describes the results, analysis, and conclusions of all phases of the Paleontological Monitoring Program (with appropriate graphics) to MMC via the RE for review and approval within 90 days following the completion of monitoring,
    - a. For significant paleontological resources encountered during monitoring, the Paleontological Recovery Program or Pipeline Trenching Discovery Process shall be included in the Draft Monitoring Report.
    - b. Recording Sites with the San Diego Natural History Museum  
The PI shall be responsible for recording (on the appropriate forms) any significant or potentially significant fossil resources encountered during the Paleontological Monitoring Program in accordance with the City's Paleontological Guidelines, and submittal of such forms to the San Diego Natural History Museum 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 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 Fossil Remains
- 1. The PI shall be responsible for ensuring that all fossil remains collected are cleaned and catalogued.
- C. Curation of artifacts: Deed of Gift and Acceptance Verification

1. The PI shall be responsible for ensuring that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution.
  2. The PI shall submit the Deed of Gift and catalogue record(s) to the RE or BI, as appropriate for donor signature with a copy submitted to MMC.
  3. The RE or BI, as appropriate shall obtain signature on the Deed of Gift and shall return to PI with copy submitted to MMC.
  4. 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 two copies of the Final Monitoring Report 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.

#### VI. PUBLIC REVIEW DISTRIBUTION:

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

##### Federal

U.S. Fish & Wildlife Service (23)

##### State of California

State Clearinghouse (46A)

Caltrans District 11 (31)

Department of Fish and Wildlife (32)

Native American Heritage Commission (56)

Regional Water Quality Control Board (44)

California Transportation Commission (51/51A)

Department of Toxic Substance Control (39)

CalRecycle (35)

##### City of San Diego

Mayor's Office

Councilmember Mark Kersey, District 5

City Attorney

Shannon Thomas

Planning Department

Alyssa Muto, Deputy Director

Myra Herrmann

Denise Russell

Kristy Forburger - MSCP

Kelley Stanco - Historical Resources Board

Development Services Department

Angela Nazareno

Mehdi Rastakhiz

Public Works Department

James Nagelvort, Director

Marnell Gibson, Assistant Director

Amy Mills  
Sabeen Cochinwala  
Carrie Purcell  
James Arnhart  
Park and Recreation Department  
Herman Parker, Director  
Chris Zirkle, Deputy Director  
Real Estate Assets Department  
Mary Carlson  
Library Department – Government Documents (81A)  
Rancho Penasquitos Library (81BB)

Others Groups and Individuals

Metropolitan Transit System (112)  
San Diego Gas and Electric (114)  
San Diego City Schools (125)  
San Diego Unified School District (132)  
Sierra Club (165)  
San Diego Natural History Museum (166)  
San Diego Audubon Society (167)  
Jim Peugh (167A)  
California Native Plant Society (170)  
Endangered Habitats League (182/182A)  
Carmen Lucas (206)  
South Coastal Information Center (210)  
San Diego Archaeological Center (212)  
Save Our Heritage Organization (214)  
Ron Christman (215)  
Clint Linton (215B)  
Frank Brown – Inter-Tribal Cultural Resources Council (216)  
Campo Band of Mission Indians (217)  
San Diego County Archaeological Society, Inc. (218)  
Kumeyaay Cultural Heritage Preservation (223)  
Kumeyaay Cultural Repatriation Committee (225)  
Native American Distribution (PUBLIC NOTICE + MAP)  
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)  
Jon Becker (467)  
Frisco White (377A)  
Torrey Highlands Planning Group (467)  
Pacific Highlands Ranch (377A)  
Robin Madaffer, San Diego Land Lawyers  
Frank Landis

VII. RESULTS OF PUBLIC REVIEW:

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



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Myra Herrmann, Senior Planner  
Planning Department

July 28, 2016  
Date of Draft Report

September 16, 2016  
Date of Final Report

Analyst: **Myra Herrmann/Denise Russell**

Attachments: Public Comment Letters and Responses  
Figure 1: Vicinity Map  
Figure 2: Site Plan  
Initial Study Checklist

LETTER

RESPONSE



EDMUND G. BROWN JR.  
GOVERNOR

STATE OF CALIFORNIA

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



KEN ALEX  
DIRECTOR

August 30, 2016

Myra Hermann  
City of San Diego  
1010 Second Ave, Suite 1200  
East Tower, MS 413  
San Diego, CA 92101

Subject: Torrey Meadows Drive Bridge  
SCH#: 2016041043

Dear Myra Hermann:

A-1

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on August 29, 2016, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

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

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

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

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

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Enclosures

cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044  
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

STATE CLEARING HOUSE (AUGUST 30, 2016)

**A-1** Comment noted. The City received comment letters directly from the Department of Toxic Substance Control, California Department of Fish and Wildlife, and California Department of Transportation (Caltrans). The letters and responses follow immediately after this item.



**Document Details Report  
State Clearinghouse Data Base**

<b>SCH#</b>	2016041043		
<b>Project Title</b>	Torrey Meadows Drive Bridge		
<b>Lead Agency</b>	San Diego, City of		
<hr/>			
<b>Type</b>	MND Mitigated Negative Declaration		
<b>Description</b>	<p>Mayoral approval to allow for the installation of a new bridge to connect the divided community of Torrey Highlands, and to provide an alternate route across SR 56. The properties south of SR-56 in the Torrey Highlands community experience a high degree of isolation from the rest of the region, with Camino Del Sur as the only route leading into the properties. Camino Del Sur is often congested, leading to seclusion from local schools, the neighborhood park, and the local mixed use area. Traffic congestion within the existing street network is expected to worsen when the region becomes fully developed. The project would improve mobility throughout the community, integrate the existing properties south of SR-56 to the greater Torrey Highlands, provide a second means of ingress and egress for properties south of SR-56, and reduce traffic congestion at the Camino Del Sur Interchange.</p>		
<hr/>			
<b>Lead Agency Contact</b>			
<b>Name</b>	Myra Hermann		
<b>Agency</b>	City of San Diego		
<b>Phone</b>	(619) 446-5372	<b>Fax</b>	
<b>email</b>			
<b>Address</b>	1010 Second Ave, Suite 1200		
	East Tower, MS 413		
<b>City</b>	San Diego	<b>State</b>	CA <b>Zip</b> 92101
<hr/>			
<b>Project Location</b>			
<b>County</b>	San Diego		
<b>City</b>			
<b>Region</b>			
<b>Lat / Long</b>	32° 57' 46.1" N / 117° 09' 37.8" W		
<b>Cross Streets</b>	Torrey Meadows Dr, Primrose Lane, Via Ambrosia		
<b>Parcel No.</b>	SR-56 ROW		
<b>Township</b>	<b>Range</b>	<b>Section</b>	<b>Base</b>
<hr/>			
<b>Proximity to:</b>			
<b>Highways</b>	SR-56		
<b>Airports</b>			
<b>Railways</b>			
<b>Waterways</b>	Penasquitos Creek		
<b>Schools</b>	Westview HS, Mesa Verde MS, Deer Canyon ES		
<b>Land Use</b>	LU: Existing/GP - R, Torrey Highlands Community Plan: Low Medium Density		
	Z: - Low medium density residential		
<hr/>			
<b>Project Issues</b>	<p>Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Landuse; Other Issues</p>		
<hr/>			
<b>Reviewing Agencies</b>	<p>Resources Agency; Department of Fish and Wildlife, Region 5; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 11; Regional Water Quality Control Board, Region 9; Air Resources Board, Transportation Projects; Native American Heritage Commission; State Lands Commission; Department of Toxic Substances Control</p>		
<hr/>			
<b>Date Received</b>	07/29/2016	<b>Start of Review</b>	07/29/2016 <b>End of Review</b> 08/29/2016

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

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Matthew Rodriguez  
Secretary for  
Environmental Protection



## Department of Toxic Substances Control

Barbara A. Lee, Director  
5796 Corporate Avenue  
Cypress, California 90630

B



Edmund G. Brown Jr.  
Governor

August 3, 2016

Ms. Denise Russell  
Environmental Planner  
City of San Diego Planning Department  
1010 Second Avenue, Suite 1200, East Tower, MS 413  
San Diego, California 92101

INITIAL STUDY AND RECIRCULATED DRAFT MITIGATED NEGATIVE  
DECLARATION (MND) FOR TORREY MEADOWS DRIVE BRIDGE  
(SCH #2016041043)

Dear Ms. Russell:

B-1 The Department of Toxic Substances Control (DTSC) has received your submitted document for the above-mentioned project. As stated in your document, the project is: "for the installation of a new bridge to connect the divided community of Torrey Highlands and to provide an alternate route across State Route 56 (SR-56)."

Based on the review of the submitted document, DTSC has the following comments:

- B-2 1. The MND should identify and determine whether current or historic uses at the project site may have resulted in any release of hazardous wastes/substances.
- B-3 2. Proper investigation, sampling and remedial actions overseen by the respective regulatory agencies, if necessary, should be conducted at the site prior to the new development or any construction. All closure, certification or remediation approval reports by these agencies should be included in the MND.
- B-4 3. If during construction/demolition of the project, soil and/or groundwater contamination is suspected, construction/demolition in the area should cease and appropriate health and safety procedures should be implemented. If it is determined that contaminated soil and/or groundwater exist, the MND should identify how any required investigation and/or remediation will be conducted, and the appropriate government agency to provide regulatory oversight.

♻️ Printed on Recycled Paper

## DEPARTMENT OF TOXIC SUBSTANCES CONTROL (AUGUST 3, 2016)

**B-1** Comment noted. The City has considered the following comments for the Final MND.

**B-2** Comment noted. The project APE includes the developed footprint of State Route 56 (SR-56) and the two developed residential neighborhoods on the north and south of the freeway corridor. The north and south bridge approaches would be located in areas which have been previously disturbed by both residential developments and construction of the SR-56. Remediation of any hazardous wastes/substances would have been addressed with these prior construction activities. As stated on Page 27 of the Initial Study Checklist, an Initial Site Assessment (ISA) was completed for the SR-56 Project Report Central Alignment, which included the Torrey Meadows Drive Bridge project site. A 1997 memorandum on the subject concluded that since the region was primarily undeveloped with no major commercial or industrial land uses, no existing contamination sites were identified and the area was considered to be free of significant hazardous waste. Additionally, further review of the EnviroStor database confirmed that there are no facilities within the project vicinity that are considered to trigger a potential hazardous waste impact with project implementation. As such, the City does not anticipate any new hazardous conditions to be encountered during construction-related activities for the proposed project. However, in the event that unanticipated soil conditions are encountered, specific measures have been incorporated into the contract specifications and will be implemented for treatment, removal and disposal in accordance with all applicable local, state and federal requirements.

LETTER

RESPONSE

Ms. Denise Russell  
August 3, 2016  
Page 2

If you have any questions regarding this letter, please contact me at (714) 484-5476 or email at [Johnson.Abraham@dtsc.ca.gov](mailto:Johnson.Abraham@dtsc.ca.gov).

Sincerely,



Johnson P. Abraham  
Project Manager  
Brownfields Restoration and School Evaluation Branch  
Brownfields and Environmental Restoration Program

ed/sh/ja

cc: Governor's Office of Planning and Research  
State Clearinghouse  
P.O. Box 3044  
Sacramento, California 95812-3044

Mr. Guenther W. Moskat, Chief  
Planning and Environmental Analysis Section  
CEQA Tracking Center  
Department of Toxic Substances Control  
[Guenther.Moskat@dtsc.ca.gov](mailto:Guenther.Moskat@dtsc.ca.gov)

Mr. Dave Kereazis (via e-mail)  
Office of Planning & Environmental Analysis  
Department of Toxic Substances Control  
[Dave.Kereazis@dtsc.ca.gov](mailto:Dave.Kereazis@dtsc.ca.gov)

Mr. Shahir Haddad (via e-mail)  
Supervising Engineer  
Brownfields Restoration and School Evaluation Branch  
[Shahir.Haddad@dtsc.ca.gov](mailto:Shahir.Haddad@dtsc.ca.gov)

CEQA# 2016041043

**B-3** Comment noted. See Response to Comment B-2.

**B-4** Comment noted. See Response to Comment B-2.

## LETTER

## RESPONSE

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

C

EDMUND G. BROWN Jr., Governor

### DEPARTMENT OF TRANSPORTATION

DISTRICT 11  
PLANNING DIVISION  
4050 TAYLOR STREET, M.S. 240  
SAN DIEGO, CA 92110  
PHONE (619) 688-6960  
FAX (619) 688-4299  
TTY 711



*Serious drought.  
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August 29, 2016

11-SD-56  
PM 5.6

Torrey Meadows Bridge  
MND / SCH# 2016041043

Ms. Myra Hermann  
City of San Diego  
1010 Second Avenue, Suite 1200, East Tower, MS413  
San Diego, CA 92101

Dear Ms. Hermann:

- The California Department of Transportation (Caltrans) received a copy of the Recirculated Draft Initial Study/Mitigated Negative Declaration (MND) for the proposed Torrey Meadows Bridge Project located near State Route 56 (SR-56). Caltrans has the following comments:
- C-1 All work done in Caltrans Right-of-Way (R/W) should be done in accordance with Caltrans standards and requirement, this includes but not limited to the Traffic Manual Chapter 7 Traffic Safety System, Standards Plans 2015, Highway Design Manual (HDM) and Americans with Disabilities Act (ADA).
  - C-2 Clarify what happens to the bio swale ditch when the footings/columns are placed.
  - C-3 The SR-56 bike path has an average daily usage of 438 bicyclists per day (Regional Bike and Pedestrian Counters web page: <http://www.eco-public.com/ParcPublic/?id=681>). It is advised to keep the path open as much as possible and consider night closures only. In the event that is not possible, consider a detour that would connect the SR-56 bike path to Torrey Meadows Drive (south) and then connect to local streets that would lead back to the SR-56 Bike Path connection at Camino Del Sur. Connection to bike path could be constructed prior to falsework construction.
  - C-4 Bike Path connection described above would be a community enhancement feature and should be considered as a permanent feature of the project.
  - C-5 Clarify if the overhead sign on EB SR-56 (EXIT 6, CAMINO DEL SUR) near project footprint will be impacted (removed or moved) by project.
  - C-7 For aesthetics: In addition to replacing impacted highway planting, the irrigation systems within the project area will also need to be replaced. The main recycled water trunk line and several supply lines cross the project boundaries. Temporary above grade connections may be necessary to maintain irrigation operations outside of the project limits.

*"Provide a safe, sustainable, integrated and efficient transportation system  
to enhance California's economy and livability"*

### CALIFORNIA DEPARTMENT OF TRANSPORTATION (AUGUST 29, 2016)

**C-1** Comment noted. This is an introductory comment.

**C-2** Comment noted. All work will be completed per Caltrans Standards. This is addressed in the Project Report that has been circulated at Caltrans District 11.

**C-3** The swale ditch in the median is re-routed around the column, similar to the re-routing that has occurred at other locations on SR-56 where there is an overcrossing.

**C-4** Comment noted. Per the staging of the project, the bike path will remain open during construction. There will only be minimal closures of the path for erection and removal of falsework to construct the bridge. These will likely be nighttime closures when bicycle traffic is minimal.

**C-5** Comment noted. The connection to Transportation Demand Management is not included with this project. However, the City is looking into additional potential connections to the SR-56 bike trail as a different project.

**C-6** The overhead sign would not be impacted by the project and will remain in place.

**C-7** Comment noted. This will be further evaluated in final design. All facilities impacted by construction will be reconstructed to the original pre-construction conditions.

## LETTER

## RESPONSE

Ms. Myra Hermann  
August 29, 2016  
Page 2

- C-8
- Any work performed within Caltrans R/W will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans R/W prior to construction. As part of the encroachment permit process, the applicant must provide an approved final environmental document including the California Environmental Quality Act (CEQA) determination addressing any environmental impacts with the Caltrans' R/W, and any corresponding technical studies. Please see Section 600 of the Encroachment Permits Manual for requirements regarding utilities and state R/W: [http://www.dot.ca.gov/hq/traffops/developserv/permits/pdf/manual/Chapter\\_6.pdf](http://www.dot.ca.gov/hq/traffops/developserv/permits/pdf/manual/Chapter_6.pdf)

If you have any questions, please contact Kimberly Dodson, of the Caltrans Development Review Branch, at (619) 688-2510 or by e-mail sent to [kimberly.dodson@dot.ca.gov](mailto:kimberly.dodson@dot.ca.gov).

Sincerely,



JACOB ARMSTRONG, Chief  
Development Review Branch

*"Provide a safe, sustainable, integrated and efficient transportation system  
to enhance California's economy and livability"*

C-8 Comment noted. Per previous discussions with Caltrans, the construction of the project will be AAA by Caltrans with a Cooperative Agreement between the City and Caltrans, therefore a permit would not be required.

## LETTER

## RESPONSE

**From:** [Herrmann, Myra](#) on behalf of [PLN\\_PlanningCEQA](#)  
**To:** [Russell, Denise](#)  
**Subject:** FW: Torrey meadows Drive Bridge MND Project No. 398888 SCH no. 2016041043  
**Date:** Monday, August 29, 2016 10:43:08 AM

---

**Myra Herrmann**  
 Senior Planner/Archaeologist/Tribal Liaison  
 City of San Diego  
 Planning Department  
 T (619) 446-5372  
[www.sandiego.gov](http://www.sandiego.gov)

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**From:** Weiss, Eric@Wildlife [mailto:Eric.Weiss@wildlife.ca.gov]  
**Sent:** Thursday, August 25, 2016 2:26 PM  
**To:** PLN\_PlanningCEQA <planningceqa@sandiego.gov>; state.clearinghouse@opr.ca.gov  
**Subject:** Torrey meadows Drive Bridge MND Project No. 398888 SCH no. 2016041043

Dear Ms. Herrmann,

D-1 | The California Department of Fish and Wildlife (Department) has reviewed the Mitigated Negative Declaration (MND) for the Torrey Meadows Drive Bridge Project (proposed project). The following statements and comments have been prepared pursuant to the Department's authority as Trustee Agency with jurisdiction over natural resources affected by the project (California Environmental Quality Act, [CEQA] Guidelines § 15386) and pursuant to our authority as a Responsible Agency under CEQA Guidelines section 15381 over those aspects of the proposed project that come under the purview of the California Endangered Species Act (Fish and Game Code § 2050 et seq.) and Fish and Game Code section 1600 et seq. The Department also administers the Natural Community Conservation Planning (NCCP) program. The City of San Diego (City) participates in the NCCP program by implementing its approved Multiple Species Conservation Program (MSCP) Subarea Plan (SAP).

The proposed project would allow for the installation of a new bridge to connect the divided community of Torrey Highlands, and to provide an alternate route across State Route 56 (SR-56). The proposed project would install a 54-foot wide and 337-foot long, two-span, cast-in-place, concrete box girder bridge. This would allow for a two-lane overcrossing with standard eight-foot wide shoulders and six-foot wide sidewalks, as required by the Caltrans Bridge Design Standards.

## CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE (AUGUST 25, 2016)

**D-1** Comment noted. This is an introductory comment describing the project.



## LETTER

## RESPONSE

D-1  
cont.

Torrey Meadows Drive would be extended from the north and south into Caltrans right-of-way in order to connect to the bridge. Improvements to the SR-56 corridor from I-5 to I-15 are anticipated to be constructed in the years to come, as specified in the 2050 Regional Transportation Plan (RTP). The proposed project has been designed to accommodate the future conditions of SR-56 per the RTP. The proposed overcrossing may trigger a removal and/or replacement of an impacted utility. In addition, the project will include installation of a new 16" water line within the bridge structure. The water line will be owned and operated by the City of San Diego.

During construction, temporary full closures of SR-56 would be required for falsework construction. In order to reduce potential construction-related traffic conflicts, detours, and delays associated with construction activities, a Traffic Management Plan would be implemented. All staging would occur within the right-of-way. Right-of-way acquisitions would consist of construction easements within the landscaped areas adjacent to Torrey Meadows Drive. No construction activities are identified within the Multi-Habitat Planning Area (MHPA). Following the completion of construction activities, highway planting impacted as a result of construction would be replaced within Caltrans's right-of-way. Streetscape and median landscaping would be replaced within the City's right-of-way continuing existing themes and plant palettes consistent with City guidelines.

D-2

The Department offers the following comment to assist the City in avoiding, minimizing, and adequately mitigating project-related impacts to biological resources.

The Department recommends that mitigation measure titled MSCP Subarea Plan – Land Use Adjacency Guidelines (I)(B)&(C) specify the mechanisms and capacities for treating project-related drainage. According to the MSCP Land Use Adjacency Guidelines, "[a]ll developed and paved areas must prevent the release of toxins, chemicals, petroleum products, exotic plant materials and other elements that might degrade or harm the natural environment or ecosystem processes within the MHPA [Multi-Habitat Planning Area]. This can be accomplished using a variety of methods including natural detention basins, grass swales or mechanical trapping devices." The proposed project is immediately adjacent to designated MHPA habitat and proposes to discharge project-generated storm water and nuisance runoff at two locations within the MHPA (McGonigle Canyon). The Water Quality Technical Report for Torrey Meadows Dive Overcrossing (Water Quality Report; TYLIN, 2015) acknowledges that the proposed project is located within the Carmel Valley-Poway Creek Watershed – a high risk receiving watershed and that "[t]he Soil Conservation Service classifies soils within the project area as possessing a severe potential for erosion by water." Based on the site's sensitivity, the Water Quality Report provides recommendations for adequately sizing BMP Areas (refer to Table 4 of the Draft Water Quality Report). However, the Water Quality Report's recommendations for sizing BMPs are absent from the MND's MMRP; therefore, we recommend the MMRP incorporate Table 4 of the Water Quality Report by reference to demonstrate conformance with section 1.4.3 of the MSCP Subarea Plan Land Use Adjacency Guidelines.

We appreciate the opportunity to comment on the MND. General questions and further coordination on these issues should be directed to Eric Weiss, Senior Environmental Scientist (Specialist), at (858-467-4289) or [eric.weiss@wildlife.ca.gov](mailto:eric.weiss@wildlife.ca.gov).

**D-2** The project is required to comply with the MS4 permit, which requires treatment of pollutants for collected runoff prior to discharge. The project would meet all current hydromodification requirements as required by State law, and storm water BMPs are not considered mitigation. BMP sizing recommendations are not included in the MMRP.

## LETTER

*Eric Weiss*

Senior Environmental Scientist (Specialist)  
California Department of Fish and Wildlife  
South Coast Region, Habitat Conservation Planning  
3883 Ruffin Road  
San Diego, CA 92123

Phone (858) 467-4289

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## RESPONSE

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**RINCON BAND OF LUISEÑO INDIANS**  
**Environmental Department**

1 W. Tribal Road · Valley Center, California 92082 ·  
 (760) 297-2330 Fax: (760) 297-2339



August 8, 2016

Denise Russell  
 City of San Diego  
 Planning Department  
 1010 Second Avenue  
 Suite 1200, East Tower, MS 413  
 San Diego, CA 92101

**Re: Torrey Meadows Drive Bridge Project No. 398888**

Dear Ms. Russell:

E-1 This letter is written on behalf of the Rincon Band of Luiseño Indians. Thank you for inviting us to submit comments on the Torrey Meadows Drive Bridge Project No. 398888. Rincon is submitting these comments concerning your projects potential impact on Luiseño cultural resources.

E-2 The Rincon Band has concerns for the impacts to historic and cultural resources and the finding of items of significant cultural value that could be disturbed or destroyed and are considered culturally significant to the Luiseño people. This is to inform you, your identified location is not within the Luiseño Aboriginal Territory. We recommend that you locate a tribe within the project area to receive direction on how to handle any inadvertent findings according to their customs and traditions.

If you would like information on tribes within your project area, please contact the Native American Heritage Commission and they will assist with a referral.

Thank you for the opportunity to protect and preserve our cultural assets.

Sincerely,

Vincent Whipple  
 Manager  
 Rincon Cultural Resources Department

Bo Mazzetti  
 Tribal Chairman

Stephanie Spencer  
 Vice Chairwoman

Steve Stallings  
 Council Member

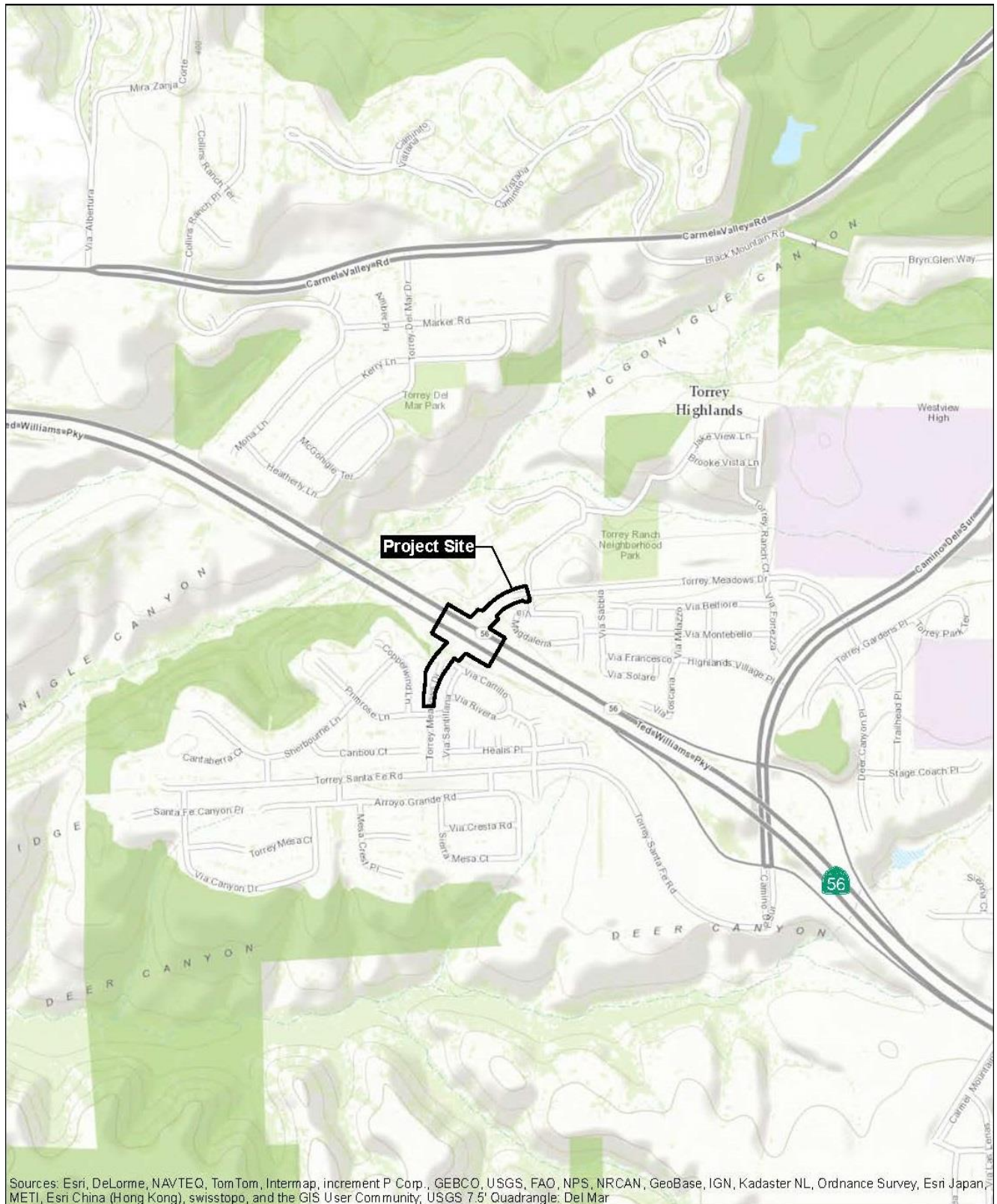
Laurie E. Gonzalez  
 Council Member

Alfonso Kolb  
 Council Member

**RINCON BAND OF LUISEÑO INDIANS (AUGUST 8, 2016)**

**E-1** Comment noted.

**E-2** Comment noted. As described in the MMRP, a Native American (Kumeyaay) monitor will be on-site during any ground disturbing activities associated with project implementation.



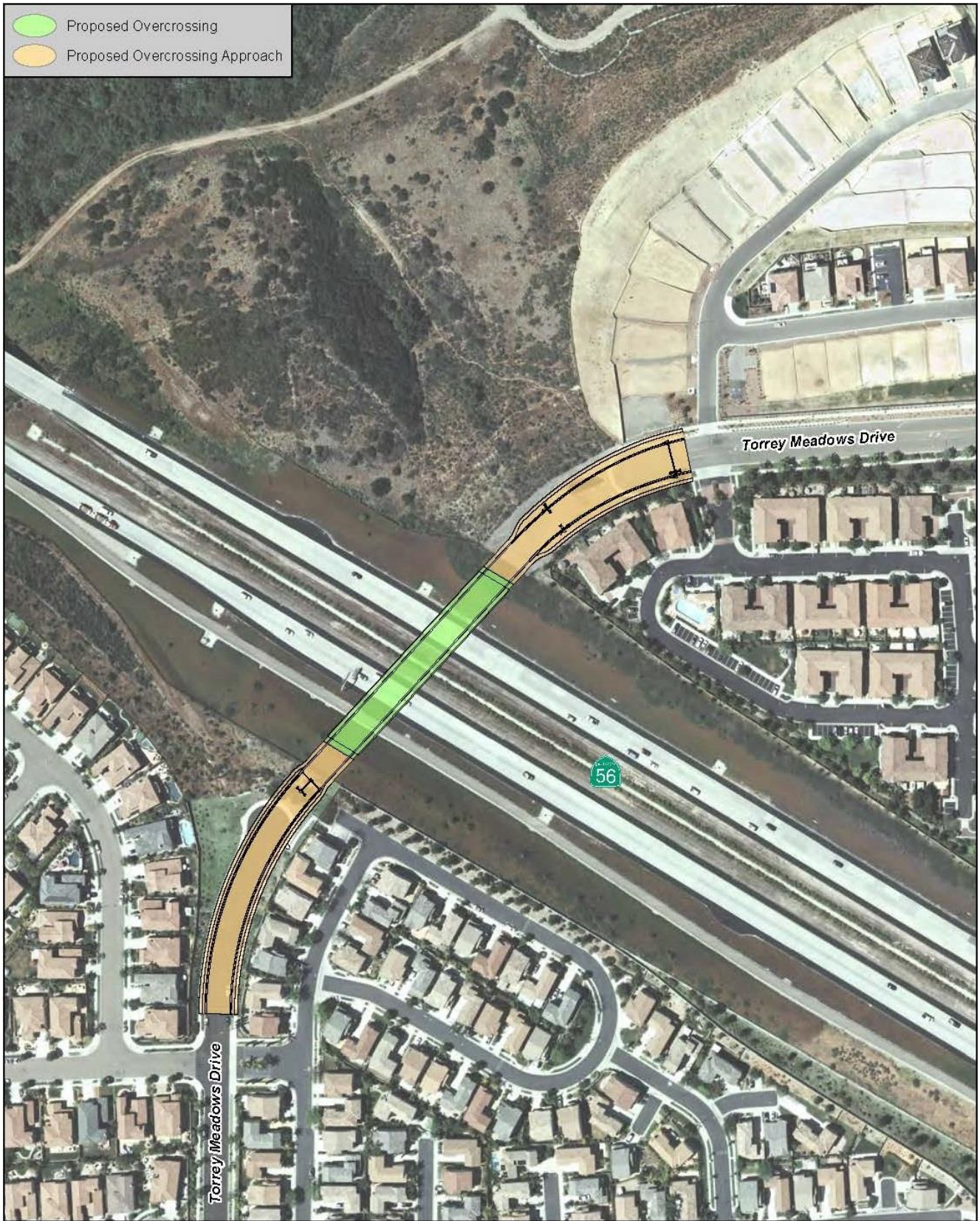
## Vicinity Map

Torrey Meadows Drive Bridge/Project No. 398888  
City of San Diego – Planning Department

**FIGURE**

**No. 1**





## Site Plan

Torrey Meadows Drive Bridge/Project No. 398888  
City of San Diego – Planning Department

**FIGURE**  
**No. 2**

## INITIAL STUDY CHECKLIST

1. Project title/Project number: **Torrey Meadows Drive Bridge / Project No. 398888**
2. Lead agency name and address:  
City of San Diego - Planning Department, 1010 Second Ave, MS 413, San Diego, CA 92101
3. Contact person and phone number:  
Denise Russell, Assistant Planner - City of San Diego Planning Department (619- 533-5928)
4. Project location: Torrey Meadows Drive / SR 56, San Diego, CA 92129
5. Project Applicant/Sponsor's Name and Address: City of San Diego, Public Works Department, 525 B Street, Suite 750, MS 908A, San Diego, CA 92101
6. General/Community Plan Designation: The project site lies within an area designated as Residential land use by the City of San Diego's General Plan, and Low Medium-Density by the current Torrey Highlands Community Plan.
7. Zoning: Primarily AR-1-1, or Agricultural-Residential, with small portions of RS-1-2 and RM-2-5, Residential-Single Unit and Residential-Multiple Unit, to the north and south of SR-56.
8. Description of project (Describe the whole action involved, including but not limited to, later phases of the project, and any secondary, support, or off-site features necessary for its implementation.):

**MAYORAL APPROVAL** to allow for the installation of a new bridge (or overcrossing) to connect the divided community of Torrey Highlands, and to provide an alternate route across State Route 56 (SR-56). The properties south of SR-56 in the Torrey Highlands community experience a high degree of isolation from the rest of the region, with Camino Del Sur as the only route leading into the properties. Camino Del Sur is often congested, leading to seclusion from local schools, the neighborhood park, and the local mixed use area. Traffic congestion within the existing street network is expected to worsen when the region becomes fully developed. The project would improve mobility throughout the community, integrate the existing properties south of SR-56 to the greater Torrey Highlands, provide a second means of ingress and egress for properties south of SR-56, and reduce traffic congestion at the Camino Del Sur Interchange.

The project would install a 54-foot wide and 337 foot long, two-span, cast-in-place, concrete box-girder bridge. This would allow for a two-lane overcrossing with standard eight-foot wide shoulders and six-foot wide sidewalks, as required by the Caltrans Bridge Design Standards. Torrey Meadows Drive would be extended from the north and south into Caltrans right-of-way in order to connect to the bridge. Improvements to the SR-56 corridor from I-5 to I-15 are anticipated to be constructed in the years to come, as specified in the 2050 Regional Transportation Plan (RTP). The proposed project has been designed to accommodate the future conditions of SR-56 per the RTP. The proposed overcrossing may trigger a removal and/or replacement of an impacted utility. In

addition, the project will include installation of a new 16" water line within the bridge structure. The water line will be owned and operated by the City of San Diego.

In order to reduce potential construction-related traffic conflicts, detours, and delays associated with construction activities, a Traffic Management Plan would be implemented. Temporary full closures of the SR-56 freeway and bike path would be required for falsework construction. The full closures of the SR-56 freeway would occur at night to avoid disrupting commuter traffic. All staging would occur within the right-of-way. Temporary construction easements within the landscaped areas adjacent to Torrey Meadows Drive will be needed during the construction phase. Following the completion of construction activities, highway planting impacted as a result of construction would be replaced within Caltrans's right-of-way. Streetscape and median landscaping would be replaced within the City's right-of-way continuing existing themes and plant palettes consistent with City guidelines.

When the project is ready for construction, the City of San Diego and Caltrans will enter into a cooperative agreement to provide construction funding and construction oversight funds to Caltrans to complete the project. This project is being funded primarily by the City's Facilities Benefit Assessment (FBA) fund, with a small portion being funded by Capital Outlay.

9. Surrounding land uses and setting:

The project site is surrounded by residential developed areas, both single family and multi-family, as well as undeveloped open space to the northwest. The proposed bridge would cross over SR-56 and the parallel SR-56 Bike Trail.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):

*Caltrans, District 11: Cooperative Agreement, Right of Access Permit*



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 checked="" 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
I) AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Setting

The proposed project consists of a proposed overcrossing that would connect Torrey Meadows Drive over SR-56. The proposed overcrossing is located between the Camino Del Sur and the Carmel Valley Road exits on SR-56. The aesthetic setting of the project area consists of a four-lane highway (SR-56), with landscaped center and side medians, and surrounding residential development. Views from the project site primarily consist of spans of SR-56, surrounding residential roadways, open green space to the north west, and surrounding residential and commercial development. The overcrossing would be a two-span, cast-in-place, concrete structure supported by two columns in the SR-56 median. The bridge would have a width of 54 feet and a length of 337 feet, and would include a sidewalk in each direction. A concrete barrier with chain link fence would be located on the edges of the overcrossing. Appearance of the bridge is expected to resemble the SR-56 overcrossings at Carmel Valley Road and Rancho Santa Fe Farms, approximately a mile east and west of the proposed project. The approaches from Torrey Meadows Drive would be two-lane asphalt roadways with a sidewalk on each side. Grading associated with the overcrossing and

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
-------	--------------------------------	--	------------------------------	-----------

approaches is expected to be limited to 1.5 acres within the roadway right-of-way. Highway planting in the SR-56 right-of-way which is disturbed during construction would be replaced, and planned streetscape and median landscaping in the City of San Diego right-of-way would be a continuation of existing themes and plant palettes consistent with City guidelines.

Overall, the character of the SR-56 corridor would not change as a result of the proposed project. The existing uses would be unchanged, and the improvement would allow more efficient connections and less traffic congestion for residents in the surrounding area. The proposed overcrossing would be consistent with the existing aesthetic setting in the SR-56 corridor, and would not restrict any viewsheds or scenic qualities of surrounding areas.

### Discussion of Impacts

- a, b) The proposed project does not include development within viewsheds and is not located within state or City designated scenic highways. The improvements associated with the proposed project would be consistent with the existing aesthetic setting of other nearby overcrossings within the SR-56 corridor, and would not restrict any viewsheds or scenic qualities of the roadway corridor or the surrounding areas.
- c) The proposed project would result in alterations to the visual character of the site by erecting a new overcrossing connecting Torrey Meadows Drive over SR-56. The proposed improvements would be similar in appearance to the existing nearby overcrossings within the SR-56 corridor with regard to architectural themes and materials, thereby reducing the change in the visual setting. Streetscape and median landscaping in the City of San Diego right-of-way would be a continuation of existing themes and plant palettes consistent with City guidelines and therefore would not result in impacts to the visual character of the area.
- d) Freeway closures would be required for fabrication of falsework within the SR-56 corridor at various times throughout the construction process. These full freeway closures would occur during night time hours to avoid disrupting commuter traffic. Contractors would be required to follow all construction guidelines for nighttime work, including the City of San Diego's Noise Ordinance Standards, General Plan policies, and conditions of approval for any associated permits. The overcrossing, when complete, would not cause substantial light or glare. Bridge lighting is planned to be accomplished with standard City of San Diego street lights, in accordance with General Plan policies and energy efficiency standards. Any lighting required on the northern bridge approach would be directed away from the adjacent MHPA to avoid spillover into sensitive habitat areas. As such, lighting for the new bridge span would



Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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not significantly increase the existing lighting within the roadway corridor. Thus, the proposed project would not result in significant light or glare impacts.

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:

a) Converts 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"/>
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"/>
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"/>

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>
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"/>

### Setting

Agriculture and agricultural production are prevalent land uses in San Diego County. Agricultural land uses constitute approximately 6,055 acres, or 2.8 percent of the land within the incorporated City of San Diego (City of San Diego, 2006). Agricultural land uses are primarily concentrated in the extreme northern and southern portions of the City. The City of San Diego's agriculture land use designation identifies areas that are rural in character and very low-density or areas where agricultural uses are predominant. The project site is composed of, and surrounded by, urban developed areas. There are no agricultural land uses in the vicinity of the project site.

### Discussion of Impacts

- a-e) The project site is not mapped as Prime Farmland, Unique Farmland or Farmland of Statewide Importance under the Farmland Mapping and Monitoring Program (Department of Conservation, 2012). The project site is also not under a Williamson Act contract (Department of Conservation, 2010). The proposed project would not convert agricultural land to non-agricultural use, therefore, no impact would occur.

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"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Setting

The United States Environmental Protection Agency (USEPA) is responsible for enforcing the Federal Clean Air Act (CAA) and the National Ambient Air Quality Standards (NAAQS), which define concentrations of pollutants in the ambient air, below which no adverse effects on the public health and welfare are anticipated. The NAAQS regulate the following six criteria pollutants: carbon monoxide (CO), sulfur dioxide (SO<sub>2</sub>), nitrogen dioxide (NO<sub>2</sub>), ozone (O<sub>3</sub>), respirable particulate matter (PM<sub>10</sub>), fine particulate matter (PM<sub>2.5</sub>), and lead (Pb). The California Ambient Air Quality Standards (CAAQS) are established and enforced by the California Air Resources Board (CARB) for the six criteria pollutants through the California CAA and additional pollutants including sulfates, hydrogen sulfide, vinyl chloride and visibility-reducing particles. Areas that do not meet the NAAQS or the CAAQS for any criteria

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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pollutant are considered to be “nonattainment areas” for said pollutant.

The project site is located within the San Diego Air Basin (SDAB) which is regulated by the San Diego Air Pollution Control District (SDAPCD). The SDAPCD is responsible for developing Regional Air Quality Strategies (RAQS) to attain and maintain air quality standards within the SDAB. Air quality in the project area is influenced by local emission sources including: motor vehicles such as cars, trucks and buses traveling along SR-56 and local roadways; other mobile sources such as trains, planes, agricultural equipment; industry and commerce; home products; and agriculture (SDAPCD, 2002). The San Diego Air Basin is currently listed as a marginal nonattainment area for criteria pollutant 8-hr Ozone (USEPA, 2016).

## Discussion of Impacts

**a-c)** Potentially significant air quality impacts associated with the proposed project include those resulting from short-term construction activities, and from vehicle traffic during construction and operation. Construction-related emissions could include exhaust from construction equipment and fugitive dust from grading, movement of vehicles, and wind erosion of exposed soil during construction of the proposed project. With the implementation of standard dust control measures, construction of the proposed project would not conflict with or obstruct the RAQS established by the SDAPCD. Operation of the proposed project would be consistent with the existing and planned uses anticipated in the City’s General Plan, the Torrey Highlands Subarea Plan, and the SANDAG 2050 RTP, and is therefore consistent with the RAQS. Estimated emissions associated with construction of the proposed project are shown in **Table 1**. The proposed bridge itself would not create new vehicle trips; instead, it would redistribute vehicle traffic. Based on the *Torrey Meadows Drive Bridge Traffic Impact Analysis* (Urban Systems Associates 2014), with completion of the bridge project, vehicle delays would be reduced at four out of the seven analyzed intersections during the PM peak hour when comparing conditions with and without the Project in 2035. The bridge is also anticipated to reduce vehicle miles traveled (VMT) for local residents by providing a more direct route across SR-56 than existing conditions. Reductions in congestion and VMT would result in lower vehicle-related emissions, therefore no impacts from operation of the bridge would occur.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 1**

Maximum Daily Construction Pollutant Emissions (Pounds/Day)

Emission Source	ROG	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Construction of Bridge	64	386.1	166.8	18.2	15.4
Construction of Road	16.1	214	81	10	8
Overlapping Construction Phases (3 months)	16.9	241.2	85.5	10.2	8.4
<i>Significance Thresholds</i>	<i>137</i>	<i>250</i>	<i>550</i>	<i>100</i>	<i>55</i>
Source: Road Construction Emissions Model, Version 7.1.5.1, Helix 2014					

- d, e) Numerous sensitive receptors are located in the vicinity of the project site including single-family and multi-family residential developments, as well as commercial developments. Implementation of the proposed project would not result in any substantial levels of pollutants, nor would the proposed project involve any uses which have not been previously used in the area. None of the operational activities associated with the overcrossing would generate pollutant concentrations which would be adverse to sensitive receptors in the vicinity. Health risks associated with exposure to pollutants typically require chronic exposure, which is defined in the California Air Pollution Control Officers Association (CAPCOA) Air Toxics “Hot Spots” Program Risk Assessment Guidelines as 24 hours per day, seven days per week, 365 days per year, for 70 years. All construction-related emissions associated with the project would be temporary and all operational emissions would be less than significant. Potential sensitive receptors utilizing or located in the vicinity of the overcrossing would not experience chronic exposure as a result of the proposed project.

The only potential source of odor associated with the project would be exhaust emissions from the diesel equipment used during construction of the project. During construction, diesel exhaust could be considered a potential nuisance odor; however, any diesel exhaust associated with construction activities would be minimal and temporary in nature. Operation of the project would not cause a diesel odor nuisance. The project is not anticipated to expose sensitive receptors to substantial pollutant concentrations or create objectionable odors affecting a substantial number of people; therefore, this impact is considered less than significant.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 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?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 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?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
corridors, or impede the use of native wildlife nursery sites?				
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Setting

The City of San Diego is within the planning area of the Multiple Species Conservation Program (MSCP) Subarea Plan (SAP), adopted in 1997 to preserve and manage sensitive species at the ecosystem level through habitat protection. In addition, the City's Environmentally Sensitive Lands (ESL) Regulations help to protect, preserve, and restore lands containing steep hillsides, sensitive biological resources, coastal beaches, sensitive coastal bluffs, or Special Flood Hazard Areas. Development guidelines and regulations for ESLs serve to implement the MSCP by placing priority on the preservation of biological resources within the Multi-Habitat Planning Area (MHPA).

The project site is highly disturbed, and subject to high pedestrian and vehicle traffic; noise and nighttime lighting from vehicles, streets, and existing buildings; trash and debris; and, non-native ornamental landscaping. No natural drainage features, wetlands, vernal pools, or ephemeral basins occur on the project site. The new bridge structure will be constructed immediately adjacent to, and southeast of offsite sensitive Diegan coastal sage scrub (Dcss) habitat within MHPA open space associated with McGonigle Canyon. Although the project is immediately adjacent to sensitive habitat within the MHPA, the entirety of the project would be constructed within existing disturbed and developed land which is not expected to support sensitive biological resources or provide suitable habitat for sensitive species.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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### Description of Impacts

- a) The project would result in the construction of a permanent bridge structure requiring temporary construction activities within a maximum disturbance footprint of approximately 5.4 acres. The project has been specifically sited and designed within disturbed and developed areas that lack sensitive biological resources. The study area is largely developed, but does provide some habitat for wildlife species, though none of the regional animal species of concern have a high potential to occur within the project site itself; therefore none are likely to be directly impacted. Impacts would occur to approximately 4.9 acres of developed land (DEV) and disturbed habitat (DH), neither of which are considered sensitive natural communities or regional habitats of concern. Adjacent land within the biological study area, including areas within the adjacent MHPA would be avoided, and no direct impacts would occur. Therefore, no impacts would occur to sensitive natural communities and no mitigation is proposed.

Based on a list compiled through the California Natural Diversity Database (CNDDB) (CDFW 2014) and other sources (CDFW 2008, 2011), 25 special-status animal species and 43 special-status plant species have been reported within approximately five miles of the biological study area (Helix 2014). None of the 25 special-status animal species or the 43 special-status plant species have been reported as occurring within the project site itself. None of the 25 animal species or 43 plant species were observed or have a high potential to occur within the project site itself due to the lack of suitable habitat; high levels of disturbance; existing developed areas; and absence of suitable soils, hydrology, and vegetation associations. Protocol-level surveys for coastal California gnatcatcher (CAGN) were performed in the summer of 2014 within the Dcss that occurs within the study area. A single offsite CAGN pair was observed north of SR-56 within 500 feet of the site. In addition, a single Cooper's hawk was observed temporarily foraging over the northwestern portion of the study area.

While no direct impacts are expected to occur, measures have been incorporated into the MND under Land Use (MSCP/MHPA) to avoid potential indirect noise-related impacts to CAGN during project construction. Additionally, while no impacts would occur to suitable foraging habitat for raptors, including the Cooper's hawk, measures have also been incorporated into the MND to reduce potential indirect impacts to nesting birds, including raptors, in order to comply with the MBTA and CFG Code. These measures are further described in Section X. Land Use.



Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>b-c)</b>				
<b>d)</b>				
<b>e)</b>				
<b>f)</b>				

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Guidelines. Project impacts are restricted entirely to DEV and DH, which are common Tier IV uplands. No direct impacts would occur to covered species, non-covered species, narrow endemic species, sensitive uplands, wetlands, or other resources subject to the Environmentally Sensitive Lands (ESL) regulations or addressed in the City's MSCP Subarea Plan. Potential indirect impacts to the CAGN would be minimized through restrictions on construction during the breeding season as further outlined in MND Section V. Mitigation Monitoring and Reporting Program under Land Use.

#### V. CULTURAL RESOURCES – Would the project:

- |   |                          |                                     |                          |                          |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Cause a substantial adverse change in the significance of an historical resource as defined in §15064.5?   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?       | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Disturb any human remains, including those interred outside of formal cemeteries?                          | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

#### Setting

A historical resource under the California Environmental Quality Act (CEQA) consists of “Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural engineering, scientific, economic, agricultural, educational, social, military, or cultural annals of California.” Generally, a resource shall be considered by the lead agency to be ‘historically significant’ if the resource meets the criteria for listing on the California Register of Historic Resources (CRHR) (15064.5[a][3]).

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The significance criteria for archaeological and historical sites are defined in the CRHR, and are found in the *CEQA Guidelines* (15064.5). A resource must be significant at the local, state, or national level in accordance with one or more of the following four evaluation criteria:

1. It is associated with the events that made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;
2. It is associated with the lives of persons important to local, California, or national history;
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. It has yielded, or may be likely to yield, information important to the prehistory or history of the local area, California, or the nation.

In addition to meeting one or more of the above criteria, a resource must be at least 50 years old and must possess integrity, which is defined as “the authenticity of a historical resource’s physical identity evidenced by the survival of characteristics that existed during the resource’s period of significance” (OHP, 1992:2). To retain integrity, a resource should have its original location, design, setting, materials, workmanship, feeling, and association. Resources that are significant, meet the age requirements, and possess integrity will generally be considered eligible for listing on the CRHR.

Additionally, the purpose and intent of the City’s Historical Resources Regulations of the Land Development Code (Chapter 14, Division 3, and Article 2) is to protect, preserve and, where damaged, restore the historical resources of San Diego. The regulations apply to all proposed development within the City of San Diego when historical resources are present on the premises. CEQA requires that before approving discretionary projects, the Lead Agency must identify and examine the significant adverse environmental effects, which may result from that project. A project that may cause a substantial adverse change in the significance of a historical resource may have a significant effect on the environment (Sections 15064.5(b) and 21084.1). A substantial adverse change is defined as demolition, destruction, relocation, or alteration activities, which would impair historical significance (Sections 15064.5(b)(1)). Any historical resource listed in, or eligible to be listed in the California Register of Historical Resources, including archaeological resources, is considered to be historically or culturally significant. Archaeological discoveries within the City’s Right-of-Way will be curated in

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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accordance with the City's adopted MMRP for the project. However, all archaeological discoveries within Caltrans Right-of-Way belong to the State of California. Therefore, all archaeological investigations and treatment of archaeological discoveries within Caltrans R/W must be coordinated with Caltrans (Environmental Analysis Branch D), and requirements under the CA Public Resources Code Section 5024 must be followed.

The proposed overcrossing is in the coastal plains of western San Diego County. The project is underlain by the Lindavista formation (Kennedy 1975), and soils in the areas are terrace escarpment, loamy alluvial land-Huerhuero complex and Redding cobbly loam. Vegetation supported by these soils is generally annual grasses and forbs, chamise, flatter buckwheat, sumac, scrub oak, and similar species (Bowman 1973). These vegetation communities would have provided a number of plant species known to have been used by Native people for food, medicine, tools, shelter, ceremonial and other uses (Christenson 1990; Cuero 1970; Hedges and Beresford 1986; Luomala 1978). Many of the animal species found in these communities would have been used to native populations as well.

The project area is within lands that have traditionally been inhabited by the Kumeyaay people, also known as Diegueño or Ipai/Tipai (Luomala 1978). The area is rich in cultural resources, in relative proximity to Carmel Valley, Del Mar Mesa, Los Peñasquitos Canyon, and Black Mountain. These areas were occupied for several thousand years. Native Americans continued to inhabit the Carmel Valley area into the nineteenth century, at which time Mexican and Euro-American Settlers began farming and ranching in the area.

## Discussion of Impacts

- a-b) According to a records search conducted at the South Coastal Information Center (SCIC) at San Diego State University to supplement in-house records from other projects in the vicinity, a field reconnaissance of the Area of Potential Effect (APE) (Affinis 2014), and an updated records search by qualified City staff in the Planning Department (2015) no cultural resources have been identified within or adjacent to the project APE. Fifty-four archaeological resources have been recorded within a 1-mile radius of the project area, none within or adjacent to the project APE. Of the recorded resources, 43 are archaeological sites and 11 are isolated artifacts. Nearly half of the archaeological sites are lithic scatters. Five of the lithic scatters are reported as being not relocated during later surveys, and most likely destroyed by grading or agricultural activities. Four historic sites are recorded within the search radius; two of these are historic homesteads that also contain prehistoric components. Eight of the recorded resources contain a combination of ground stone, flaked stone lithic

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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artifacts, and shell. An additional site is recorded as a lithic scatter with ceramics, which was apparently not relocated during a later survey. One shell midden site is recorded within the search radius, but a site record update reports that it was either destroyed by agricultural activity or mismapped, as it was not found.

Historic maps and aerial photographs were reviewed for the proposed project. No structures are present within the project on USGS topographic maps from 1930 (15' La Jolla quadrangle), 1943 (7.5' Del Mar quadrangle), and 1967 (7.5' Del Mar quadrangle) nor on aerial photographs from 1953 and 1964 (historicaerials.com). In addition, the surrounding development is less than 45 years old and does not meet the City's Significance Threshold for requiring evaluation for potential impacts to historic resources of the built environment and no further review is required.

Affinis contacted the Native American Heritage Commission (NAHC) for a Sacred Lands File Search of the project area in March 2014. The search "failed to indicate the presence of Native American traditional cultural places" in the project site. However, the NAHC also states that "the absence of archaeological resources does not preclude their existence at the subsurface level" (Confidential Attachment B). Letters were sent to parties of interest as indicated in the NAHC response. The only response received was from the Viejas Band of Kumeyaay Indians indicating that the area has cultural significance or ties to Viejas. They recommended that a Native American Cultural Monitor be on-site for initial ground disturbing activities and to inform the Tribe of any inadvertent discoveries, such as cultural artifacts, cremation sites, or human remains.

Although no impacts to cultural resources are anticipated, there is a potential for subsurface cultural resources given the alluvial setting and the location in an area rich in cultural resources. Based on the potential for unknown archaeological or tribal cultural resources to be encountered during construction-related activities and the recommendation from Viejas, archaeological and Native American monitoring is required for ground-disturbing activities in the APE and has been incorporated into the MND. Implementation of the City's Mitigation Monitoring Reporting Program (MMRP) for archaeological resources as detailed in Section V of the MND will reduce potential impacts to historical, archaeological and tribal cultural resources to below a level of significance.

- c) According to the City's Significance Thresholds and Paleontological Guidelines (July

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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2002) a significant impact to fossil resources would result if the project would require excavation into a sensitive fossil bearing formation at depths greater than 10 feet with 1,000 cubic yards (High Sensitivity) or 2,000 C.Y. (moderate sensitivity). As a result of construction of the SR-56 freeway and adjacent subdivisions, the project area is presently underlain by artificial fill which is approximately 17 feet deep on the south side, and 65 feet deep on the north side of the freeway. Even though the project footprint was heavily disturbed during construction of SR-56 as well as residential and commercial development to the north and south, the abutment on the south side of SR-56 would have an impact to the Mission Valley formation. There are also support columns that will be located within the SR-56 median that will require excavation at a depth of 8 feet deep, 18 feet wide and 40 feet long with 1:1 side slopes or shoring. Based on previously yielded fossils at similar elevations in the area, the project would have a potentially significant impact to paleontological resources, and mitigation is required. Paleontological monitoring of the project would be required as mitigation, which is detailed in the MND. The MMRP, located in Section V of the MND, contains more specific requirements for the contractor and the paleontological monitor.

- d) No human remains have been documented within the vicinity of the project site and, based on the developed conditions of the site, none are expected to be found during implementation of the proposed project. However, the potential for encountering human remains is possible anywhere in the City of San Diego; therefore archaeological monitoring for the project will include the presence of a Native American during all ground disturbing activities in accordance with the MMRP contained in Section V of the MND. The MMRP includes specific provisions and protocols which would be implemented should human remains be discovered during ground disturbance activities in accordance with the California Public Resources Code and the California Health and Safety Code. This process would include initiating consultation with the state designated Native American MLD, which would reduce the potential for impacts to human remains to be 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

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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				

## Setting

Southern California is generally considered a seismically active region in the United States with several active faults and a history of earthquakes. The City of San Diego is located approximately 100 miles west of the San Andreas Fault, one of the most predominant earthquake hazards in California, and is close to several large active faults capable of producing ground shaking. Local faults that may contribute to seismicity in the City include Elsinore, San Jacinto, Coronado Bank, San Diego Trough, San Clemente and La Nación (City of San Diego, 2006). The City of San Diego utilizes the San Diego Seismic Safety Study, a collection of geologic hazard maps and tables, as a guideline to assess potential risks associated with various land uses. Several known active Alquist-Priolo Earthquake Fault Zones are located south and east of the project site; however, no active Alquist-Priolo fault zones occur within the project area or immediate vicinity. The project site is located within an area designated as “Geologic Hazard Category 51: Level mesas – underlain by terrace deposits and bedrock, nominal risk” by the San Diego Seismic Safety Study (City of San Diego, 2008). This category is defined as having a nominal risk for hazards associated with variable stability.

## Discussion of Impacts

- a-i)** According to the City’s Geologic Hazard Category Map, the project site is classified as Geologic Hazard Category 51, level mesas, which is defined as having a nominal risk for geologic hazards (City of San Diego, 2008). The nearest known fault is the Newport-Inglewood-Rose Canyon fault zone, located approximately five miles west of the project site. The next closest fault zone is the Palos Verdes-Coronado Bank fault zone, located approximately 17 miles west of the project site. As discussed previously, several known active, Alquist-Priolo Earthquake Fault Zones are located south and east of the project site; however, no active Alquist-Priolo fault zones occur within the project area or immediate vicinity. The project involves earthmoving activities, but does not include construction of any new enclosed structures (e.g., houses) or other facilities (i.e., enclosed areas where people would be congregating) that would be subject to seismic forces, thereby exposing people to seismic hazards. The overcrossing will be designed in compliance with current Caltrans Seismic Design



Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Criteria to assure that the project would not expose people to risks associated with geological hazards. Potential impacts would be less than significant.				
a-ii)	As discussed above, the project site is not located in an area closely surrounded by active fault zones. However, the project does not include construction of any new enclosed structures or other facilities. Therefore, the potential for the proposed project to expose people or structures to substantial adverse effects, including the risk of loss, injury, or death involving ground shaking, would be less than significant.			
a-iii)	Liquefaction is the rapid transformation of saturated, loose, unconsolidated, non-cohesive sediment (such as sand) to a fluid-like state because of earthquake ground shaking. Soils in the project area consist of terrace escarpment, loamy alluvial land-Huerhuero complex and Redding cobbly loam, which all have a low liquefaction potential. As the proposed project does not involve construction of any new structures or other enclosed facilities, the potential for the proposed project to expose people or structures to substantial adverse effects, including the risk of loss, injury, or death involving liquefaction, would be less than significant.			
a-iv)	Earthquake ground shaking can induce landslides, especially where unstable slopes exist because the ground shaking provides a mechanism for ground movement. Previous landslide areas and landslide-prone formations are considered the most significant non-seismic geologic hazards within the City of San Diego. Multiple landslides have occurred in various areas around the City of San Diego. Known locations of previous landslides in the City include Otay Mesa, eastern Point Loma, Mount Soledad, Rose Canyon, Sorrento Valley, Torrey Pines, Rancho Bernardo, Los Penasquitos, Mission Gorge, and in the vicinity of the second San Diego Aqueduct (City of San Diego, 2008). No known locations of previous landslides are located within or in the vicinity of the project site. Additionally, no known landslide-prone formations are located within or in the vicinity of the project site. No significant impacts associated with landslides are anticipated to occur as a result of the project.			
b)	Implementation of the project would involve soil disturbance activities on the project site. All construction activities would occur within existing developed and disturbed areas. The proposed overcrossing and the addition of the new 16" water line within the proposed structure would not cause excess erosion in the project area. Potential impacts associated with erosion as a result of soil disturbance activities during construction of the project would be less than significant.			

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) The project site and surrounding areas are made up of urban developed and disturbed land and there are no known formations prone to landslides, lateral spreading, subsidence, liquefaction, or collapse within or in the vicinity of the project site. Based on the existing geologic conditions as well as the existing developed road and highway facilities, potential impacts associated with landslides, lateral spreading, subsidence, liquefaction or collapse as a result of the proposed overcrossing would be less than significant. Additionally, the overcrossing would be designed in compliance with current Caltrans Bridge Design Standards and Caltrans Seismic Design Criteria to assure that the proposed project would not expose people to risks associated with geological hazards.				
d) The project site and surrounding areas are underlain by terrace escarpment, loamy alluvial land-Huerhuero complex and Redding cobbly loam soils, which are not considered expansive or compressible soils. The project does not include construction of any new enclosed structures or other facilities; therefore, the potential for the proposed project to pose substantial risk to life or property due to expansive soils would be less than significant.				
e) No septic tanks or wastewater disposal systems are proposed as part of the project; therefore, there would be no impacts in this category.				

#### 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?       | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

#### Setting

In 2010, the City of San Diego established an interim screening criteria for analyzing greenhouse gas (GHG) emissions. This criteria is used as a guide for determining the need for preparing analysis and if the project requires reduction measures to meet the City's GHG goals for consistency with the adopted Climate Action Plan (CAP 2015). The City of San

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Diego utilizes an annual generation rate of 900 metric tons of GHGs, based on the CAPCOA report “CEQA & Climate Change”, to determine the appropriate degree of GHG analysis (CAPCOA, 2008). This generation rate is based on a variety of potential sources associated with proposed projects such as the frequency and duration of vehicle trips, energy use, and water use. Based on the standards established by the CEQA Guidelines, the City of San Diego, and CAPCOA, implementation of the proposed project would result in a significant, cumulative impact on climate change if it would result in the generation of GHGs in excess of 900 metric tons (MT).

### Discussion of Impacts

- a) Potential GHG emissions associated with the project would primarily result through the use of heavy equipment and vehicle trips during construction of the bridge, support structures and other associated improvements. As shown in Table 2 below, the proposed project is estimated to result in approximately 3,413 MT of CO<sub>2</sub>e per year during construction. The interim City guidance recommends that the emissions be amortized over 30 years, therefore the construction activities would contribute 113.78 MT CO<sub>2</sub>e per year. Operational emission sources would include energy use and vehicle use, both of which would produce negligible amounts of GHG emissions. The proposed project would not create new vehicle trips, and would instead redistribute existing vehicular traffic, reduce vehicle delay at four out of the seven analyzed intersections during the PM peak hour in 2035, and reduce VMT for local residents. The emission rate would not exceed the established threshold of 900 metric tons of GHG emissions per year; therefore, impacts associated with GHG emissions resulting from implementation of the proposed project would be less than significant.

**Table 2**  
Estimated Construction GHG Emissions (MT CO<sub>2</sub>e)

Emission Source	Emissions (MT CO <sub>2</sub> e)
Bridge	3,153.26
Roadway	260.27
<b>TOTAL</b>	<b>3,413.53</b>
<b>Amortized Construction Emissions</b>	<b>113.78</b>
<b>Screening Threshold</b>	<b>900</b>
<b>Significant Impact?</b>	<b>No</b>
Source: Road Construction Emissions Model, Version 7.1.5.1, Helix 2014	

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- b) As discussed above, GHG emissions associated with the proposed project would not exceed the established threshold and therefore, would comply with CEQA Guidelines, the City of San Diego, and CAPCOA. Implementation of the proposed project would not result in a significant, cumulative impact on climate change.

#### 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?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 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?                                | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Setting

According to several federal, state and local regulatory agency databases reviewed to identify businesses and properties that handle hazardous materials or hazardous waste, or are the known location of a release of hazardous substances to soil and/or groundwater, there are no

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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off-site facilities that are considered likely to have a hazardous waste impact to the proposed project. A search of the California Department of Water Resources (CDWR) website did not identify state monitored wells located within the vicinity of the proposed bridge structure. Based on previous experience in the area, the regional groundwater table depth is anticipated to be in excess of 100 feet. Excavation activities associated with the project are not anticipated to encounter groundwater, however it is possible that perched groundwater may be present near the bottom of the in-filled canyons.

### Discussion of Impacts

- a, b) Implementation of the project would not involve the storage, transport, use, or disposal of any hazardous materials. Therefore, no impact related to the transport of hazardous materials or associated health risks would occur as a result of the project and no impact would occur.
- c) There are no existing or proposed schools located within one-quarter mile of the project site; therefore no impacts associated with hazardous emissions in the vicinity of a school would occur as a result of the proposed project.
- d) An Initial Site Assessment (ISA) was completed for the SR-56 Project Report Central Alignment, which included the Torrey Meadows Drive Bridge project site. A memorandum (1997) on the subject concluded that since the region was primarily undeveloped with no major commercial or industrial land uses, no existing contamination sites were identified and the area was considered to be free of significant hazardous waste. Based on a review of the online information provided by the Department of Toxic Substances Control (DTSC), the EnviroStor database, there were no facilities within the project vicinity that are considered to have a potential hazardous waste impact on the proposed project. Because (1) the project is not anticipated to require right-of-way acquisition; (2) previous analysis indicated no significant hazardous waste; and (3) any necessary remediation for previously existing hazardous material conditions likely occurred during development of SR-56 and the Torrey Highlands residential development in the late 1990s and early 2000s, substantial hazardous materials impacts are not anticipated at this time.
- e, f) The project site is not located in the vicinity of a public airport or private airstrip. The closest airport, McClellan-Palomar Airport, is approximately 20 miles northwest from the project site. Therefore, the proposed project would not increase aircraft safety hazards. No impact would occur.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- g) The project site is bordered by Torrey Meadows Drive to the north and south of SR-56. The bridge will cross over SR-56 to connect the two residential neighborhoods on either side of the freeway, making navigation throughout the communities and onto the freeway more manageable. The main evacuation routes in the City of San Diego are the major interstates, and the proposed project would not hinder those routes. The proposed project would not interfere with any existing emergency response plans or evacuation plans. No impact would occur.
- h) The northern span of the overcrossing is adjacent to McGonigle Canyon, which runs south into Santa Monica Ridge and connects to the Del Mar Mesa Preserve. The project site and adjacent neighborhoods are located within a very high fire hazard zone. Given the high fire hazard and the proximity of the project to the open space area, there may be a risk of accidental ignition of wildfire due to construction activities, especially during Red Flag events caused by Santa Ana winds. The City's Park and Recreation Department Open Space Division is responsible for conducting brush management (vegetation thinning) on city owned open space adjacent to privately-owned lots which are developed with "previously conforming" (legal) structures built prior to establishment of the city's first brush management regulations in 1989. Because the adjacent residential developments are recently built, and were subject to review in accordance with the Land Development Code Brush Management Regulations, the City's Parks and Recreation Open Space Division does not conduct any open space brush management near the project site, which would entail thinning vegetation on City property within 100 horizontal feet of a legal structure. Contractors would be required to prepare and implement a fire prevention plan for use during construction to prevent potential fire risks, and per the contract specifications, the Parks and Recreation Open Space Ranger would be required to attend the pre-construction meeting to ensure coordination with the contractors. The proposed project does not propose the construction of residences, therefore it would not result in an increased exposure of people or structures to significant loss or injury involving wildland fires. It would result in an increased number of pedestrians, bicyclists, and automobiles in the specific project area; however, implementation of the project would not increase the potential for wildland fires. Impacts would be less than significant.

IX. HYDROLOGY AND WATER QUALITY - Would the project:

- a) Violate any water quality ☐ ☐ ☒ ☐

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
standards or waste discharge requirements?				
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>
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"/>
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"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Setting

The City of San Diego has a semi-arid coastal climate, with coastal areas receiving an average of ten inches per year annually (City of San Diego, 2006). The City of San Diego

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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supplements water resources with imported water supply from the Colorado River and Northern California. The City of San Diego is a member agency of the San Diego County Water Authority (SDCWA), which is the agency responsible for securing regional water supply. Water quality in the City is primarily threatened by urbanization of watershed lands as well as runoff during storm events or other human activities which transport pollutants into reservoirs.

The proposed overcrossing is located within the jurisdictional boundary of the San Diego Regional Water Quality Control Board (SDRWQCB). The project is part of the Penasquitos Hydrologic Unit, in the Miramar Reservoir Hydrologic Area, identified as Hydrologic Sub-area 906.10. The project drains into the Carmel Valley-Poway Creek Watershed, which is the receiving body of water and is a tributary of Hydrologic Sub-area 906.10. The Carmel Valley-Poway Creek Watershed is a high risk receiving watershed. Runoff flows through McGonigle Canyon Creek to Los Penasquitos Lagoon, into the Pacific Ocean. Runoff from local streets is conveyed by curb and gutter to numerous storm drain inlets which ultimately discharge into McGonigle Canyon Creek. Prior to discharge into the creek, storm water is treated in a series of Vortech hydrodynamic separator treatment facilities.

Runoff from SR-56 is conveyed by concrete and grass lined drainage swales into grated inlets along the shoulders of the highway. The grated inlets connect to storm drains that flow under SR-56 to a concrete-lined ditch that runs along the centerline of the roadway. A swale in the median of SR-56 collects some runoff, which then flows west along the median to its final discharge point at McGonigle Canyon. There are no surface water resources located within the project site or immediate vicinity.

## Discussion of Impacts

- a-f) The proposed project is not anticipated to result in any impacts to local water bodies, drainage patterns, or groundwater resources. All construction activities associated with the proposed project would occur within existing developed and disturbed areas. The proposed overcrossing would lead to an overall increase in 25-year and 100-year peak due to a 0.8 acre increase in impervious surface area. It has been determined, though, that the increased flow is minimal and can be conveyed in the existing system without requiring additional improvements. Modifications to the existing drainage system to accommodate the roadway improvements and bridge construction consist of concrete channels, inlets and RCP storm drains. Construction of the support columns in the SR-56 median would require realignment of the drainage channel in order to maintain the flow and function of the median swale which

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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conveys runoff. The overall existing drainage patterns will be maintained. During construction of the proposed project, best management practices (BMPs) would be implemented to prevent soil erosion and runoff to surrounding stormwater drains. The project has been designed to comply with the requirements of the Regional Water Quality Control Board (RWQCB), as well as Caltrans's National Pollution Discharge Elimination System (NPDES) permit and the Municipal NPDES permit, for both long-term requirements and construction activities. The project incorporates appropriate conformance measures, and a Storm Water Pollution Prevention Plan (SWPPP) would be required for construction activities. Therefore, any potential water quality impacts associated with the proposed project would be avoided or reduced to less than significant.

- g, h)** The proposed project does not involve the construction of new housing or other structures for human habitation. The proposed project also is not located within a 100-year floodplain and would not place people or structures at risk from flooding (FEMA, 1980). No impact would occur.
- i)** The project site is not located within a dam inundation zone, and therefore would not be subject to flooding in the event of a dam failure. The proposed project would not result in the exposure of people or structure to a significant risk or loss, injury, or death involving flooding. No impact would occur.
- j)** Hazard from a tsunami is considered low because the project site is located approximately 6.2 miles east of the Pacific Ocean and approximately 250–375 feet above mean sea level (amsl). The proposed project is not anticipated to expose people to the potential hazard of inundation from a tsunami. No impact is expected to occur.

The project site is not located adjacent to or in the vicinity of enclosed bodies of water; therefore, the potential for a seiche at the project site is considered low and no significant impacts associated with the proposed project are anticipated to occur.

No steep slopes are located within the project site, as the area is relatively flat. As the project is located on previously developed and disturbed land, no risks of mudflows are known to exist within or in the vicinity of the project site. No impacts associated with mudflow are expected to occur as a result of the proposed project.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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"/> |
| 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 type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |

### Setting

The project site lies within an area designated as Residential land use by the City of San Diego's General Plan (2008). The City of San Diego has over 52,389 acres of residential land offering a diverse range of residential opportunities (City of San Diego, 2008). The City of San Diego designates categories of residential development based on densities ranging from very low to very high. The Torrey Highlands Community Plan (1996) designates this area as Low Medium density, which provides for both single-family and multifamily housing. The proposed overcrossing would be constructed within both the City's and Caltrans's right-of-way, including the surrounding streets and SR-56, and would not encroach into any residential neighborhoods in the vicinity. The project APE is located directly adjacent to City-owned open space and the City's MHPA to the northwest and is therefore subject to review in accordance with the City's MSCP Subarea Plan and ESL Regulations of the Land Development Code. The project would not substantially conflict with the provisions of any habitat conservation plan; however, because of the project's proximity and adjacency to City-owned MHPA open space, conformance with the City's MSCP Subarea Plan and the Land Use Adjacency Guidelines is required.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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### Description of Impacts

a) The project would not physically divide an established community. The proposed overcrossing would improve the physical connection between the neighborhoods on either side of SR-56 along Torrey Meadows Drive, and would be constructed within existing right-of-ways. No impact would occur.

b, c) The project is consistent with the General Plan and zoning designations. As noted in the Biological Resources section, there are no Habitat Conservation Plans or Natural Community Conservation Plans for the property and therefore the project would not conflict with the goals of the MSCP Subarea Plan.

The project would not conflict with any other applicable land use plans, policies, or regulations of an agency with jurisdiction over the project with the exception of the City of San Diego's MSCP Subarea Plan because of the project's adjacency to the MHPA. As such, due to potential for indirect impacts from project-related construction activities compliance with the MSCP Subarea Plan's LUAGL (Section 1.4.3) is required in order to reduce potential indirect impacts associated with lighting, drainage, introduction of invasives into the project area, grading/land development, and noise. The project has been designed to avoid and/or minimize potential indirect impacts to the MHPA and the CaGn. For example, project staging will not be located in proximity to the MHPA and therefore, construction-related materials, equipment or toxic substances would not be allowed outside of the approved construction limits established by the qualified biologist; the northern span of the new bridge/roadway approaches, in and of itself will act as a natural barrier to the open space because it has been designed to extend beyond the MHPA boundary and on-street parking will not be allowed at this location; the project does not require brush management because no habitable structures are being constructed. Conformance with the MSCP/MHPA LUAGL and inclusion of mitigation measures in Section V. MMRP of the MND to reduce potentially significant construction-related noise impacts on the CAGN, along with migratory breeding season avoidance measures would reduce potential indirect land use impacts to below a level of significance.

### XI. MINERAL RESOURCES – Would the project?

a) Result in the loss of availability of a known	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
mineral resource that would be of value to the region and the residents of the state?				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Setting

Mineral resources of concern generally include metals, industrial minerals (e.g. aggregate, sand and gravel), oil and gas, and geothermal resources that would be of value to the region and residents of the state. The City's General Plan identifies known mineral land classifications. The project site is not located within a high quality mineral resource land.

### Discussion of Impacts

a, b) As discussed previously, the project site composed of urban developed and disturbed land underlain by urban/developed soils and is surrounded by urban development. Mineral resources have not been identified within the project site, and due to the existing developed nature of the site, no mineral resources are anticipated to be present. Implementation of the proposed project would not adversely impact known mineral resources. No impact would occur.

### 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of, excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>
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"/>
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"/>

### Setting

The most prevalent sources of noise in the City of San Diego are motor vehicle traffic on interstate freeways, state highways, and local major roads; aircraft noise in the vicinity of the San Diego International Airport; rail traffic, and industrial and commercial activities. The General Plan includes policies for addressing noise from these sources. Due to the urban developed nature of the City, elevated ambient noise levels are expected and considered normal.

Sensitive receptors adjacent to the project site include single-family and multi-family residential developments on Torrey Santa Fe Road and Torrey Meadows Drive. A single

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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community sports park is located on the north side near the eastern end of Torrey Meadows Drive.

Noise walls currently exist on the north and south side of Torrey Meadows Drive. The existing wall, which is the lowest in height, is located along the north side of the street where it is approximately 5 feet in height. Noise walls also currently exist along Torrey Santa Fe Road, where the lowest wall is estimated to be 5 feet high on the south side of the street.

In addition to the noise walls, some of the areas have substantial topographic elements providing additional noise attenuation to the outdoor use area. The residences on the north side of Torrey Meadows Drive, east of Via Ambrosa are 10 to 15 feet below the level of the roadway. The 5-foot noise wall is located at the roadway grade. The residences on the south side of Torrey Meadows Drive, between Via Ambrosa and Via Sabbia, are above grade, and include tiered retaining walls from 6 to 12 feet in height starting at the roadway grade. Noise control walls are also located on the top at the residential grade. East of Via Sabbia, the retaining walls increase in height from 12 to 22 feet but do not include a noise control wall at the top of the grade.

The residences to the north of Torrey Santa Fe Road, east of Torrey Meadows Drive, are all 5 to 10 feet uphill from the roadway, and include walls at the residential grade level. The residences on the south side of Torrey Santa Fe Road are between 5 to 15 feet below the roadway grade and include a wall at the roadway grade.

### Discussion of Impacts

- a, d) The proposed project would not exceed standards established in the City's General Plan or Municipal Code. Future traffic noise levels, as explained below in section c, would not exceed the City or Caltrans established thresholds.

Construction activities, however, could potentially introduce a temporary or periodic increase in ambient noise levels in the project vicinity which could potentially exceed the City construction noise standard of 75 dBA. Construction of the project is anticipated to last approximately 18 months. Standard construction equipment would be used, including dozers, scrapers, and miscellaneous trucks. The five noisiest pieces of construction equipment (loader, scraper, roller, crane, and concrete pump truck) that could be required for the project were assumed to operate simultaneously in the same location. Based on this worst-case scenario assumption, construction of the project would have the potential to generate hourly average noise levels up to 83 dBA



Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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at 50 feet from the construction site. This would not exceed the Caltrans construction noise standards if construction would occur before 6:00 a.m. or after 9:00 p.m, but it would potentially exceed the City construction noise standard.

The nearest residences to the project construction area are along Torrey Meadows Drive, located within 50 feet of the construction staging area. The worst-case construction estimate is conservative because construction equipment would be spread out over the project site, and would not be operating all at once. However, in order to ensure that noise levels would not exceed a 12 hour average noise level of 75 dBA at the nearby residences, project construction would need to comply with the standard construction best management practices listed below:

1. The construction contractor shall be required to work in such a manner so as not to exceed an 12-hour average sound level of 75 dBA at any noise-sensitive land use (residential) between 7:00 a.m. and 7:00 p.m. Monday through Saturday. Sound levels may be limited by sound control devices, limiting the number of equipment operating at once, or installation of temporary plywood noise barriers eight feet in height between the construction site and sensitive receptors.
  2. Construction equipment shall be properly outfitted and maintained with manufacturer recommended noise-reduction devices to minimize construction-generated noise.
  3. Stationary construction noise sources such as generators or pumps shall be located at least 100 feet from noise-sensitive land uses as feasible.
  4. Laydown and construction vehicle staging areas shall be located as far from noise-sensitive land uses as feasible.
- b) Construction activities associated with the proposed project, specifically construction of the two columns in the SR-56 median midway through the overcrossing, would involve drilling, mechanical hammering, and pile driving. Vibration and ground-borne noise would be generated, but would be temporary in nature, and would not introduce a significant impact to the project area.
- c) Completion of the bridge would change the flow of traffic in the community by allowing vehicles to use the Torrey Meadows Drive bridge to reach destinations north and south of SR-56. As a result, traffic volumes on Torrey Meadows Drive and connecting roads would increase. However, predicted traffic noise levels for future conditions using traffic levels expected at LOS C would not approach or exceed the

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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noise abatement criteria of 67 decibels per equivalent energy level (dBA Leq(h)) for residential areas. Therefore, existing noise walls along these roadways are deemed sufficient, and no additional noise abatement is necessary. Additionally, as analyzed in the Noise Study Report (Helix 2014), all future traffic levels would be within the City exterior noise threshold of 65 Community Noise Equivalent Level. Impacts would be less than significant.

- e, f) The proposed project is not located in the vicinity of a public airport or private airstrip, or within the vicinity of an airport land use plan. No impact would occur.

### 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)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

### Setting

According to the U.S. Census Bureau, the population in the City of San Diego in 2013 was estimated to be 1,355,896 (U.S. Census Bureau, 2013). Construction of the proposed project would require the temporary employment of construction workers; however, this is not expected to contribute to an increase in population or housing needs within the City of San Diego.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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### Discussion of Impacts

- a) The proposed project does not involve the construction of new homes or businesses. The proposed project would not induce substantial population growth either directly or indirectly. No impact would occur.
- b, c) There are several residences located in the vicinity of the project site. No residences or people would be displaced by the proposed project; therefore, there is no impact.

### 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 rations, response times or other performance objectives for any of the public services:

i) Fire Protection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Police Protection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Schools	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Parks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
vi) Other public facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Setting

Public services include fire and police protection, schools, parks, and other public facilities. The project area is located within the City of San Diego and is currently served by the City of San Diego's fire and police departments. The project site would continue to be served by the City's fire and police departments following implementation of the project and would not result in the need for new and or increased services in the area.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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### Discussion of Impacts

- a) As discussed in the Population and Housing section above, the project would not result in substantial growth in the area that would require additional public services. The proposed project would not adversely impact the City's ability to provide fire and police protection, or impact the maintenance of schools, parks, or other public facilities. No impact to public services would occur.

### 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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?                       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

### Setting

The project involves constructing a bridge connecting the north and south sides of SR-56 at Torrey Meadows Drive. The closest recreational facility to the proposed project will be Torrey Meadows Neighborhood Park once it is complete. Otherwise, the recreational facilities are located at Westview High School and Mesa Verde Middle School. Neither of these facilities is in the immediate vicinity of the project.

### Discussion of Impacts

- a, b) The project would not result in an increase in housing or schools. As a roadway connection, the project would not increase the use of existing neighborhood or regional parks or other recreational facilities. No adverse impacts associated with recreational facilities would occur as a result of the project.

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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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"/> |
| 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"/> |

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>

### Setting

The proposed project is designed to connect the divided community of Torrey Highlands, which is currently bisected by SR-56. In addition, the execution of this project would physically integrate Torrey Highlands to the greater Rancho Penasquitos and Santaluz communities north of SR-56. The proposed bridge would provide residents an alternative way to entering and leaving their cul-de-sac community. The proposed project will serve motor vehicles, bicyclists and pedestrians by providing an alternative route to cross SR-56 and travel within the community. The Torrey Highlands community is a developing suburban community expected to see a significant increase in traffic with future development.

### Discussion of Impacts

- a, b) The project would generate a minimal amount of vehicle trips during construction, such as worker cars and trucks carrying equipment, that would be temporary in nature. During construction, temporary full closures of the SR-56 freeway and bike path would be required for falsework construction. In order to reduce potential construction-related traffic conflicts, detours, and delays associated with construction activities, a Traffic Management Plan would be implemented. Analysis of the existing conditions with the implementation of the project concluded that there are no significant direct street segment or intersection impacts expected as a result of the proposed bridge. The analysis also shows that there are no cumulatively significant street segment or intersection impacts as a result of the proposed overcrossing. Construction of the proposed project would improve regional mobility and traffic flow to and from the local street network, and would be consistent with the City of San Diego Circulation Element and Torrey Highlands Subarea Plan. There would be no impacts to transportation and traffic as a result of the proposed project.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) The project would not affect air traffic patterns since the project site does not intrude into air space. No impact would occur.				
d, e) The project would not impede emergency access, and would in fact make the surrounding communities more accessible for emergency vehicles. The project would not conflict with adopted policies supporting alternative transportation. The project would not substantially increase traffic hazards due to a design feature. No impact would occur.				
f) The project would not conflict with adopted policies, plans or programs regarding public transit or pedestrian facilities. The project would, however, require a temporary closure of the SR-56 bike path for construction and removal of falsework. The closure would last only a few days, and would be properly noticed in advance of the closure. The City would contact the Public Information Officer in advance of the closure, who would then distribute the information to the public through required news outlets. The San Diego Bicycle Coalition would also be notified in order to inform the local bicycle community.				

**XVII. UTILITIES AND SERVICE SYSTEMS – Would the project:**

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulation related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Setting

The project site/vicinity is currently served by the City of San Diego's public water and wastewater services. No changes to these facilities or services are anticipated as a result of the proposed project as the new bridge and roadway will not require the use of these services. The large storm drain on the south side of the bridge on top of the bluff will remain, even though it is within the footprint of the new bridge. The drainage improvements for the project will connect into this line.

### Discussion of Impacts

**a, b)** The proposed project would not exceed water treatment requirements or result in the construction of new water or wastewater treatment facilities. No impact would occur.



Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- c) During construction of the proposed project, stormwater systems would be protected from runoff, erosion, and sedimentation through construction BMPs. Existing stormwater drains and culverts surrounding the project site would adequately continue to serve the area during operation of the proposed project. No impact would occur.
- d) With the exception of temporary above-ground irrigation required to establish landscaped vegetation on the south side of the bridge approach, no additional water services would be used at the project site for implementation of the proposed project. Any irrigation systems impacted by construction of the project would be replaced and repaired as part of the project. Therefore, no new water entitlements would be required and the proposed project would have a less than significant impact on water resources.
- e) The proposed project does not require a wastewater system. No impact would occur.
- f) Onsite workers would generate a minimum amount of construction waste and solid waste, however, a less than significant impact is expected to the landfill capacity in the area. Disposal of construction related materials, as applicable, would be directed to the appropriate City landfill after consultation with the City of San Diego's Environmental Services Department. The proposed project would comply with Greenbook Section 802. A less than significant impact would occur.
- g) The proposed project would not conflict with any statutes or regulations related to solid waste. No impact would occur.

#### 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
 

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				
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 futures projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Discussion of Impacts

- a, c) The proposed project has the potential to result in indirect construction-related impacts because of close proximity to City-owned open space within McGonigle Canyon (MHPA), and direct impacts to cultural (archaeological and tribal cultural, paleontological) resources as further discussed in the Land Use and Cultural Resources Sections of the Initial Study Checklist. Implementation of the mitigation measures identified in Section V. MMRP of the MND would reduce potentially significant indirect impacts associated with the adjacent MHPA open space within McGonigle Canyon, and potential direct impacts to cultural resources to below a level of significance.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- b) Any potential environmental effects on human beings resulting from the project could be reduced or eliminated through project design or compliance with local, state, and federal regulations, including the MMRP adopted with certification of the MND. No impact would occur.

## INITIAL STUDY CHECKLIST

### REFERENCES

#### I. Aesthetics / Neighborhood Character

- ☒ City of San Diego General Plan
- ☒ Community Plans: Torrey Highlands
- ☐ Local Coastal Plan.
- ☒ Site Specific Report: Torrey Meadows Drive Bridge Preliminary Visual Impact Assessment, prepared by Helix Environmental Planning, Inc., September 2014

#### II. Agricultural Resources & Forest Resources

- ☒ City of San Diego General Plan
- ☐ 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
- ☒ Regional Air Quality Strategies (RAQS) - APCD
- ☒ Site Specific Report: Torrey Meadows Overcrossing at State Route 56, Air Quality and Greenhouse Gas Emissions Technical Report, prepared by Helix Environmental Planning, Inc., July 2014

#### IV. Biology

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

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

— City of San Diego Land Development Code Biology Guidelines

X Site Specific Report: Torrey Meadows Drive Overcrossing at State Route 56 Natural Environment Study, prepared by Helix Environmental Planning, Inc., August 2014

**V. Cultural Resources (includes Historical Resources)**

X City of San Diego Historical Resources Guidelines

— City of San Diego Archaeology Library

— Historical Resources Board List

— Community Historical Survey:

X Site Specific Report: Cultural Resources Survey Report: Torrey Meadows Drive Overcrossing at State Route 56, prepared by Affinis, July 2014; updated records search by qualified Planning Department staff (2015)

**VI. Geology/Soils**

X City of San Diego General Plan

X City of San Diego Seismic Safety Study

X U.S. Department of Agriculture Soil Survey – San Diego Area, California, Part I and II, December 1973 and Part III, 1975

X Site Specific Report: Structure Foundation Report Proposed Torrey Meadows Drive Overcrossing at State Route 56 Post Mile 5.6, District 11, prepared by Kleinfelder, March 24, 2015.

X Site Specific Report: Geotechnical Design Report Proposed Torrey Meadows Drive Overcrossing at State Route 56 Post Mile 5.6, District 11, prepared by Kleinfelder, March 24, 2015.

**VII. Greenhouse Gas Emissions**

X Site Specific Report: Torrey Meadows Overcrossing at State Route 56, Air Quality and Greenhouse Gas Emissions Technical Report, prepared by Helix Environmental Planning, Inc., July 2014

**VIII. Hazards and Hazardous Materials**

X 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
- ☒ Site Specific Report: Hazardous Waste Initial Site Assessment Proposed Torrey Meadows Drive Overcrossing at State Route 56 Post Mile 5.6, District 11, prepared by Kleinfelder, Inc., July 21, 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(d) list,  
[http://www.waterboards.ca.gov/water\\_issues/programs/tmdl/integrated2010.shtml](http://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2010.shtml)
- ☒ Site Specific Report: Torrey Meadows Drive Draft Drainage Study, prepared by T.Y Lin International, June 2014

## **X. Land Use and Planning**

- ☒ City of San Diego General Plan
- ☒ Community Plan
- ☐ Airport Land Use Compatibility Plan
- ☒ City of San Diego Zoning Maps
- ☐ FAA Determination
- ☐ Other Plans:

## **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
- ☐ Site Specific Report:

## **XII. Noise**

- ☒ 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
- ☒ Site Specific Report: Torrey Meadows Drive Overcrossing at State Route 56 Project, Noise Study Report, prepared by Helix Environmental Planning, Inc., July 2014

### **XIII. Paleontological Resources**

- ☒ City of San Diego General Plan
- ☒ 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**

  X   City of San Diego General Plan

  X   Community Plan

\_\_\_ San Diego Metropolitan Area Average Weekday Traffic Volume Maps, SANDAG

\_\_\_ San Diego Region Weekday Traffic Volumes, SANDAG

  X   Site Specific Report: Traffic Impact Analysis for Torrey Meadows Drive Bridge, prepared by Urban Systems Associates, Inc., May 2014

**XVIII. Utilities**

\_\_\_ Site Specific Report

**XIX. Water Conservation**

\_\_\_ City of San Diego General Plan

\_\_\_ Community Plan

\_\_\_ Site Specific Report:

\_\_\_ Sunset Magazine, New Western Garden Book, Rev. ed. Menlo Park, CA: Sunset Magazine