



## PLANNING DEPARTMENT

Date of Notice: May 11, 2016  
PUBLIC NOTICE OF A  
DRAFT MITIGATED NEGATIVE DECLARATION  
Internal Order No. 21002868

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

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

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

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

**Your comments must be received by June 10, 2016** to be included in the final document considered by the decision-making authorities. Please send your written comments to the following address: **Myra Herrmann, Environmental Planner, City of San Diego Planning Department, 1010 Second Avenue, Suite 1200, East Tower, MS 413, San Diego, CA 92101** or e-mail your comments to [PlanningCEQA@sandiego.gov](mailto:PlanningCEQA@sandiego.gov) with the Project Name and Number in the subject line.

### General Project Information:

- Project Name: **MONTGOMERY FIELD LOCALIZER AND HABITAT MITIGATION PROJECT**
- Project No. **212101**/ SCH No. *Pending*
- Community Plan Area: **Kearny Mesa**
- Council Districts: **6**

**APPLICANT:** City of San Diego – Public Works Department on behalf of the Real Estate Assets Department – Airports Division

**SUBJECT: MAYOR APPROVAL FOR A SITE DEVELOPMENT PERMIT (SDP)** to allow for implementation of a habitat mitigation plan to compensate for direct impacts to an existing vernal pool resulting from emergency repairs to the Instrument Landing System (ILS) and localizer antenna at John J. Montgomery Field Airport (MYF). The ILS is a ground-based instrument approach system that provides guidance to aircraft approaching and landing on Runway 28R. The ILS uses a combination of radio signals and approach lighting arrays to enable a safe landing during instrument meteorological conditions (IMC), such as low ceilings or reduced visibility due to fog, rain, or night landings. The localizer antenna which is part of the ILS system is the most critical component of the navigation system at MYF, emitting a radio signal to provide all-weather guidance to aircraft approaching the runway during Instrument Flight Rules (IFR) conditions. The localizer antenna is approximately 1,000 feet west of the departure end of Runway 28R (west of Runway 10L) where the soil has low permeability causing water to pool for extended periods. Pooling water in this critical area can deflect the localizers signal and

provide erroneous navigation information to inbound aircraft creating an unsafe situation during IFR operations.

During the heavy winter rains of 2009, the Federal Aviation Administration (FAA) declared an emergency at the airport in order to protect the function of the localizer antenna from ponding water which could disrupt the ILS guidance for aircraft landing during limited visibility conditions. As a result, a temporary structure was installed over the pond adjacent to the localizer to insulate its signal from the water; however, due to the heavy rains in 2010, the temporary solution proved inadequate to prevent signal deflection and the localizer signal was deactivated. A permanent antenna was ultimately constructed in January 2011 to meet FAA safety criteria by grading and placing fill in the localizer critical area, east of the facility which resulted in unavoidable impacts to the existing vernal pool. As such, mitigation was required. Consultation with the U.S. Fish and Wildlife Service (USFWS) regarding a mitigation site within MYF began in 2012 and commenced in 2015. This project will implement the habitat mitigation plan that was reviewed and approved in consultation with federal agencies during the Section 7 consultation process.

The habitat mitigation plan includes site preparation, grading and planting to create topographic conditions to support vernal pools and other native species, including the introduction of San Diego fairy shrimp. The plan also includes initial weed removal, and continued maintenance and monitoring. Mitigation will be conducted under the direct supervision of a qualified biologist during all phases of project implementation.

John J. Montgomery Airport is located in central San Diego County, immediately east of State Route 163, north of Aero Drive within the Kearny Mesa Community Planning area in the City of San Diego. The City's Multiple Species Conservation Program (MSCP), Multi-Habitat Planning Area (MHPA) is also located within the airport boundaries. The MYF Localizer mitigation site is specifically located to the northeast of Runway 28R, within the MHPA.

**Recommended Finding:** The recommended finding that the project will not have a significant effect on the environment is based on an Initial Study and project conditions which now mitigate potentially significant environmental impacts in the following area(s): **Biological Resources, Land Use (MSCP/MHPA – Land Use Adjacency)**

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

**Additional Information:** For environmental review information, contact **Myra Herrmann at (619) 446-5372**. The draft MND and supporting documents may be reviewed, or purchased for the cost of reproduction, in the Planning Department at 1010 Second Avenue, Suite 1200, East Tower, MS 413, San Diego, CA 92101. **For information regarding the public meetings/hearings on this project, contact Jihad Sleiman at (619) 533-7532 or [jsleiman@sandiego.gov](mailto:jsleiman@sandiego.gov)**. This notice was published in the SAN DIEGO DAILY TRANSCRIPT and distributed on **May 11, 2016**.

Alyssa Muto  
Deputy Director  
Planning Department

## **DRAFT MITIGATED NEGATIVE DECLARATION**

Project No. 212101

SCH# *Pending*

**SUBJECT:** Montgomery Field Localizer and Habitat Mitigation Project. SITE DEVELOPMENT PERMIT (SDP) to allow for implementation of a habitat mitigation plan to compensate for direct impacts to an existing vernal pool resulting from emergency repairs to the Instrument Landing System (ILS) and localizer antenna at John J. Montgomery Field Airport (MYF). The ILS is a ground-based instrument approach system that provides guidance to aircraft approaching and landing on Runway 28R. The ILS uses a combination of radio signals and approach lighting arrays to enable a safe landing during instrument meteorological conditions (IMC), such as low ceilings or reduced visibility due to fog, rain, or night landings. The localizer antenna which is part of the ILS system is the most critical component of the navigation system at MYF, emitting a radio signal to provide all-weather guidance to aircraft approaching the runway during Instrument Flight Rules (IFR) conditions. The localizer antenna is approximately 1,000 feet west of the departure end of Runway 28R (west of Runway 10L) where the soil has low permeability causing water to pool for extended periods. Pooling water in this critical area can deflect the localizers signal and provide erroneous navigation information to inbound aircraft creating an unsafe situation during IFR operations.

During the heavy winter rains of 2009, the Federal Aviation Administration (FAA) declared an emergency at the airport in order to protect the function of the localizer antenna from ponding water which could disrupt the ILS guidance for aircraft landing during limited visibility conditions. As a result, a temporary structure was installed over the pond adjacent to the localizer to insulate its signal from the water; however, due to the heavy rains in 2010, the temporary solution proved inadequate to prevent signal deflection and the localizer signal was deactivated. A permanent antenna was ultimately constructed in January 2011 to meet FAA safety criteria by grading and placing fill in the localizer critical area, east of the facility which resulted in unavoidable impacts to the existing vernal pool. As such, mitigation was required. Consultation with the U.S. Fish and Wildlife Service (USFWS) regarding a mitigation site within MYF began in 2012 and commenced in 2015. This project will implement the habitat mitigation plan that was reviewed and approved in consultation with federal agencies during the Section 7 consultation process.

The habitat mitigation plan includes site preparation, grading and planting to create topographic conditions to support vernal pools and other native species, including the introduction of San Diego fairy shrimp. The plan also includes initial weed removal, and continued maintenance and monitoring. Mitigation will be conducted under the direct supervision of a qualified biologist during all phases of project implementation.

John J. Montgomery Airport is located in central San Diego County, immediately east of State Route 163, north of Aero Drive within the Kearny Mesa Community Planning area in the City of San Diego. The airport is also partially within the City's Multiple Species Conservation Program (MSCP), Multi-Habitat Planning Area (MHPA) as shown in Figure x. The MYF Localizer mitigation site is specifically located to the northeast of Runway 28R, within the MHPA.

APPLICANT: City of San Diego – Public Works Department on behalf of the Real Estate Assets Department – Airports 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): **Biological Resources and Land Use (MSCP/MHPA)**

- IV. DOCUMENTATION:

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

- V. MITIGATION, MONITORING AND REPORTING PROGRAM:

**A. GENERAL REQUIREMENTS – PART I**

**Plan Check Phase (prior to permit issuance)**

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

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

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

**B. GENERAL REQUIREMENTS – PART II**

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

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

**Qualified Biologist/Vernal Pool Restoration Biologist**

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

**CONTACT INFORMATION:**

a) The PRIMARY POINT OF CONTACT is the PM at the Public Works Department (619) 533-4665

b) For Clarification of ENVIRONMENTAL REQUIREMENTS, it is also required to call **the PM and MMC at 858-627-3360**

2. **MMRP COMPLIANCE:** This Project, Project Tracking System (PTS) 212101, shall conform to the mitigation requirements contained in the associated Environmental Document and implemented to the satisfaction of the DSD's ED and MMC. The requirements may not be reduced or changed but may be annotated (i.e. to explain when and how compliance is being met and location of verifying proof, etc.). Additional clarifying information may also be added to other relevant plan sheets and/or specifications as appropriate (i.e., specific locations, times of monitoring, methodology, etc.).

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

3. **OTHER AGENCY REQUIREMENTS:** Evidence that any other agency requirements or permits have been obtained or are in process shall be submitted to the MMC for review and acceptance prior to the beginning of work or within one week of the Permit Holder obtaining documentation of those permits or requirements. Evidence shall include copies of permits, letters of resolution or other documentation issued by the responsible agency.
4. **MONITORING EXHIBITS:** The Qualified Biologist shall submit, to MMC, a monitoring exhibit on an 11x17 reduction of the appropriate biological site plan, marked to clearly show the specific areas including the **LIMIT OF WORK**, scope of that discipline's work, and notes indicating when in the construction schedule that work will be performed. When necessary for clarification, a detailed methodology of how the work will be performed shall be included.
5. **OTHER SUBMITTALS AND INSPECTIONS:** The PM/Owner's representative shall submit all required documentation, verification letters, and requests for all associated inspections to MMC for approval per the following schedule:

**Document Submittal/Inspection Checklist**

<b><u>Issue Area</u></b>	<b><u>Document submittal</u></b>	<b><u>Associated Inspection/Approvals/Note</u></b>
General	Monitor Qualification Letter	Prior to Construction
General	Monitoring Exhibit	Prior to Construction
Biology	Gnatcatcher Survey Report	Prior to Construction
Biology	General Bird Nesting Survey	Prior to Construction
Biology	Monitoring Reports	During/Post Construction
Biology	Final MMRP	Final MMRP Inspection/Approval

### C. SPECIFIC MMRP ISSUE AREA CONDITIONS/REQUIREMENTS:

#### **BIOLOGICAL RESOURCES**

#### **POST EMERGENCY MITIGATION FOR DIRECT IMPACTS TO SENSITIVE WETLANDS**

##### **MM-BIO-1:**

##### **I. Land Development Plan Check – Mitigation Verification**

A. Prior to Permit Issuance and/or the Notice to Proceed (which will be sent to the Development Services Department (DSD), the DSD Environmental Designee shall verify the project requirements to implement a vernal pool mitigation plan. Mitigation is required for impacts to vernal pools and vernal pool species and upland habitat that resulted from emergency activities in 2009 & 2011 which are considered significant under the City of San Diego's Biology Guidelines (2012) and the City of San Diego's CEQA Significance Determination Thresholds (2011) in accordance with the *Biological Technical Report (September 27, 2010 – RECON, Revised November 25, 2015 –Merkel & Associates, Inc.) and Mitigation Plan (May 7, 2010 – RECON, Revised November 25, 2015 (Merkel & Associates, Inc.)* as further described below:

1. **Mitigation Goal:** The project shall mitigate for direct impacts to vernal pools and vernal pool species habitat of 1.56 acres through restoration of a combination of 1.60 acres of upland habitat and wetland (vernal pool habitat) within the MHPA in accordance with the *Biological Technical Report and Mitigation Plan (Merkel & Associates, Inc. 2015)* as shown in Table 1 below.

**Table 1**

Habitat	Habitat TIER*	Agency Jurisdiction	Impacts (acre)	Mitigation Ratio	Total Mitigation (acre)
MYF San Diego Mesa Vernal Pool		USACE, RWQCB, City of San Diego	0.19	5:1	0.95
MYF Non-Native Grassland	IIIB		1.2	0.5:1	0.60
MYF Non-Native Grassland (within MHPA)	IIIB		0.05	1:1	0.05
MYF Disturbed Habitat	IV		0.12		
Total			1.56		1.60

\*as described in City of San Diego Land Development Manual

2. **Responsibilities:** The Contractor shall be responsible for all grading and contouring, clearing and grubbing, installation of plant materials and native seed mixes, and any necessary maintenance activities or remedial actions required during installation and the 120-day plant establishment period as detailed in the Mitigation Plan. Standard Best Management Practices shall be implemented to insure that sensitive biological resources would not be impacted by water run-off.
3. **Biological Monitoring Requirements:** All biological monitoring in or adjacent to wetlands shall be conducted by a qualified wetland biologist. The biologist shall conduct construction monitoring during all phases of the project. Orange flagging shall be used to protect sensitive habitat. Construction related activity shall be limited to the construction corridor areas as identified on the construction plans. Both a detailed Performance Criteria plan and all the maintenance requirements are found in the Offsite Mitigation Plan.

4. Notification of Completion: At the end of the fifth year, a final report shall be submitted to Mitigation Monitoring Coordination section evaluating the success of the mitigation. The report shall make a determination of whether the requirements of the mitigation plan have been achieved. If the final report indicates that the mitigation has been in part, or whole, unsuccessful, the Applicant shall be required to submit a revised or supplemental mitigation program to compensate for those portions of the original mitigation program which were not successful. At such time, the Applicant must consult with the Development Services Department. The Applicant understands that agreed upon remedial measures may result in extensions to the long-term maintenance and monitoring.

**MM-BIO-2:**

**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 Regulation (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 D. 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 MMC Environmental Designee. 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.

- F. **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.
- G. **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.
- H. **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. Wildlife ladders for reptiles and small mammals, as appropriate, will be provided as a measure to prevent entrapment of these species in the construction trenches. In addition, the Qualified Biologist shall document field activity via the Consultant Site Visit Record (CSV). The CSV 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.
- C. **See LAND USE – MSCP/MHPA – LAND USE ADJACENCY GUIDELINES below for requirements on the Coastal California Gnatcatcher.**

### **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 MMC Environmental Designee within 30 days of construction completion.

### **LAND USE – MSCP/MHPA – LAND USE ADJACENCY GUIDELINES**

#### **MM-LU-1:**

- I. Prior to issuance of any construction permit or notice to proceed, DSD/ LDR, and/or MSCP staff shall verify the Applicant has accurately represented the project's design in or on the Construction Documents (CD's/CD's consist of Construction Plan Sets for Private Projects and Contract Specifications for Public Projects) are in conformance with the associated discretionary permit conditions and Exhibit "A", and also the City's Multiple 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 be 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 14.2.0740.
- 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 seasons for the following: 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 issuance of any grading permit (FOR PUBLIC UTILITY PROJECTS: prior to the 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. 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.

**PUBLIC REVIEW DISTRIBUTION:**

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

United States Government

Federal Aviation Administration (1)  
U.S. Army Corps of Engineers (16)  
U.S. Fish and Wildlife Service (23)

State of California

California Department of Fish and Wildlife (32A)  
Regional Water Quality Control Board (44)  
State Clearinghouse (46A)  
Native American Heritage Commission (56)  
Resources Agency (43)

City of San Diego

Mayor's Office (MS 11A)  
Council Member Gloria, District 3  
City Attorney  
Shannon Thomas  
Planning Department  
Myra Herrmann  
Jeanne Krosch  
Real Estate Assets Department (Applicant Department)  
Cybele Thompson, Director  
Wayne Reiter  
Public Works Department (Applicant Representative)  
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Terre Lien  
Library Dept.-Gov. Documents MS 17 (81)  
Serra Mesa - Kearny Mesa Branch Library (81GG)

Other Groups and Individuals

Sierra Club (165)  
San Diego Audubon Society (167)  
Jim Peugh (167A)

California Native Plant Society (170)  
Ellen Bauder (175)  
Endangered Habitat League (182 and 182A)  
Vernal Pool Society (185)  
Serra Mesa Planning Group (263A)  
Mary Johnson (263B)  
Serra Mesa Community Council (264)  
Kearny Mesa Community Planning Group (265)  
Merkel & Associates, Inc. (Consultant)

VI. RESULTS OF PUBLIC REVIEW:

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

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



Myra Herrmann, Senior Planner  
Planning Department

May 11, 2016  
Date of Draft Report

                      
Date of Final Report

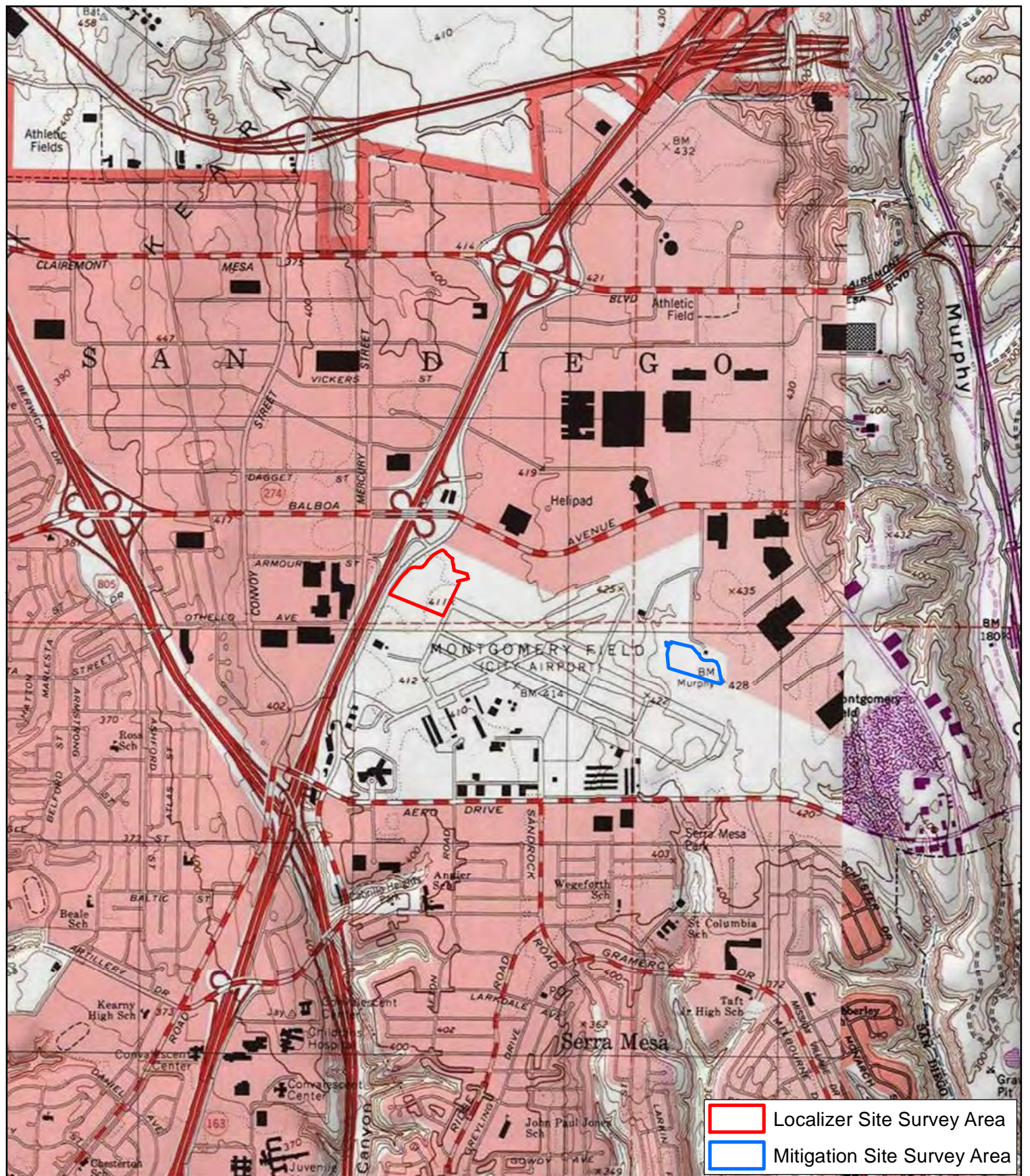
Analyst: Myra Herrmann

Attachments:

Figure 1- Vicinity Map

Figure 2- Vernal Pool Habitat Restoration Area w/MHPA and Emergency Impact Location  
Initial Study Checklist





1:24000

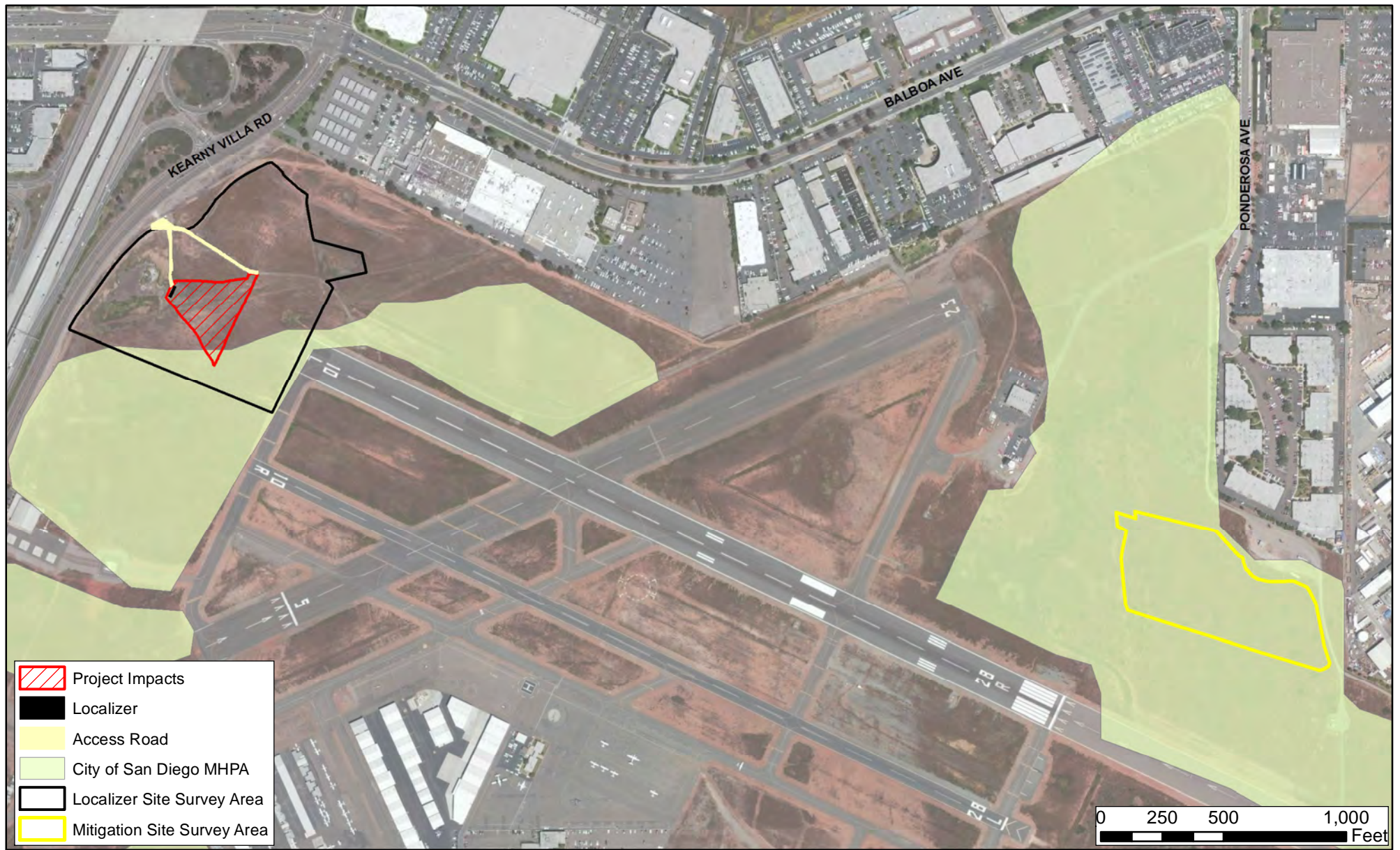
### Project Location on USGS Map

Montgomery Field Localizer Antenna Protection Project

Source: USGS 7.5' La Jolla, CA Quadrangle

**Figure 1**





**Survey Area and Emergency Project Impacts in Relation to the City of San Diego**  
**MHPA Lands** Montgomery Field Localizer Antenna Protection Project

**Figure 2**

## INITIAL STUDY CHECKLIST

1. Project title/Project number: **MONTGOMERY FIELD LOCALIZER AND HABITAT MITIGATION PROJECT/212101**
2. Lead agency name and address: City of San Diego, Planning Department, 1010 2<sup>nd</sup> Avenue, Suite 1200, East Tower, MS 413, San Diego, CA 92101.
3. Contact person and phone number: Myra Herrmann (619) 446-5372
4. Project location: 3750 John J. Montgomery Drive, San Diego, CA 92123. Just west of Runways 10L/28R, within Montgomery Field airport. This airport is located east of Kearny Villa Road between Aero Drive and Balboa Avenue. The airport is also within the City's Multiple Species Conservation Program (MSCP), Multi-Habitat Planning Area (MHPA) as shown in Figure 2. The MYF vernal pool mitigation site is specifically located just north and east of Runway 28R, within the MHPA.
5. Project Applicant/Sponsor's name and address: City of San Diego, Real Estate Assets Department, Airports Division – Montgomery Field Airport, Attn: Wayne Reiter, Airports Program Manager, 3750 John J. Montgomery Drive, San Diego, CA 92123-1769, (858-573-1436).
6. General/Community Plan designation: The Kearny Mesa Community Plan implementation element states that, "Development of Montgomery Field is to be reviewed for consistency with the Montgomery Field Airport Land Use Compatibility Plan (ALUCP)."
7. Zoning: The project is located within Montgomery Field Airport and is unzoned.
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.):

**Mayor Approval for a Site Development Permit (SDP)** to allow for implementation of a habitat mitigation plan to compensate for direct impacts to an existing vernal pool resulting from emergency repairs to the Instrument Landing System (ILS) and localizer antenna at John J. Montgomery Field Airport (MYF). The ILS is a ground-based instrument approach system that provides guidance to aircraft approaching and landing on Runway 28R. The ILS uses a combination of radio signals and approach lighting arrays to enable a safe landing during instrument meteorological conditions (IMC), such as low ceilings or reduced visibility due to fog, rain, or night landings. The localizer antenna which is part of the ILS system is the most critical component of the navigation system at MYF, emitting a radio signal to provide all-weather guidance to aircraft approaching the runway during Instrument Flight Rules (IFR) conditions. The localizer antenna is approximately 1,000 feet west of the departure end of Runway 28R (west of Runway 10L) where the soil has low permeability causing water to pool for extended periods. Pooling water in this critical area can deflect the localizers signal and provide



erroneous navigation information to inbound aircraft creating an unsafe situation during IFR operations.

During the heavy winter rains of 2009, the Federal Aviation Administration (FAA) declared an emergency at the airport in order to protect the function of the localizer antenna from ponding water which could disrupt the ILS guidance for aircraft landing during limited visibility conditions. As a result, a temporary structure was installed over the pond adjacent to the localizer to insulate its signal from the water; however, due to the heavy rains in 2010, the temporary solution proved inadequate to prevent signal deflection and the localizer signal was deactivated. A permanent antenna was ultimately constructed in January 2011 to meet FAA safety criteria by grading and placing fill in the localizer critical area, east of the facility which resulted in unavoidable impacts to the existing vernal pool. As such, mitigation was required. Consultation with the U.S. Fish and Wildlife Service (USFWS) regarding a mitigation site within MYF began in 2012 and commenced in 2015. This project will implement the habitat mitigation plan that was reviewed and approved in consultation with federal agencies during the Section 7 consultation process.

The habitat mitigation plan includes site preparation, grading and planting to create topographic conditions to support vernal pools and other native species, including the introduction of San Diego fairy shrimp. The plan also includes initial weed removal, and continued maintenance and monitoring. Restoration of vernal pool habitat will be accomplished by re-contouring existing non-native grassland habitat to create a mosaic of vernal pool wetland and mima mound topography. The restored vernal pool areas will be inoculated with native vernal pool sediment anticipated to support floral and faunal propagules from impacted pools. This sediment will be acquired from salvaged soil collected prior to filling the vernal pool adjacent to the localizer (VP #34). Additionally, plant propagules and soil clumps containing shrimp cysts will be selectively acquired from natural vernal pools found on the airport property. Vernal pool inoculum will also be sourced from collected wood mulch removed from VP #34. This mulch material will be rinsed to collect any existing fairy shrimp cysts. The upland areas will be planted and seeded with native species typically present in grassland habitat in this area. Mitigation will be conducted under the direct supervision of a qualified biologist during all phases of project implementation and applies to both vernal pools and grasslands for a period of five years to ensure success of the mitigation effort.

A summary of the habitat types affected by the initial emergency actions (total impact area: 1.56 acres) is provided in the biology section for context as it relates to the total mitigation requirement of 1.60 acre (5:1 ratio).

9. Surrounding land uses and setting: Briefly describe the project's surroundings: Existing land uses to the north and east of the airport include industrial, business park and commercial uses. The existing land uses to the south of the airport are primarily residential with some commercial uses. Residential land uses also exist west of the airport and west of Interstate 805. The airport is bound by State Route 163 to the west, Aero Drive to the south and industrial and business park uses to the north and east.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.): Agency approvals are necessary from **United States Army Corps of Engineers (ACOE)**, **United States Fish and Wildlife Service (FWS)** and the **Regional Water Quality Control Board (RWQCB)**. Work completed to address the emergency was completed in consultation with the above agencies and approvals for the emergency work was obtained. Additional consultation with these agencies to develop the proposed mitigation plan resulted in final site selection for mitigation work and the current design for mitigation implementation.

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

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

**DETERMINATION:** (To be completed by Lead Agency)

On the basis of this initial evaluation:

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

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

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Less Than Significant Impact.** The project site is predominantly flat, consisting of runways and taxiways. The surrounding land uses include commercial and residential areas to the north and south; the City's MSCP/MHPA is also located within the airport property within the western and eastern boundaries. The project would involve minor changes to existing grades in the area north and east of Runway 28R to accommodate the habitat restoration efforts. This would include ground level surface changes to create vernal pools and mima mounds and establish upland grasslands. Areas disturbed by construction activity would be restored following construction and as part of the proposed mitigation activity. The project would include a temporary contractor staging area northeast of the proposed mitigation site. The proposed work would affect ground level service and would not alter any existing views. Construction activity on site would temporarily create dust and possible alter views within the immediate airport vicinity, but would not result in permanent obstructions. Due to the temporary nature of the proposed project, and that post-project scenic values would be the same as pre project conditions, this impact would be less than significant.

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

**No Impact.** As noted above, the project only involves ground level surface changes to establish vernal pools, mima mounds and grasslands as mitigation, none of which would be visible from a state scenic highway. Review of Caltrans maps confirms there are no designated scenic highways or highways eligible for designation within the Montgomery Field Airport area (Caltrans 2016). The proposed ground surface changes would not alter or damage any existing scenic resources within a state- or locally designated scenic highway, and therefore, no impact would occur.

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Less than Significant Impact.** As stated in Section 1(a), the ground surface changes to implement the habitat restoration plan would generate some temporary visual obstructions associated with construction activities, mainly the generation of dust. Dust would potentially alter the visual character and the quality of the site on a temporary basis. This condition would not persist following completion of construction activities. Standard construction best

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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management practices (BMPs), such as dust control measures, will ensure that construction-related visual degradation is minimized. The proposed ground surface changes would not permanently affect any visual characteristics nor degrade the quality of the site surroundings, therefore, this impact would be less than significant.

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

**No impact.** The project does not propose any changes to lighting for the airport property. The ground surface changes would not create any new light or glare sources nor would it adversely affect day or nighttime views in the area, therefore, there would be no impact.

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

**No impact.** The project site is surrounded by commercial, industrial and residential land uses to the north, south, east and west. The project site is within an active airport and therefore would not convert any farmland or agricultural zones; thus, there would be no impact.

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

**No impact.** The zoning of the project site and the majority of land uses surrounding the project site do not feature agricultural land uses. There are no agricultural lands

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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that would be affected by the proposed project. Additionally, no Williamson Act designated features exist within the project area or on nearby properties. The project therefore would not conflict with any farmland, agricultural zones or Williamson Act Contracts, thus there would be no impact.

- 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))?

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**No Impact.** The zoning for the project site and surrounding area does not feature forest land, timberland, or areas zoned for Timberland Production. The ground surface changes associated with the project would not result in the loss of any forest land or convert any forest land to a non-forest use; thus there would be no impact.

- d) Result in the loss of forest land or conversion of forest land to non-forest use?

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**No Impact.** As noted above in Section II(c), no forest land exists either on the project site or in the vicinity of the project site. The project would not result in the loss of any forest land or convert any forest land to a non-forest use; thus there would be no impact.

- 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?

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**No Impact.** As noted above in Sections II(a) and II(d), no farmland or forest land exists on site, and surrounding areas do not contain farmland or forest land. The project would not result in conversion of any farmland to non-agricultural use, or the conversion of any forest land to a non-forest use; thus there would be no impact.

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:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- a) Conflict with or obstruct implementation of the applicable air quality plan?

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**No Impact.** The San Diego Air Pollution Control District (SDAPCD) and the San Diego Association of Governments (SANDAG) are responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the San Diego Air Basin (SDAB). Applicable air quality plans include the State Implementation Plan (SIP), Regional Air Quality Strategy (RAQS), and the associated Transportation Control Measures (TCMs). The SDAB is currently designated as non-attainment for federal and state ozone standards, the state PM<sub>2.5</sub> standard, and for the state PM<sub>10</sub> standard. The SDAB is in attainment for the remaining criteria pollutant air quality standards.

The RAQS and SIP rely on information from the California Air Resources Board (CARB) and SANDAG, including projected growth in the SDAB, and mobile, area, and all other source emissions, to project future emissions and to determine the strategies necessary for the reduction of emissions through regulatory controls. The CARB mobile source emission projections and SANDAG growth projections are based on population, vehicle trends, and land use plans developed by the cities and by the County. As such, projects that propose development consistent with the growth anticipated by the general plan(s) would be consistent with the RAQS and applicable portions of the SIP because associated emissions of criteria pollutants in a designated non-attainment area would be accounted for in these air quality plans. In the event that a project would propose development which is less dense than anticipated within the general plan, the project would likewise be consistent with the RAQS and SIP. If a project proposes development that is greater than that anticipated in SANDAG's growth projections, the project would be in conflict with the RAQS and SIP, and may have a potentially significant impact on air quality. This project would implement a habitat mitigation plan to create vernal pools. The project is not growth inducing and would not result in long-term operational emissions. As such, the project is considered consistent with the growth assumptions of the RAQS and would not conflict with or obstruct implementation of the RAQS or SIP. No impact would occur.

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

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Less than significant. Construction-related activities are temporary, short-term sources of air emissions. Sources of construction-related air emissions include fugitive dust from grading activities; construction equipment exhaust; construction-related trips by workers, delivery trucks, and material-hauling trucks; and construction-related power consumption. Variables that factor into the total construction emissions potentially generated include the level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported on- or off-site.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Fugitive dust emissions are generally associated with land-clearing and grading operations. Construction operations would include standard measures as required by the City of San Diego to reduce potential air quality impacts from dust emissions to a less than significant level. Impacts associated with fugitive dust or other construction-related emissions would not violate an air quality standard or contribute substantially to an existing or projected air quality violation. Impacts would be less than significant.

Long-term air quality emission impacts are those associated with stationary sources and mobile sources related to any change caused by the project. The project consists of surface grade changes necessary to implement a habitat mitigation plan to create vernal pools. The project would not increase traffic to the runway. Air emissions would remain at a similar level with or without the project. No impact would result.

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

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**Less than significant.** As described above, construction operations could temporarily increase the emissions of dust and other pollutants. However, construction emissions would be short-term in duration; implementation of Best Management Practices (BMPs) would reduce potential impacts related to construction activities to a less than significant level. The project consists of ground surface changes to implement a habitat mitigation plan to create vernal pools. The project would not result in a cumulatively considerable net increase of any criterial pollutant for which the region is in non-attainment. Impacts would be less than significant.

- d) Create objectionable odors affecting a substantial number of people?

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**No Impact.** The proposed project would consist of temporary construction activities only, which would not result in objectionable odors that would affect a substantial number of people.

#### IV. BIOLOGICAL RESOURCES – Would the project:

- a) Have substantial adverse effects, either directly or

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

**Less than Significant with Mitigation Incorporated.** This project will implement a habitat mitigation plan to create vernal pools within the City's MHPA. This mitigation is required to compensate for direct impacts which occurred during emergency construction activities to restore service to the airport navigation system during heavy winter rains in 2009 and 2010.

The initial emergency involved installation of a temporary box and cover over ponding water from the 2009 rains in an effort to deflect ponded water in the area of the localizer antenna. During the winter rains of 2010, the localizer was inspected by the FAA who determined that the temporary solution was inadequate to prevent signal deflection; an emergency was declared by the FAA and the localizer signal was deactivated. A permanent antenna was ultimately constructed in January 2011 to meet FAA safety criteria by grading and placing fill in the low areas within the localizer critical area. At the request of the USFWS, a geosynthetic fabric was placed in pool areas at the contact between native pool sediments and the imported fill. Low spots were contoured to ensure drainage flowed away from the localizer critical area. This construction resulted in unavoidable impacts to the existing vernal pools and San Diego fairy shrimp. As such, mitigation was required. The emergency work was permitted under emergency authorization from the USACE Section 404 RGP 63 with Section 7 Consultation which included measures to mitigate for impacts to the existing vernal pools containing San Diego fairy shrimp resulting in a 5:1 mitigation ratio for vernal pool impacts. Additionally, a 401 Water Quality Certificate from the Regional Water Quality Control Board (RWQCB) was obtained. No California State listed species were present, therefore, California Department of Fish and Wildlife did not assume jurisdiction over any vernal pools or ponding areas within the emergency project area.

Consultation with the USFWS regarding mitigation within MYF began in 2012 and commenced in 2015. This project will implement the habitat mitigation plan that was reviewed and approved in consultation with federal agencies during the Section 7 consultation process. The Mitigation Plan was prepared by Merkel & Associates, Inc., in March 2015. The goal of the restoration plan is to mitigate for lost vernal pool wetland habitat and non-native grassland habitat resulting from the emergency activities in 2009 & 2010 by creating new vernal pools on MYF and restoring grasslands within the mima mound topography interstitial to the pools. The restoration plan includes re-contouring of upland areas around existing pools to increase ponding and enhance biological quality of the pools. Implementation of this plan will restore one vernal pool totaling approximately 0.95 acre of vernal pool habitat and 0.65 acre of associated native upland habitat in a currently disturbed vernal pool ecosystem. This restoration project will provide important habitat for the federally listed San Diego fairy shrimp (*Branchinecta sandiegonensis*). This mitigation program

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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has been reviewed by the USFWS under After-the-Fact Section 7 consultation by the USACE. With the incorporated mitigation including creation of vernal pool areas and introduction of plant and animal species (Water pygmy weed (*Crassula aquatic*), Toad rush (*Juncus bufonius*), Bigelow's plantain (*Plantago bigelovii*), Adobe allocarya (*Plagiobothrys acanthocarpus*), Dwarf-wooly heads (*Psilocarphus brevissimus* var. *brevissimus*) and San Diego fairy shrimp) the project impacts would be less than significant with mitigation incorporated.

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

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**Less than Significant with Mitigation Incorporated.** As stated above, California Department of Fish and Wildlife did not assume jurisdiction over habitat within this project during the emergency actions due to absence of any state listed species in the project area. U.S. Fish and Wildlife Service was consulted during the emergency and for development of the post-emergency mitigation plan which resulted in a requirement to mitigate at a 5:1 ratio for direct impacts to a vernal pool. This project will implement the mitigation plan and therefore no additional mitigation is required.

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

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**Less than Significant with Mitigation Incorporated.** Interagency consultation included United States Army Corps of Engineers (USACE), California Department of Fish and Wildlife (CDFW) and Regional Water Quality Control Board (RWQCB) to determine jurisdictional resources within the survey area. Based on hydrologic connection to a man-made drainage swale with a significant nexus to Traditional Navigable Waters (TNW) including the San Diego River and Pacific Ocean, USACE asserted jurisdiction over all pools within the emergency and mitigation survey areas. A Section 404 RGP 63 permit with Section 7 Consultation for emergency activities involving fill in waters of the U.S. was obtained from USACE. Additionally, a 401 Water Quality Certificate from the RWQCB was obtained. As stated previously, no impacts to CDFW jurisdictional resources were incurred. Mitigation for direct impacts will be addressed through implementation of the mitigation plan as summarized below:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Habitat	Habitat TIER*	Agency Jurisdiction	Impacts (acre)	Mitigation Ratio	Total Mitigation (acre)
MYF San Diego Mesa Vernal Pool		USACE, RWQCB, City of San Diego	0.19	5:1	0.95
MYF Non-Native Grassland	IIIB		1.2	0.5:1	0.60
MYF Non-Native Grassland (within MHPA)	IIIB		0.05	1:1	0.05
MYF Disturbed Habitat	IV		0.12		
Total			1.56		1.60
*as described in City of San Diego Land Development Manual					

Implementation of the habitat mitigation plan would reduce impacts to federally protected wetlands to below a level of significance.

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

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**No Impact.** Although the area where habitat mitigation will occur is within the City's MHPA, there is no connectivity to the larger MHPA network; however, small mammals and other migratory birds frequent the area. Currently, the mitigation area is disturbed and will require grading for the purpose of creating vernal pools which would be conducted outside of the established breeding seasons for sensitive, endangered and migratory birds. Additionally, although no wildlife nursery sites are identified within the direct project vicinity implementation of the City's MHPA Land Use Adjacency Guidelines would reduce potential impacts to below a level of significance.

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

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**Less than significant Impact with Mitigation Incorporated.** The project is located within the City's MSCP Subarea plan (City of San Diego Urban Area) and on Environmentally Sensitive Lands (ESL), as defined in the City's Land Development Code. The Project site is subject to the policies, guidelines, and regulations of the City's MSCP Subarea Plan, the ESL Regulations (Chapter 14, Article 3, Division 1, San Diego Municipal Code) and the Biology Guidelines. The project has minimized any impact to sensitive biological resources, specifically the San Diego Fairy Shrimp through implementation of a mitigation plan to

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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create vernal pool habitat and introduce native species at a ratio of 5:1. Due to placement of fill within wetland areas, San Diego Fairy Shrimp were permanently impacted by emergency construction activities. Mitigation for direct impacts to San Diego Fairy shrimp were developed in consultation with U.S. Fish and Wildlife Service as follows:

1. Soils containing fairy shrimp cysts from the pool to be impacted were salvaged for use in restoration.
2. Adult fairy shrimp were seined from the impact area and released within the preserve area prior to construction impacts.
3. A temporary check-dam was installed to separate the portion of the pool to be impacted from the portion of the pool to be preserved.
4. Barrier fencing was placed at the project boundary limits near any vernal pool complexes to avoid inadvertent impacts.

With implementation of the habitat mitigation plan to create vernal pools and associated habitat, including the introduction of native vernal pool species, the project would not conflict with local policies and ordinances protecting sensitive biological resources and impacts would be less than significant. Please also see IV.b, above.

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

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**Less than Significant with Mitigation Incorporated.** The project site is located within the City's MSCP Subarea Plan (SAP) and is subject to the terms and conditions of the MSCP and associated regulations. The MSCP is a regional plan that seeks to ensure the long-term survival of sensitive plant and animal species and protects the native vegetation found throughout the City. With implementation of the Habitat Mitigation Plan to create vernal pools and associated habitat, including the introduction of native vernal pool species, the project would not be in conflict with the terms, conditions and provisions of the MSCP SAP as required; and therefore, impacts would be less than significant.

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

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

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**Less than Significant.** The purpose and intent of the *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

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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.

The project site is within an active municipal airport which does not contain any designated, historical resources as defined in §15064.5. The project would implement a habitat mitigation plan for the creation of vernal pools which will require excavation in a previously disturbed area within the City's MHPA. No built-environment or cultural resources would be effected.

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

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**Less than Significant.** Archival research indicates that Montgomery Field has been surveyed at least four times since the late 1990's (Gallegos et al. 1996, Pignuolo and Murray 2001, RECON 2007/2008, qualified City staff 2012/2015). An updated record search using the California Historical Resources Information System (CHRIS) was conducted by qualified City staff which included the most recent survey and did not result in the identification of recorded cultural resources within the restoration site area. However, CHRIS data indicates that five prehistoric and two historic cultural resources are recorded within a mile radius of the project. The prehistoric sites consist of one lithic isolate, two hearth features, one lithic and shell scatter, and one shell scatter. The historic sites consist of an industrial complex and a group of three airplane hangars. Aside from the inclusion of the current survey, no archival information has changed since 2012.

The 2015 field survey found no cultural resources on the project area. Ground visibility was good and averaged 80%. This area is dominated by non-native grasses and numerous bare dirt patches and is entirely within the City's Multi-Habitat Planning Area (MHPA). Because of the proximity to active runways, vegetation in this area is mowed consistently in accordance with FAA requirements. Rodent activity also occurs throughout the project area. These areas were spot checked for the presence of surface resources with negative results and as such, no cultural resources would be adversely affected by the project; therefore, no mitigation is required.

It should be noted, that in the event of an inadvertent archaeological discovery, the contractor will be required to stop work in accordance with contract specifications and immediately contact the City Resident Engineer, Project Manager and qualified City archaeology staff to evaluate the resource.

The cultural resource investigations summarized herein satisfy the study and documentation requirements identified by City of San Diego Planning Department staff and are consistent with the goals and policies of the City's General Plan and Historical Resources Guidelines of

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the Land Development Manual. The efforts to identify and document historical resources in the area of potential effect for the proposed project reveal that the proposed project will not have an impact on prehistoric cultural resources. There are no cultural resource constraints for this project.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Implementation of the project will not require the amount of excavation that would exceed the City's thresholds for requiring paleontological monitoring. Therefore, no impact would result in this category.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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**Less than Significant.** The project would not disturb known human remains as none are known to exist within the project area. However, in the event that human remains are discovered during project activities, all work in the vicinity of the find would be halted until the County Medical Examiner has evaluated the remains, and the procedures and protocols set forth in Section 15064.5 (e)(1) of the CEQA guidelines, Health and Safety Code Section 7050.5, subdivision (c), and PRC 5097.98 (as amended by Assembly Bill 2641) have been followed.

#### VI. GEOLOGY AND SOILS – Would the project:

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:   |                          |                          |                                     |                          |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**Less than Significant Impact.** The project site lies within a region of California that contains many active and potentially active faults and is considered an area of moderate seismic activity. An “active” fault is defined by the State of California as a fault that has had surface displacement within Holocene time (approximately the last 11,000 years). A “potentially active” fault is defined as a fault that has shown evidence of surface displacement during the

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Quaternary (last 1.6 million years), unless direct geologic evidence demonstrates inactivity for all of the Holocene or longer. This definition does not, of course, mean that faults lacking evidence of surface displacement are necessarily inactive. “Sufficiently active” is also used to describe a fault if there is some evidence that Holocene displacement occurred on one or more of its segments or branches (Hart, 1997).

Implementation of the project requires grading and ground disturbance to create vernal pools as mitigation for prior emergency activities during winter rains of 2009 & 2010. The project would not result in the creation of new structures or land uses that would attract a higher, permanent intensification of people at the project site. The restoration process is anticipated to last approximately 6 months. Additionally, the project would meet all applicable design standards for construction in seismic hazard areas (e.g. the California Building Code and FAA circular 150/5370-10; Standards for Specifying Construction of Airports). Given the short-term nature of the project, that no new structures are proposed and that the nature of the project would not attract people to the area, potential impacts to people or new structures associated with the possible rupture of a known fault would be less than significant.

ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Less than Significant Impact.** There are numerous active faults in Southern California that have experienced significant seismic activity within historic times. This area of California is one of the most seismically active areas in the United States. According to the US Geological Survey, there is a 97 percent chance that a magnitude 6.7 earthquake will occur in southern California by 2037 (Krazan & Associates, 2008, 2010).

The proposed project would not expose people or structures to substantial effects from strong seismic ground shaking because no structures are proposed and the project would not result in a change that would attract more people to the airport. Given the temporary nature of the project and the absence of any new structures that would result from the proposed project, impacts related to strong seismic ground shaking would be less than significant.

iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Less than Significant Impact.** The soil type within the study area was identified based on the *Soil Survey for the San Diego Area*. The soil type at Montgomery Field is Redding gravelly loam. Redding gravelly loam (RdC), 2 to 9 percent slopes, consists of well-drained, undulating to steep gravelly loams that have a gravelly clay subsoil and hardpan (Merkel and Associates 2015). These soils formed in old mixed cobbly and gravelly alluvium, a soil type historically associated with vernal pools. The Montgomery Field Airport is mapped within SANGIS as level mesa underlain by terrace deposits and bedrock having a nominal risk level for geologic hazard. This information and the absence of any project features that would attract additional people or create additional structures or impervious surfaces result in a less than significant impact.

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iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Less than Significant Impact.** The project site is characterized by gently sloping topography. The proposed project would result in minor land surface changes. Disturbance to unpaved surfaces would be temporary and stabilization measures would be implemented through the use of Best Management Practices (BMPs). Erosion control BMPs will consist of straw wattles and silt fencing as directed by the project biologist to prevent soil erosion. Careful selection of BMPs and location will be necessary to avoid generation of concentrated flow from site drainage and to enable internal drainage to pool basins. If grading activity is complete by October 1<sup>st</sup>, down slope silt runoff control will consist of staked straw wattle fiber rolls across terminal spill points to the mitigation site. If grading activity is not complete by October 1<sup>st</sup> and internal pool basins have not been formed, than a combination of fiber rolls and silt fencing will be placed to control sediment discharge to the downstream swale. Due to the existing topography and implementation of project BMPs impacts related to landslides as a result of project activities would be less than significant.

b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Less than Significant Impact.** Disturbance to unpaved areas will be limited to areas identified for remediation of ponding and creation of vernal pool areas. Temporary construction activity will be managed in such a way that soil erosion and topsoil loss are minimized through construction site BMPs. The remediation area was stabilized through application of geotextile fabric and gravel to eliminate ponding at the restored localizer antenna facility. Temporary construction activity at the vernal pool creation/restoration area would be managed through application of construction BMPs and stabilization measures following planting. As discussed for Section (a)(vi) above, BMPs will be determined based on completion of internal drainage to pool basins and whether grading activity is complete by October 1<sup>st</sup>. Soil erosion and topsoil loss impacts would be less than significant with the implementation of BMPs.

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"/>
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**Less than Significant Impact.** The project site has gentle sloping topography with a low potential for landslides or slope failure. Given the nature of the proposed project, which primarily creates minor land surface changes and that the project site does not contain characteristics that would contribute to landslides, potential impacts resulting from on- or off- site landslides, lateral spreading, subsidence, liquefaction, or collapse would be less than significant.

d) Be located on expansive soil, as defined in Table 18-1-B of	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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the Uniform Building Code (1994), creating substantial risks to life or property?

**No Impact.** The project involves vernal pool habitat mitigation. The site is characterized by hardpan clay soils that are conducive to this creation/restoration effort. Some soil removal will be required for mitigation implementation, but overall, the project does not include any impervious surfaces or buildings which would be affected by expansive soils, and there would be no impact in this category.

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

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**No Impact.** The project as proposed includes no septic tanks or alternative waste water disposal systems. There is no impact.

#### VII. GREENHOUSE GAS EMISSIONS – Would the project:

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

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**Less than Significant Impact.** The City of San Diego does not currently have adopted thresholds of significance for GHG emissions. The City of San Diego is utilizing the California Air Pollution Control Officers Association (CAPCOA) report “CEQA and Climate Change” (CAPCOA 2009) to determine whether a GHG analysis would be required for submitted projects. The CAPCOA report references a 900 metric ton guideline as a conservative threshold for requiring further analysis and possible mitigation. This emission level is based on the amount of vehicle trips, the typical energy and water use associated with projects, and other factors.

Based upon the scope of work, limited temporary construction (approximately six months) and limited vehicle trips, the project would not generate any substantial Greenhouse Gas emissions (GHG). Therefore, the emissions would be minimal and would fall under the 900 metric ton screening criteria used by the City to determine if a GHG analysis is required as further identified in the document CEQA & Climate Change (January 2008 by California Air Pollution Control Officers Association (CAPCOA)). The project would not cause any significant GHG emissions and no mitigation is required.

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

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**Less than Significant Impact.** Refer to VII(a), above, regarding discussion of project-related GHG emissions. The City of San Diego General Plan Conservation Element and the San Diego Sustainable Community Program aim to reduce state and local GHG emissions.

The City also recently adopted the City of San Diego Climate Action Plan (City of San Diego, 2015) that establishes a Citywide GHG inventory baseline for the year 2010, as well as measures to meet reduction targets of 15 percent below the 2010 baseline by 2020 and 49 percent below the 2010 baseline by 2035. The City's strategies to achieve these reduction targets include (1) Energy and Water Efficient Buildings; (2) Clean and Renewable Energy; (3) Biking, Walking, and Transit; (4) Zero Waste; and (5) Climate Resiliency.

The project consists of minor ground surface changes to remediate ponding and mitigation activities to create vernal pool habitat. The initial remediation was completed in 2011 which included construction of a permanent localizer antenna to meet FAA safety criteria. The post-emergency mitigation is expected to be complete within six months. The project would not result in long-term GHG emissions, and therefore, would not conflict with any adopted GHG reduction plans, policies or regulations. In addition, as discussed above under Section VII(a), the project would result in less than 900 MTCO<sub>2</sub>E net increase in GHG emissions.

#### VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:

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

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**Less than Significant Impact.** Implementation of the project would result in the temporary use of construction vehicles (primarily for grading vernal pool creation activities) as identified in the project description. With the exception of trucks that imported fill to the remediation location, construction vehicles are anticipated to remain on the project site during construction activity and within the contractor staging area on-site for the duration of the project. Any movement of vehicles transporting or disposing of hazardous materials to and from the project site will be short term, and will cease upon completion of construction activities. Therefore, potential impacts associated with the routine transport, use or disposal of hazardous materials as a result of the proposed project would be less than significant.

- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving

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the release of hazardous materials into the environment?

**Less than Significant Impact.** The project site is located within the Montgomery Field Airport with surrounding land uses that include residential, commercial and light industrial. Within the airport are ancillary aviation uses such as fueling and repair services. Implementation of the project would involve minor ground surface changes. Excavation for creation of vernal pool habitat would not exceed a depth of four feet. Available records indicate six investigations of leaking underground storage tanks within a quarter mile of project activities, offsite from the airfield. The status of these investigations are closed and details are provide below in response to VIII.b.

Construction activities would require the use of certain hazardous materials (e.g. fuel for construction vehicles) that, if improperly used and inadvertently released, could result in temporary hazardous conditions to workers or the public. The hazardous materials typically used on a construction site are brought onto the site packaged in consumer quantities and used in accordance with manufacturer recommendations. The overall quantities of these materials on the site at one time do not result in large bulk amounts that, if spilled, could cause significant adverse effects to human health. Spills of hazardous materials on construction sites are typically localized and are cleaned up in a timely manner. The construction contractor is responsible for his/her hazardous materials and is required under their contract to properly store and dispose of these materials in compliance with state and federal laws.

Due to the localized nature of construction activities, the shallow depth of excavation and the low likelihood of encountering subsurface hazardous materials, potential impacts resulting from the upset or accidental release of hazardous materials resulting from the proposed project would be less than significant.

- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

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**No Impact.** The project is not located within one-quarter mile of an existing or proposed school. There is no impact.

- 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

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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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environment?

**Less than Significant Impact.** A review of available environmental databases maintained by the State Water Resources Control Board (SWRCB) and Department of Toxic Substances Control (DTSC) for sites that have been impacted by leaking underground storage tanks (LUST), non-fuel related cases known as Spills, Leaks, Investigative Cleanup (SLIC), and other cleanup sites was conducted for the project site and surrounding area. The following table summarizes cleanup sites within a quarter mile of the project activities (localizer critical zone and vernal pool rehabilitation area).

Hazardous Materials Release Sites Within a Quarter Mile of Project Site			
Site Name	Address	Cleanup Status	List
Humphrey Inc.	4217 Ponderosa Avenue, San Diego, CA 92123	Two cases: Closed as of 3/28/2006 and 2/10/1998	LUST
Solar Turbines Inc.	4200 Ruffin Road, San Diego, CA 92123	Two Cases: Closed as of 9/12/2012 and 12/10/1996	LUST
Hawthorne Machinery Co	4200 Kearny Mesa Road, San Diego, CA 92111	Six Cases with Closure dates: 2/16/1998; 7/29/1991; 9/12/1991; 9/19/1991; 2/19/1992; 10/3/1991	LUST
Alturdyne	8050 Armour Street, San Diego, CA 92111	One case closed as of 10/24/1986	LUST
Kyocera America Inc.	8611 Balboa Avenue, San Diego, CA 92116	Two Cases: Closed as of 8/20/1993 and 2/15/1993	LUST
American Pacific Roofing	8060 Armour Street San Diego, CA 92111	One case closed as of 3/5/1997	LUST

The sites listed above are not located in the immediate vicinity of where construction-related activities will be conducted. Additionally, none of the sites listed above are active cleanup cases. Due to the absence of known hazardous material sites in the location of proposed construction activities, potential impacts that would create a significant hazard to the public or environment would be less than significant.

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

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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Less than Significant.** San Diego County Regional Airport Authority (SDCRAA) serves as the Airport Land Use Commission (ALUC) for San Diego County. It has established an Airport Land Use Compatibility Plan (ALUCP) for Montgomery Field. The basic function of an ALUCP is to promote compatibility between airports and the surrounding land uses. The proposed project would result in temporary construction related activities but would not result in changes to overall airport operations or land use at the Montgomery Field Airport nor would it lead to a permanent intensification of the project site. Given that the project includes only post-emergency mitigation to create vernal pool habitat, potential safety hazards for people residing or working in the area would be less than significant.

Construction of the project would not require temporary closure of the airport nor would it result in diversion of aircraft during construction. Construction activities have the potential to interfere with aircraft operating at Montgomery Field through the creation of dust or smoke, which may impair a pilot's vision or views of the airfield, or otherwise obstruct airspace. Standard dust control BMPs (e.g. water spray down) would be utilized to the greatest extent feasible to limit the generation of dust on the project site. Other obstructions to navigable airspace from construction activities are not anticipated given that the equipment that would be used have low profiles, and would not penetrate Montgomery Field's imaginary surfaces (as defined by Federal Aviation Regulation (FAR Part 77: Safe, Efficient Use, and Preservation of the Navigable Airspace)). To avoid safety issues associated with construction activity on an active airfield, the construction contractor will coordinate with airport management to inform them of planned construction activities. Updates will be provided to airport staff on a weekly basis or as needed based on construction phasing. Appropriate information regarding planned construction activity will be posted by airport management in locations accessible to pilots and shared with air traffic control staff. As such, safety hazards to people residing or working in the project area would be less than significant.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

**No Impact.** There are no private airstrips in the vicinity of the project site. There are no impacts resulting from private airstrips.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Less than significant.** Construction activities associated with the project will take place within the Montgomery Airfield boundary and will be limited to a gravel pad/construction staging area north of the vernal pool mitigation site and the mitigation site itself. Although

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trucks and construction vehicles will deliver materials to and transport debris from the project site, all other construction activity would remain localized within the airport property boundary. Due to limitation of construction activities to the Montgomery Airfield and the temporary use of local roadways for movement of construction vehicles and equipment, potential impacts associated with the impairment of or interference with an adopted emergency response or evacuation plan would be less than significant.

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

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**Less than Significant.** According to the San Diego County Multi-Jurisdictional Hazard Mitigation Plan, the project site includes moderate to very high fire hazard level for wildland fire hazards (San Diego County 2010). Montgomery Field is currently served by Fire Station 28 located west of Montgomery Field. Although the project would result in short-term construction activity, it would not introduce new structures to the project site. Therefore, potential impacts associated with exposing people to significant risk of loss, injury or death involving wildland fires would be less than significant.

#### IX. HYDROLOGY AND WATER QUALITY - Would the project:

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

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**Less than Significant impact.** The project would comply with all storm water quality standards during and after construction, and would implement appropriate erosion control BMPs. All standard development projects in the City of San Diego are subject to source control, construction, as specified in the City of San Diego's Stormwater Standards Manual. Implementation of the emergency project eliminated ponding of water in the localizer critical area located northwest of runway 28R and will create vernal pools within a mitigation area northeast of runway 28R. Project activities would not result in significant changes to existing impervious surface area; therefore, increased runoff would not occur as a result of the proposed project.

Unprotected construction sites have potential to discharge sediment and other pollutants into local waterways. All construction project are required to reduce pollution to the maximum extent practicable by implementing best management practices (BMPs). The proposed project activities would result in temporary soil disturbance and without BMPs and regular monitoring of the functionality of BMPs, could result in sedimentation in the event of rain. Additionally, fuels, oils, lubricants and other hazardous substances would be used during construction. If these substances are unmanaged or in the event of accidental spill, they could be released and impact water quality. The project would include implementation

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of source control and erosion control BMPs during construction to prevent sediment and/or hazardous materials from leaving the project site. Erosion control BMPs, such as scheduling construction during the non-rainy season and maintaining existing vegetation would prevent the exposure of soil to water and reduce the threat of erosion during construction. The proposed project would implement sediment control BMPs such as gravel bags and fiber rolls to capture sediment on-site, thereby preventing siltation of waterways.

The City requires a Water Pollution Control Plan (WPCP), a Minor Water Pollution Control Plan (MWPCP) or a Storm Water Pollution Prevention Plan (SWPPP), for all construction projects that have potential for storm water pollution. The City of San Diego will evaluate the adequacy of the owner/contractor's construction site management for storm water pollution prevention, inclusive of BMP implementation.

Given the above considerations, the project would not violate any water quality standards or waste discharge requirements, and impacts would be less than significant.

- 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)?

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**No Impact.** The project does not involve the use of groundwater. Although the project involves grading activity to implement the creation of vernal pools and vernal pool habitat, these activities are not anticipated to exceed a subsurface depth of 42 inches. Additionally, no increase to impervious surfaces would result from the project. Due to no use of groundwater for the project, shallow excavation depth and no increase to impervious surfaces, there would be no impact to groundwater supply.

- 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?

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**Less than Significant Impact.** Ground surface changes on the west end of the airport to remediate ponding water near the localizer critical area was covered under the prior

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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statutory exemptions in 2009 & 2010. Changes to the drainage pattern in this area was necessary to reestablish functionality of the ILS system. Implementation of the project to create vernal pools within an established mitigation area will require grading and ground surface changes. Site drainage would be altered in this area, such that internal drainage to pool basins would occur. This will help to establish and maintain vernal pool habitat. Additionally, temporary use of erosion control measures including straw wattles and silt fencing will be employed as necessary to protect against erosion until vegetation is established. Although the above described project activities will result in localized changes to water flow on site, overall drainage patterns on the Montgomery Field Airport property would be similar to pre-project conditions and impacts would be less than significant.

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

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**Less than Significant Impact.** Refer to IX.c above. The habitat mitigation project has been developed in consultation with the USFWS and will create vernal pools and an appropriate watershed which is designed to allow surface flow internally to the new pools and not overtop; but rather, retain seasonal runoff to support established vernal pool habitat.

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

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**Less than Significant Impact.** The project would not result in an increase or change to impervious surface conditions at the project site. Post project runoff rates would not exceed pre-project conditions. Surface flow from storm run-off would remain within the project vicinity. Potential impacts to Montgomery Field's and the City of San Diego's on- and off-site existing stormwater drainage systems would be less than significant.

- f) Otherwise substantially degrade water quality?

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**Less than Significant Impact.** The habitat mitigation project has been developed in consultation with the USFWS and will create vernal pools and an appropriate watershed which is designed retain seasonal runoff to support established vernal pool habitat. The project in and of itself would not degrade water quality.



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- 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?

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**No Impact.** Implementation of the project does not involve the construction of housing, therefore, there is no impact.

- h) Place within a 100-year flood hazard area, structures that would impede or redirect flood flows?

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**No Impact.** Implementation of the project does not involve any new buildings or structures. The FEMA flood zone maps identify a portion of Montgomery Field Airport (including the project area) as Zone D. Zone D designation applies to areas with possible but undetermined flood hazards. It is applied to areas where analysis of flood hazards has not been conducted. Although flood hazard for this part of Montgomery Field Airport is undetermined, no structures are proposed for the project, therefore no impact related to structures impeding or redirecting flood flows would occur.

#### X. LAND USE AND PLANNING – Would the project:

- a) Physically divide an established community?

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**No Impact.** Implementation of the project would take place entirely within the boundaries of the existing Montgomery Field Airport. The project would not result in the division of an established community. There would be no impact.

- 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?

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**No Impact.** Land use plans and policies applicable to the Montgomery Field Airport include the 1984 Montgomery Field Airport Master Plan, Montgomery Field Airport Land Use Consistency Plan, the City of San Diego General Plan, and the Kearny Mesa Community Plan.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Emergency actions in 2009 and 2010 resulted in the construction of a permanent antenna in 2011 with improved function due to elimination of standing water within the localizer critical area which was necessary to improve the ILS guidance for landing aircraft under unsafe conditions or during IFR operations. As a result, mitigation for impacts to vernal pools is required. Vernal pools and vernal pool habitat will be created within the City's MHPA on the northeast side of Montgomery Field.

The mitigation area site selection was based on consultation with resource agencies and considered the likelihood of potential future airport expansions. Mitigation site location was based on site characteristics that would support vernal pool habitat and lower likelihood of future airport expansion within the mitigation area. The resulting post-project conditions would not be inconsistent or otherwise alter the function and purpose of the Montgomery Field Airport as envisioned in the Montgomery Field Airport Master Plan, the City's General Plan or the Kearny Mesa Community Plan. Additionally, as discussed in Section VIII, the project would not be inconsistent with the ALUCP for Montgomery Field. The project would not add new structures or otherwise intensify utilization of the project site beyond the temporary construction period. The proposed project would be consistent with the compatibility guidelines of the Montgomery Field ALUCP.

The proposed project would be consistent with the City of San Diego Land Development Code (LDC) Environmentally Sensitive Lands (ESL) and Storm Water Standards. Although impacts to vernal pool habitat and sensitive species would occur, incorporated mitigation that includes creation of vernal pools, introduction of target species and erosion control BMPs would ensure consistency with all applicable local, state and federal standards and regulations.

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

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**Less than Significant with Mitigation Incorporated.** The project site is located within the City's MSCP Subarea Plan and MHPA and would be subject to the terms and conditions of the MSCP and associated regulations. The MSCP is a regional plan that seeks to ensure the long-term survival of sensitive plant and animal species and protects the native vegetation found throughout the City. The City has also prepared a draft Vernal Pool Habitat Conservation Plan (VPHCP) which is intended to provide long-term protection and conservation of established vernal pool complexes within the City's jurisdictional boundaries, including Montgomery Field. Implementation of the mitigation measures included in Section V of the MND would ensure that the project would not be in conflict with the terms, conditions, and provision of the MSCP or with the draft VPHCP; and therefore, impacts would be less than significant.

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

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

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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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the residents of the state?

**Less than Significant Impact.** The City of San Diego General Plan Program Environmental Impact Report includes designated Mineral Resource Zones that meet the California Mining and Geology Board's standards for mineral resources in the region (City of San Diego 2007a). The project site and surrounding area are classified as MRZ-3 – areas containing mineral deposits, the significance of which cannot be evaluated from available data (Ibid). Implementation of the project would not result in any loss of a known mineral resource of value to the region or residents of the state; this impact would be less than significant.

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

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**Less than Significant Impact.** As mentioned in Section XI(a), mineral resources are mapped either on the project site or near the project site, but their classification as MRZ-3 indicates that the significance of their deposits cannot be evaluated from available data. The project would not result in any loss of a known mineral resource of value to the region or residents of the state; this impact would be less than significant.

## XII. NOISE – Would the project result in:

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

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**Less than Significant Impact.** Montgomery Field Airport is surrounding by a variety of land uses which include industrial, commercial and institutional uses to the north and east, State Route 163 to the west and institutional, residential and mixed uses to the south. The closest sensitive receptors are located to the south approximately one-half mile from the mitigation area (2,480 feet). Excavation activity, at 89 dBA Leq at 50 feet (U.S. EPA, 1971), would likely be the loudest phase of project construction. At 0.5 mile away, assuming an attenuation of 7.5 dBA per doubling distance, the nearest residences would be exposed to 47 dBA Leq from project construction activities. Construction noise at these levels would not exceed the General Plan or CEQA Significance Thresholds and therefore would not be considered significant. Other sensitive receptors located further away from construction would be exposed to construction noise at incrementally lower levels. It should also be noted that the project site is within an active airport adjacent to a freeway (west) and two major roadways (west and south). Existing ambient traffic-noise conditions exist which could mask temporary construction-related noise occurring on the northeast side of the airport property and there would be no long-term sources of noise associated with the project. Therefore, the

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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project would not conflict with the noise standards in the City General Plan or Noise Abatement and Control Ordinance and the potential for the project to result in increased noise exposure of sensitive receptors would therefore be considered less than significant.

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

**No Impact.** The project would not include construction activities that would result in substantial levels of ground borne vibration or noise, such as blasting or pile driving. As such, and based on the substantial distance to the nearest sensitive receptors, the project would not result in people being exposed to excessive ground borne vibration and ground borne noise. No impact would occur.

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| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

**No impact.** As discussed for criterion XII(a), there would be no long-term, permanent sources of noise associated with the project. No impact would occur.

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

**Less than Significant Impact.** As discussed in Section XII(a), the project would result in short-term, temporary noise during construction activities. However, this impact would be less than significant.

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| e) For a project located within an airport land use plan, or, where such a plan has not been adopted, within two 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
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**Less than Significant Impact.** The project consists of ground surface changes to establish vernal pools within the City's MHPA on airport land. Construction contractors would be required to comply with all applicable OSHA noise standards to protect workers' hearing. The project would not expose residents in the area or workers at the Montgomery Field Airport to excessive noise levels.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

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**No Impact.** The project would not be in the vicinity of a private airstrip. 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)?

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**Less than Significant Impact.** The zoning for surrounding areas near Montgomery Field Airport includes industrial, commercial and residential land uses. No new development – residential, commercial, or otherwise – would result from implementation of the proposed project. Although the project would generate temporary, construction-related jobs, the labor would be locally sourced and would not cause any migrations for employment. The project would not induce substantial population growth, thus the impact would be less than significant.

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

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**No Impact.** The project would not displace any developments, housing or otherwise, as all construction-related activities would be contained within the boundaries of Montgomery Field. No displacement of housing would occur, therefore, there would be no impact.

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

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**No Impact.** The project would similarly not displace any people, as all work would be contained on-site and would not affect any households or populations in the vicinity of Montgomery Field. No displacement of people would occur, thus, there is no impact.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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#### 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 ☐ ☐ ☐ ☒

**No Impact.** Fire Station 28 of the San Diego Fire-Rescue Department (SDFD) is located at 3880 Kearny Villa Road near the western edge of the airport boundary. All construction activities associated with the project would occur on-site. The project would not, therefore, result in direct adverse physical impacts to the fire station or its capabilities. Implementation of the project would not increase the use of Montgomery Field or otherwise increase the population surrounding the project site served by Station 28. No new fire protection facilities would be required as a result of the project. Given that all construction activity will occur within the boundaries of Montgomery Field (with the exception of occasional delivery of materials and hauling debris from the project site) and will not affect surrounding roadways, fire protection service and response times will not be affected. Thus, there is no impact.

ii) Police Protection ☐ ☐ ☐ ☒

**No Impact.** The Kearny Mesa Neighborhood is served by the Eastern Division of the San Diego Police Department (San Diego Police Department, 2016) located at 9225 Aero Drive about a mile east of the airport offices. The Eastern Division serves 155,892 people and encompasses 47.1 square miles (San Diego Police Department, 2016). All construction activity will take place within the Montgomery Field Airport boundary and would not result in any direct, adverse physical impacts to the Eastern District or its capabilities. The project would not generate population growth or create new development that would require expanded police protection services. Given that all construction activity will occur within the boundaries of Montgomery Field (with the exception of occasional delivery of materials and hauling debris from the project site) and will not affect surrounding roadways, police protection service and response times will not be affected. Thus, there is no impact.

iii) Schools ☐ ☐ ☐ ☒

**No Impact.** The Kearny Mesa neighborhood is served by the San Diego Unified School District for elementary, middle and high schools (San Diego Unified School District, 2016). Schools near the project site are located south of the Montgomery Field Airport. The two closest schools near the airport are Angier Elementary and Wegeforth Elementary. Construction-related activities (other than occasional delivery of materials and hauling debris from the project site) would not result in any direct, adverse physical impacts to local schools. The project would not result in population growth that would require the expansion of existing schools or the construction of new ones. Thus, there is no impact.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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v) Parks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**No Impact.** Parks near the Montgomery Field Airport include Cabrillo Heights Park and Serra Mesa Community Park and Recreation Center. Construction-related activities (other than occasional delivery of materials and hauling debris from the project site) would not result in any direct, adverse physical impacts to parks near the airport or project site. The project would not induce substantial population growth in the vicinity of the project site, therefore the expansion of existing parks or the construction of new ones would not be required. Thus, there is no impact.

vi) Other public facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**No Impact.** The project would not induce growth or impact existing public facilities other than to establish vernal pools within the mitigation area (MHPA) as a result of direct impacts from emergency activities in 2009 & 2010. The project would not contribute to increased demand for public services. Therefore the project would have no impact on the need for future public facilities. No impact 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"/>
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**No Impact:** The closest public park to the project site is Serra Mesa Community Park and Recreation Center. The project is entirely within the boundaries of Montgomery Field Airport (with the exception of occasional delivery of materials and hauling debris from the project site) and would not increase the use of existing neighborhood or regional parks and recreational facilities. As such, the project would not increase usage of Serra Mesa Community Park and Recreation Center or any other nearby recreational resources so as to cause any physical deterioration. Thus, there is no impact.

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"/>
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**No Impact.** As previously mentioned in Section XV(a), the project would not increase the use of the neighboring recreational resources. Furthermore, the project would not require the expansion of existing facilities or the construction of new ones. There is no impact.

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

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

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**Less than Significant Impact.** Primary roadways serving Montgomery Field Airport include Aero Drive to the south, Kearny Villa Road to the west, Balboa Avenue to the north, and Ruffin Road to the east. Regional access to the project area is provided via State Route 163 and State Route 805. Implementation of the project would result in construction-related vehicles and equipment accessing Montgomery Field Airport on a daily basis (weekends excluded) for approximately 6 months. During this timeframe, anywhere from 4 to 5 construction workers would be traveling to and from the project site, depending on the project phase. Equipment and vehicles needed for multiple days may also be kept on-site in the construction staging area, additional vehicle trips on local roadways. Following completion of construction of the proposed project, vehicle trips on local roadways would be returned to pre-construction conditions. Given the low number of workers anticipated for construction of the project, as well as the temporary nature of construction activities, impacts to applicable plans, ordinances, or policies establishing level of service standards for roadways in the vicinity of the project site would be less than significant.

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

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**Less than Significant Impact.** See response to Section XVI(a).



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

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**No Impact.** Implementation of mitigation for direct impacts to vernal pools resulting from emergency actions to construct a permanent antenna after severe winter rains in in 2009 & 2010 to improve the ILS at Montgomery Field would not result in any runway or airport closures. Since there would be no closure, temporary or otherwise attributed to the project, overall changes to the standard air traffic pattern would not occur and no related substantial safety risks would occur. There would be no impact.

- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

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**No Impact.** Emergency actions to construct a permanent antenna after severe winter rains in in 2009 & 2010 were necessary to improve the ILS at Montgomery Field which resulted in direct impacts to vernal pools. The prior emergency actions eliminated a potentially hazardous condition and now allows the Airport to continue to meet applicable standards set forth by the City of San Diego and the Federal Aviation Administration. The project involves a habitat mitigation plan which was developed in consultation with the USFWS & the FAA and would not substantially increase hazards related to design features included in the project necessary to create vernal pools, mima mounds and restoration of upland habitat.

- e) Result in inadequate emergency access?

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**No Impact.** The project would be contained entirely within the boundaries of Montgomery Field Airport and would not interfere with emergency access to Montgomery Field or critical areas (e.g. runways or parking aprons) on the airfield itself. Work within the airport for the project during the construction phase would not limit accessibility to any part of the airport. Following completion of the project, access to the airfield would be the same as pre-project conditions. There would be no impact.

- 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?

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**No Impact.** All project activities would occur on Airport property and would not involve

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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public transit, bicycle or pedestrian facilities. There would be no impact.

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

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

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**No Impact.** Implementation of the project would not result in increased generation of waste water at the project site. There would be no impact.

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

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**No Impact.** The project does not involve the construction or use of facilities that require water or waste water connections. Therefore, the expansion of existing water and waste water facilities or the construction of new facilities is not required. There would be no impact.

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

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**No Impact.** Construction of the project would not create additional impervious surfaces beyond what currently exists. There would be no project impact associated with expansion of existing storm water facilities or the construction of new facilities.

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

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**No Impact.** The project does not involve the construction of new facilities that would increase water usage at the project site. Rehabilitation or replacement of existing paved areas at Montgomery Field would not require new or expanded entitlements from the airport's water supplier; therefore, there would be no impact.

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

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**No Impact.** Implementation of the proposed project would not result in the increased generation of waste water at the project site. Given that post-project waste water generation will be the same as pre-project conditions, implementation of the project would not impact the current capacity of the waste water treatment facility serving the project site. There would be no impact.

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

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**Less than Significant Impact.** West Miramar Sanitary Landfill is the nearest solid waste facility to the project site and is located at 5180 Convoy Street, approximately two miles from the project location. The West Miramar Sanitary Landfill has a permitted throughput of 8,000 tons per day and maximum permitted capacity of 87,760 cubic yards. As of February 24, 2016, West Miramar Sanitary Landfill had a remaining capacity of 15,527,878 cubic yards (Cal Recycle 2016).

Implementation of the project is anticipated to generate minimal debris because the majority of earthen material disturbed for the project will be re-used at the project site. The creation of vernal pools will include establishment of internal drainage with shallow ponding areas and mima mounds to direct runoff to vernal pool sites. This topographic variation will necessitate retention of earthen material on the project site. Removal of debris would be limited to isolated trash and debris should any be found within the mitigation area project site and to the mulch that was hauled away from the localizer critical area following screening of this material for fairy shrimp cysts.

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

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**No Impact.** Any solid waste generated during construction related activities would be recycled or disposed of in accordance with all applicable local, state and federal regulations. (Also see Section XVII(f)). There would be no impact.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XVIII. MANDATORY FINDINGS OF SIGNIFICANCE –

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

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**Less than Significant with Mitigation Incorporated.** The purpose of the project is to create vernal pools in the City's MHPA within the airport boundaries as mitigation for direct, unavoidable impacts to vernal pools during emergency construction activities associated with severe winter rains in 2009 & 2010. Emergency actions were necessary to repair and eventually reconstruct a new, permanent antenna to reestablish the ILS system for aircraft approaching and landing on Runway 28R. The ILS and localizer are critical systems necessary when aircraft are using IFR during poor weather conditions. Implementation of the habitat mitigation plan will establish new vernal pools, reintroduce San Diego fairy shrimp, and other vernal pool plant species, create mima mounds and restore upland habitat in the mitigation area (within the City's MHPA). As discussed in Section IV(a), impacts biological resources already occurred in 2009 & 2010 during emergency activities; implementation of the mitigation plan included in Section V of the MND would reintroduce and ultimately conserve San Diego fairy shrimp in a new area within the City's MHPA and therefore, impacts would be reduced to less than significant.

The project site was surveyed several times over the course of project submittal for the mitigation site and during the Section 7 consultation process. No resources were identified within the proposed mitigation area and none are expected to be impacted with implementation of the mitigation program. Therefore, no mitigation or monitoring was required.

- 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

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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
effects of past projects, the effects of other current projects, and the effects of probable futures projects)?				

**Less than Significant Impact.** Implementation of the project primarily affects areas within the boundaries of Montgomery Field (the localizer critical area, mitigation area and temporary construction staging area on existing gravel north of the mitigation area). Other impacts associated with the project, including emissions, noise and traffic generated by construction activities would be temporary, largely localized to the project site itself and less than significant. Given the temporary nature of the project in both its implementation and impacts, any contribution it would have to a cumulatively considerable impact on the environment is considered less than significant. However, the direct and unavoidable impacts to vernal pools which occurred during emergency activities in 2009 & 2010 would be considered cumulatively significant and required consultation with the USFWS under Section 7 of the Federal Endangered Species Act. The mitigation plan was developed during the Section 7 consultation process and will allow the City to reintroduce the San Diego Fairy Shrimp into new pools within the City's MHPA. This area is also included in the draft VPHCP and will be conserved under the Plan. Although this impact is cumulatively significant, implementation of the mitigation plan which includes maintenance and management requirements, in conjunction with the long-term conservation provided under the draft VPHCP, would reduce the impact to below a level of significance.

- c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?
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| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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**Less than Significant Impact.** Implementation of the proposed project would have less than significant effects on resource areas such as air quality, noise and traffic. Any impacts associated with these and other issues that may adversely affect humans would be minimal and temporary in duration. Furthermore, emergency activities in 2009 and 2010 to elimination of ponding within the localizer critical area, and constriction of a permanent antenna for the ILS improved the safety of the air travelling public utilizing Montgomery Field. Therefore, potential adverse effects on human beings as a result of the project would be less than significant.

## INITIAL STUDY CHECKLIST

### REFERENCES

#### I. Aesthetics / Neighborhood Character

- ☒ City of San Diego General Plan.
- ☒ Community Plans:
- ☐ Local Coastal Plan.
- ☒ Site Specific Report: Caltrans, 2016. "California Scenic Highway Mapping System: San Diego County," *Caltrans website*, accessible at [http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/index.htm](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm)

#### 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:

#### 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

- X City of San Diego Land Development Code Biology Guidelines
- X Site Specific Report: *Montgomery Field Localizer Project Biological Technical Report* (September 27, 2010 RECON), Revised November 25, 2015 (Merkel & Associates).
- X Site Specific Report: *Montgomery Field Localizer Project Mitigation* (May 7, 2010 RECON), Revised November 25, 2015 (Merkel & Associates).

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

- X City of San Diego Historical Resources Guidelines
- X City of San Diego Archaeology Library
- \_\_\_ Historical Resources Board List
- \_\_\_ Community Historical Survey:
- X Site Specific Research: CHRIS record search (2009, 2015, updated 2016) and field surveys performed by qualified City staff (2012, 2015).

**VI. Geology/Soils**

- X City of San Diego Seismic Safety Study
- \_\_\_ U.S. Department of Agriculture Soil Survey - San Diego Area, California, Part I and II, December 1973 and Part III, 1975
- X Krazan & Associates, 2008. Geotechnical Engineering Investigation, Brown Field International Business Park Development, San Diego, CA. September 30, 2008.
- X Krazan & Associates, 2010. Change of Geotechnical Engineer of Record and Addendum Geotechnical Report, Metropolitan Airpark, San Diego, CA. November 17, 2010.
- \_\_\_ Site Specific Report:

**VII. Greenhouse Gas Emissions**

- \_\_\_ Site Specific Report:

**VIII. Hazards and Hazardous Materials**

- X San Diego County Hazardous Materials Environmental Assessment Listing
- X San Diego County Multi-jurisdictional Hazard Mitigation Plan
- \_\_\_ FAA Determination

\_\_\_\_\_ State Assessment and Mitigation, Unauthorized Release Listing, Public Use Authorized

  X   Airport Land Use Compatibility Plan

\_\_\_\_\_ Site Specific Report:

**IX. Hydrology/Water Quality**

\_\_\_\_\_ Flood Insurance Rate Map (FIRM)

  X   Federal Emergency Management Agency (FEMA), National Flood Insurance Program-Flood Boundary and Floodway Map

\_\_\_\_\_ Clean Water Act Section 303(b) list, [http://www.swrcb.ca.gov/tmdl/303d\\_lists.html](http://www.swrcb.ca.gov/tmdl/303d_lists.html)

\_\_\_\_\_ Site Specific Report:

**X. Land Use and Planning**

  X   City of San Diego General Plan

  X   Community Plan

  X   Airport Land Use Compatibility Plan

  X   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**

  X   City of San Diego General Plan

\_\_\_\_\_ Community Plan

\_\_\_\_\_ San Diego International Airport - Lindbergh Field CNEL Maps



- \_\_\_ Brown Field Airport Master Plan CNEI Maps
- \_\_\_ Montgomery Field CNEI Maps
- \_\_\_ San Diego Association of Governments - San Diego Regional Average Weekday Traffic Volumes
- \_\_\_ San Diego Metropolitan Area Average Weekday Traffic Volume Maps, SANDAG
- X U.S. Environmental Protection Agency, *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances*, 1971
- \_\_\_ Site Specific Report:

### **XIII. Paleontological Resources**

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

### **XIV. Population / Housing**

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

### **XV. Public Services**

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

**XVI. Recreational Resources**

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

**XVII. Transportation / Circulation**

- \_\_\_ City of San Diego General Plan
- \_\_\_ Community Plan
- \_\_\_ San Diego Metropolitan Area Average Weekday Traffic Volume Maps, SANDAG
- \_\_\_ San Diego Region Weekday Traffic Volumes, SANDAG
- \_\_\_ Site Specific Report:

**XVIII. Utilities**

- \_\_\_ Site Specific Report:

**XIX. Water Conservation**

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