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October 1, 2022

ADDENDUM TO THE PREVIOUSLY CERTIFIED ENVIRONMENTAL IMPACT REPORT FOR Sweetwater Regional Park Master Plan (Log No. 87-18-11)

FOR PURPOSES OF UPDATING FOR Sweetwater Bike Park Restroom & Parking Project

CEQA Section 15164 applies to the Sweetwater Regional Park Master Plan EIR. CEQA Section 15164 allows an addendum to a previously certified or adopted environmental document to be prepared when only minor technical changes or changes that would not result in new significant impacts are proposed in a project. The Sweetwater Regional Park Master Plan EIR is hereby amended by this addendum pursuant to CEQA Guidelines Section 15164.

Location: Sweetwater Regional Park is a 500-acre County of San Diego owned and managed park located along the Sweetwater River from the Sweetwater Reservoir west to Interstate 805 in southern San Diego County. The Sweetwater Bike Park Restroom and Parking project (project) site is located in the northeast portion of the Sweetwater Regional Park, in the unincorporated community of Bonita.

Background:

On April 16, 1987 the County submitted a Major Use Permit (MUP P87-026) for the development and operation of a new regional park - the Sweetwater Regional Park and Master Plan. Upon submittal of the MUP it was determined that an EIR was required before the MUP could be approved. On March 17, 1989 the Draft EIR was filed by the County and the public comment period was opened from March 23 to May 12, 1989. The County Planning and Environmental Review Board reviewed the Draft EIR along with comments received from the public and various agencies and certified the Final EIR on July 10, 1989 (Log No. 87-18-11).

The Final EIR analyzed the development and operation of twelve (12) of the twenty (20) Major Use Areas (MUAs) identified in the Master Plan (Attachment 2). The twelve (12) MUAs addressed in the EIR were Areas 4-7, 8, 10, 13, 14, and 17-20. The other eight MUAs not included in the Final EIR were omitted for the following reasons: Areas 1 and



2 had been sold and were no longer part of the proposed County park. Areas 3, 9, 11, and 12 were separate, small parcels which were to be sold and, therefore, were not included in the analysis. Areas 15 and 16 had been transferred to the City of Chula Vista and were no longer part of the County park.

The twelve (12) MUAs were intended for a multitude of existing, short-term and long-term land uses. A Land Use Matrix was developed in the Master Plan to indicate whether a land use is existing, short-term proposed, long-term potential or a combination of these categories (see embedded table in Attachment B2). The EIR was divided into chapters corresponding to the MUAs and discussed the proposed land uses outlined in the Land Use Matrix and environmental considerations for each. Environmental technical studies and site plans were completed for Areas 6, 10, 14 and 20. Implementation of the Master Plan in MUA 20 (the subject of this Addendum) was found to have significant but mitigable impacts to biological resources, traffic, noise, public services, visual resources, and water quality. To mitigate said impacts, site plans in MUA 20 were subject to approval by MUP P87-025.

The Sweetwater Regional Park Master Plan EIR was prepared before detailed park planning was complete. This programmatic approach was deliberately done so that environmentally sensitive areas could be located and identified, then in final planning, recreational uses could be assigned to locations in the park where they were least likely to adversely impact sensitive resources.

An addendum to the Final EIR was prepared on June 18, 2020, for the South County Bicycle Skills Course and All-way Stop Project. It was determined that the project was consistent with the EIR and MUP as it relates to mitigation and conditions prescribed for Area 20 (i.e., Conditions HH – LL of the Major Use Permit address impacts to biological resources, public services, traffic, noise, visual resources, and water quality) because it was determined that the project would have no impact or less than significant impacts on the environmental factors and the mitigation measures/Major Use Permit conditions are not required or applicable.

Updates to the EIR:

The proposed project will replace temporary restroom facilities with a permanent restroom within the existing bicycle skills park, install associated utility connections and create a designated parking area to replace informal parking near the bike park. The project also includes execution of a lease agreement between the County of San Diego Department of Parks and Recreation (DPR) and the San Diego County Water Authority (SDCWA) for the new parking area. The restroom will be a 185 ft² prefabricated restroom building with two Americans with Disabilities Act compliant restrooms and a storage space between the restrooms within the southeastern portion of the existing bike park. Other project features include construction of a concrete pad for the restroom, a drinking fountain and bottle filler, located on the restroom building and utility connections associated with the restroom. The restroom will sit on an approximately 15' x 35' concrete slab constructed on an approximately 20' x 40' pad. A short wall, no higher than 2 feet, will be constructed

on the backside of the restroom to ensure consistent width access to the storage area by staff. Minor grading will be required for construction on the pad and concrete slab.

Utility connections will consist of connection to water and sewer lines located in San Miguel Road. The water service will consist of a 2" pipe, 2" backflow prevention device and new water meter connected to an existing water line in San Miguel Road. Water service will be provided by the Sweetwater Authority. Sewer service will consist of a 4" pipe connected to an existing sewer line in San Miguel Road. Sewer service will be provided by the San Diego County Sanitation District. Electric service will consist of a new electrical pedestal located adjacent to an existing utility pole located near the intersection of San Miguel Road and Dairy Road. Conduit will connect the pedestal to the restroom. Electric service will be provided by SDG&E. Trenching will be required for installation of water and sewer pipes and well as electrical conduit and installation of the electric service pedestal.

The parking area will be approximately 20,600 ft² and will accommodate approximately 56 vehicles. It is located directly east of the existing bike park on a property owned by the SDCWA. The surface will be Class II road base. Lodge pole fencing will be installed on the north, south and east sides of the parking area. Ingress and egress will be from the western side of the parking area. Boulders will be placed strategically to delineate parking areas from the ingress and egress lanes. Minor grading will be required for clearing and grubbing of the parking area in preparation for and installation of the road base. The parking area is just outside of the boundary of the Sweetwater Regional Park Master Plan EIR. Because the parking area is appurtenant to the existing bicycle skills park, which is inside of the master planning area, the parking area is being reviewed in light of the existing Final EIR for the Master Plan.

The project is not anticipated to result in a significant change in visitorship and is intended to replace temporary facilities with permanent facilities.

The current project was reviewed and analyzed in light of the Final EIR and subsequent addendum for the South County Bicycle Skills Course and All-way Stop Project. The results of this analysis are addressed in the Environmental Review Update Checklist Form and Findings in accordance with CEQA Guidelines Section 15162. Site-specific studies were conducted as part of the South County Bicycle Skills Course and All-way Stop Project in 2017 and 2018 to ensure that the project site is still in line with the conditions in the Final EIR. These studies have been reviewed and it has been determined that they still reflect conditions at the project site. As described in the Findings, development of the project would not involve substantial changes in the magnitude of impacts identified in the Final EIR and would not create new potentially significant impacts that would require mitigation. The Findings also concluded that there are no substantial changes in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous EIR due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3).

The mitigation measures in the EIR required adherence to specific conditions in MUP P87-025; each is listed below. The project is consistent with the EIR and MUP as it relates to mitigation and conditions prescribed for Area 20 (i.e., Conditions HH – LL of the Major Use Permit address impacts to biological resources, public services, traffic, noise, visual resources, and water quality) because (as described below and in the Environmental Review Update Checklist) the project will have no impact or less than significant impacts on the aforementioned environmental factors and the mitigation measures/Major Use Permit conditions are not required or applicable. The following substantiates this finding that the mitigation measures and MUP conditions are not applicable based on the lack of significant impacts to the resources listed above:

Biological Resources:

EIR Mitigation Measure – Impacts to biological resources are to be mitigated by approval of a site development plan for all future long-term potential uses as required under Condition HH of the MUP.

MUP Condition HH - Prior to obtaining any approval of a site development plan or any permit pursuant to this Major Use Permit and prior to commencement of construction or use of the property in reliance on this Major Use Permit for all future long-term potential uses not shown on the site development plan such as expansion of campgrounds and active sports on Sweetwater Union High School District Land, or campground realignment due to State Route 125 (SR-125) freeway, the applicant shall submit to the Department of Planning and Land Use for review and approval a site development plan for Area 20.

Project Findings – Development of the project in the non-restrictive use area of MUA 20 would not involve substantial changes in the magnitude of impacts identified in the Sweetwater Regional Park EIR (Log No. 87-18-11) and would not create new potentially significant impacts that would require mitigation. No species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by CDFW or USFWS were observed onsite during surveys conducted in May and June 2017. Nesting bird species protected by the federal Migratory Bird Treaty Act [MBTA] and California Fish and Game Code have the potential to occur onsite; however, the County will avoid ground disturbing activities during the bird breeding season to keep the project in compliance with state and federal regulations regarding nesting birds. The bird breeding season is defined as January 15 to September 1. If ground disturbing activities cannot be avoided during this time period, a nesting bird survey would be conducted no more than 72 hours prior to ground disturbing activities by a qualified avian biologist through the entirety of the project site, as well as a 500-foot buffer inspecting for raptors, and a 300-foot buffer inspecting for other nesting birds. This is necessary to definitively ascertain whether raptors or other migratory birds are actively nesting in the project site, or in a vicinity which could be indirectly impacted by work activities (i.e., through noise or visual disturbances). If the survey results are positive, the location of active raptor or migratory bird nests will be mapped by a qualified avian biologist. All construction activities in close proximity to active nests will be delayed or otherwise modified as necessary to prevent nest failure (e.g., nest abandonment). Nesting raptors will be

afforded a 500-foot no-disturbance buffer; nesting special-status birds will be afforded a 200-300 foot buffer; and common birds protected by the MBTA and Fish and Game Code will be afforded a 50-100 foot buffer. Buffers may be adjusted based on the observations by the avian biologist of responses of the nesting birds to human activity.

The project will not have a substantial adverse effect on any riparian habitat or other sensitive natural community because the site is disturbed. No significant impacts will occur to wetlands or waters of the U.S. as defined by Section 404 of the Clean Water Act and under the jurisdiction of the Army Corps of Engineers.

The project will not interfere with the movement of any native resident or migratory fish or wildlife species because it is an inset parcel completely surrounded by development. The project is outside the boundaries of the County's Multiple Species Conservation Program (MSCP). The project will not conflict with the provisions of the MSCP or any other adopted Habitat Conservation Plan, Natural Communities Conservation Plan, other approved local, regional or state habitat conservation plan or any other local policies or ordinances that protect biological resources. Impacts to biological resources will be less than significant and no mitigation is required. To that end, implementation of MUP condition HH is not required because the project does not pose a threat to biological resources. Review and approval of a site plan is not necessary to ensure impacts are avoided or properly mitigated.

Cultural Resources:

EIR Mitigation Measure – Prior to project initiation, surface artifacts should be plotted on a 200-scale map and collected. A radial posthole series will be conducted to determine the potential for a subsurface component. If a subsurface component exists, three 2 x 1-meter units will be excavated to sterile soil, and a report of the above actions will be prepared by a qualified archaeologist.

MUP Condition(s) – None

Project Findings – Development of the project would not involve substantial changes in the magnitude of impacts identified in the Sweetwater Regional Park EIR (Log No. 87-18-11) and subsequent Addendum for the *South County Bicycle Skills Course and All-way Stop Project*. The project site does not contain a historical resource, unique paleontological resource or site, or unique geologic feature. Per the cultural resources section of the certified EIR, it was determined that the project area proposed for the restroom and designated parking area are mapped as part of a larger cultural site (CA-SDI-5695). The portion of CA-SDI-5695 that falls within the proposed project area has been described as a "light, diffuse artifact scatter." As part of the *South County Bicycle Skills Course and All-way Stop Project*, cultural resources testing was conducted by AECOM (under the supervision of a Native American monitor provided by Linton of Red Tail Monitoring & Research, Inc.) within the previously documented portion of site CA-SDI-5695 that overlaps the proposed restroom site in March 2018. The surface examination and subsurface testing in support of the proposed project yielded only two

small fragments of marine shell. While it is likely that some additional cultural materials are present, it appears that the portion of CA-SDI-5695 within the previously surveyed portion of the project area is extremely sparse and does not present sufficient informational or other values to be eligible for the California Register of Historical Resources. As required by the previously certified EIR, the proposed parking area will be surveyed for cultural resources and site test pits will be conducted prior to project implementation. There is no evidence to suggest the presence of human remains; however, a monitor will be onsite during initial ground disturbance.

Public Services:

EIR Mitigation Measure – Impacts to public services are to be mitigated by annexation to the Spring Valley Sanitation District and Bonita Sunnyside Fire District as required under Conditions JJ1 and JJ2 respectively.

MUP Conditions JJ1 and JJ2 - Prior to obtaining any approval of a site development plan or any permit pursuant to this Major Use Permit, and prior to commencement of construction or use of the property in reliance on this Major Use Permit related to all campgrounds, picnic areas, play areas, local park uses, equestrian uses, Activity Building and residences in Area 20, the applicant shall:

1. Annex to the Spring Valley Sanitation District.
2. Annex to the Bonita Sunnyside Fire District.

Project Findings – Development of the project would not involve substantial changes in the magnitude of impacts identified in the Sweetwater Regional Park EIR (Log No. 87-18-11) and would not create new potentially significant impacts that would require mitigation.

The project involves the replacement of temporary restroom facilities with a permanent restroom building and construction of a designated parking area to replace informal parking at the bicycle skills park; however, its construction is not necessary to maintain acceptable service ratios, response times or other performance service ratios or objectives for any public services. Therefore, the project will not have an adverse physical effect on the environment because the project does not require new or significantly altered services or facilities to be constructed. Impacts to public services will be less than significant and no mitigation is required.

Furthermore, the project lies within the Bonita-Sunnyside Fire Protection District and San Diego County Sanitation District. Annexation to these districts is not necessary. Therefore, MUP conditions JJ1 and JJ2 are not applicable to the project.

Traffic:

EIR Mitigation Measure – Traffic impacts are to be mitigated by widening San Miguel Road to the satisfaction of the Department of Public Works as required under Condition JJ3.

MUP Condition JJ3 – Prior to obtaining any approval of a site development plan or any permit pursuant to this Major Use Permit, and prior to commencement of construction or use of the property in reliance on this Major Use Permit related to all campgrounds, picnic areas, play areas, local park uses, equestrian uses, Activity Building and residences in Area 20, the applicant shall:

1. Submit improvement plans for the widening of San Miguel Road to the satisfaction of the Department of Public Works.

Project Findings – Development of the project would not involve substantial changes in the magnitude of impacts identified in the Sweetwater Regional Park EIR (Log No. 87-18-11) or the subsequent addendum for the *South County Bicycle Skills Course and All-way Stop Project* and would not create new potentially significant impacts that would require mitigation.

The project is the replacement of temporary restroom facilities with a permanent restroom and creation of a designated parking area for the existing facility. The project in and of itself will not generate a significant number of new trips. The improvements proposed by the project will enhance the user experience for existing users and would not result in a substantial increase in the number of vehicle trips, volume of capacity ratio on roads, or congestion at intersections in relation to existing conditions. In addition, the project would not conflict with policies related to non-motorized travel such as mass transit, pedestrian, or bicycle facilities. Therefore, the project would not conflict with any policies establishing measures of the effectiveness for the performance of the circulation system and no mitigation is required.

The designated congestion management agency for the San Diego region is SANDAG. SANDAG is responsible for preparing the Regional Transportation Plan (RTP) of which the Congestion Management Program (CMP) is an element to monitor transportation system performance, develop programs to address near- and long-term congestion, and better integrate land use and transportation planning decisions. The CMP includes a requirement for enhanced CEQA review applicable to certain large developments that generate an equivalent of 2,400 or more average daily trips (ADTs) or 200 or more peak hour vehicle trips. These large projects must complete a traffic analysis that identifies the project's impacts on CMP system roadways, their associated costs, and identify appropriate mitigation. Early project coordination with affected public agencies, the Metropolitan Transit System (MTS) and the North County Transit District (NCTD) is required to ensure that the impacts of new development on CMP transit performance measures are identified.

The proposed project will not exceed the 2,400 trips (or 200 peak hour trips) required for study under the region's CMP. Additionally, the project does not propose a new primary use. The project seeks to replace temporary restrooms and informal parking with a permanent restroom and designated parking area. The replacement parking and restrooms will not result in an increase in ADTs on a daily basis. Therefore, the project

will not conflict with travel demand measures or other standards of the congestion management agency.

The proposed project is located outside of an Airport Influence Area and is not located within two miles of a public or public use airport; therefore, the project will not result in a change in air traffic patterns.

The proposed project will not alter roadway geometry on San Miguel Road, as the project does not propose road improvements. The proposed project will not place incompatible uses (e.g., farm equipment) on existing roadways. Therefore, the proposed project will not significantly increase hazards due to design features or incompatible uses.

The proposed project will not result in inadequate emergency access. The project is not served by a dead-end road that exceeds the maximum cumulative length permitted by the San Diego County Consolidated Fire Code, therefore, the project has adequate emergency access. Additionally, roads used to access the proposed project site are up to County standards. Furthermore, the project will not alter existing emergency access.

Project implementation will not result in the construction of any road improvements or new road design features that would interfere with the provision of public transit, bicycle or pedestrian facilities. In addition, the project does not generate sufficient travel demand to increase demand for transit, pedestrian or bicycle facilities. Therefore, the project will not conflict with policies, plans, or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Traffic impacts will be less than significant, and no mitigation is required. The project would not generate enough traffic to require widening of San Miguel Road. Furthermore, San Miguel Road is currently lined with development (i.e., residences, a school, ballfields, etc.) and widening of the road is infeasible. For these reasons, MUP condition JJ3 is both infeasible and not applicable to the project.

Noise:

EIR Mitigation Measure – Noise impacts are to be mitigated by approval of a noise study with appropriate mitigation measures to ensure all campsite and site facilities are in compliance with the County Noise Ordinance assuming SR-125 freeway is built as required under Condition II of the MUP. If site plan redesign is necessary to avoid significant noise impacts, a Supplemental Environmental Impact Report and revised plot plan shall be submitted as required under Condition II of the MUP.

MUP Condition II – Prior to obtaining any approval of a site development plan or any permit pursuant to the Major Use Permit, and prior to commencement of construction or use of the property for each development phase in reliance on this Major Use Permit related to campgrounds, picnic areas, play areas and residences, the applicant shall submit to the Department of Planning and Land Use for approval a noise study with appropriate mitigation measures, if necessary, that indicates all campsite and site

facilities are in compliance with the County Noise Ordinance assuming SR-125 freeway is built. If site plan redesign is necessary to avoid significant noise impacts, a Supplemental Environmental Impact Report and revised plot plan shall be submitted for review and approval by the Department of Planning and Land Use.

Project Findings – Development of the project would not involve substantial changes in the magnitude of impacts identified in the Sweetwater Regional Park EIR (Log No. 87-18-11) or the addendum for the *South County Bicycle Skills Course and All-way Stop Project* and would not create new potentially significant impacts that would require mitigation.

The project is the construction of a permanent restroom and designated parking area. Based on a site visit completed by DPR on May 25, 2022, the surrounding area supports residential development to the south; athletic fields to the west; residential and equestrian facilities to the east; and SR-125 to the north. These areas are used and occupied by the public; however, the project will not expose people to potentially significant noise levels that exceed the allowable limits of the County of San Diego General Plan, County of San Diego Noise Ordinance, and other applicable standards for the following reasons:

General Plan – Noise Element

The County of San Diego General Plan, Noise Element, Tables N-1 and N-2 address noise sensitive areas and requires an acoustical study to be prepared for any use that may expose noise sensitive areas to noise in excess of a Community Noise Equivalent Level (CNEL) of 60 decibels (dBA) for single residences (including senior housing, convalescent homes), and 65 dBA CNEL for multi-family residences (including mixed-use commercial/residential). Moreover, if the project is excess of 60 dBA CNEL or 65 dBA CNEL, modifications must be made to the project to reduce noise levels. Noise sensitive areas include residences, hospitals, schools, libraries or similar facilities as mentioned within Tables N-1 and N-2. Project implementation is not expected to expose existing or planned noise sensitive areas to road, airport, heliport, railroad, industrial or other noise in excess of the 60 dBA CNEL or 65 dBA CNEL. This is based on County staff's review of projected County noise contour maps (CNEL 60 dB(A) contours).

Therefore, the project will not expose people to potentially significant noise levels that exceed the allowable limits of the County of San Diego General Plan, Noise Element.

Noise Ordinance – Section 36.404

Non-transportation noise generated by the project is not expected to exceed the standards of the County of San Diego Noise Ordinance (Section 36.404) at or beyond the project's property line. The site is zoned S80 – Open Space that has a one-hour average sound limit of 50 dBA from 7 AM to 10 PM and 45 dBA from 10 PM to 7 AM. The adjacent properties are zoned S80 – Open Space, RS – Single-Family Residential, and RR – Rural Residential, and also have one-hour average sound limits of 50 dBA from 7 AM to 10 PM and 45 dBA from 10 PM to 7 AM. Based on review by County staff the project's noise levels are not anticipated to impact adjoining properties or exceed County Noise

Standards because the project does not involve any noise producing equipment that would exceed applicable noise levels at the adjoining property line.

Noise Ordinance – Section 36.409

The project's conformance to the County of San Diego General Plan Noise Element and County of San Diego Noise Ordinance (Section 36-404 and 36.410) ensures the project will not create cumulatively considerable noise impacts, because the project will not exceed the local noise standards for noise sensitive areas; and the project will not exceed the applicable noise level limits at the property line or construction noise limits, derived from State regulation to address human health and quality of life concerns. Therefore, the project will not contribute to a cumulatively considerable exposure of persons or generation of noise levels in excess of standards established in the local general plan, noise ordinance, and applicable standards of other agencies.

The project does not propose any of the following land uses that can be impacted by groundborne vibration or groundborne noise levels: buildings where low ambient vibration is essential for interior operation, including research and manufacturing facilities with special vibration constraints; residences and buildings where people normally sleep including hotels, hospitals, residences and where low ambient vibration is preferred; civic and institutional land uses including schools, churches, libraries, other institutions, and quiet office where low ambient vibration is preferred; and concert halls for symphonies or other special use facilities where low ambient vibration is preferred.

Also, the project does not propose any major, new or expanded infrastructure such as mass transit, highways or major roadways or intensive extractive industry that could generate excessive groundborne vibration or groundborne noise levels on-site or in the surrounding area.

The project is the replacement of temporary restroom facilities with a permanent restroom and creation of a designated parking area on a parcel adjacent to the existing bike skills course that will only be open to the public during daylight hours and does not support any noise-generating equipment. Therefore, the project would not result in a substantial permanent increase in existing ambient noise levels in the project vicinity.

The project does not involve any uses that may create substantial temporary or periodic increases in ambient noise levels in the project vicinity including but not limited to extractive industry; outdoor commercial or industrial uses that involve crushing, cutting, drilling, grinding, or blasting of raw materials; truck depots, transfer stations or delivery areas; or outdoor sound systems. Users of the bike skills course are only allowed to use non-motorized bikes and the project does not support any noise-generating equipment.

Also, general construction noise is not expected to exceed the construction noise limits of the County of San Diego Noise Ordinance (Section 36.409), which are derived from State regulations to address human health and quality of life concerns. Construction operations will occur only during permitted hours of operation pursuant to Section 36-410.

Also, it is not anticipated that the project will operate construction equipment in excess of an average sound level of 75 dBA between the hours of 7 AM and 7 PM. Therefore, the project would not result in a substantial temporary or periodic increase in existing ambient noise levels in the project vicinity.

The proposed project is not located within an Airport Land Use Compatibility Plan (ALUCP) for airports or within 2 miles of a public airport or public use airport. Therefore, the project will not expose people residing or working in the project area to excessive airport-related noise levels.

The proposed project is not located within a one-mile vicinity of a private airstrip; therefore, the project will not expose people residing or working in the project area to excessive airport-related noise levels.

Based on the analysis above, noise impacts will be less than significant, and no mitigation is required. Furthermore, the mitigation measure and MUP condition II are tailored toward the campground project, not the current project.

Tribal Cultural Resources:

EIR Mitigation Measure – Prior to project initiation, surface artifacts should be plotted on a 200-scale map and collected. A radial posthole series will be conducted to determine the potential for a subsurface component. If a subsurface component exists, three 2 x 1-meter units will be excavated to sterile soil, and a report of the above actions will be prepared by a qualified archaeologist.

MUP Condition – None

Project Findings – Per the cultural resources section of the certified EIR, it was determined that the project area is mapped as part of a larger cultural site (CA-SDI-5695). The portion of CA-SDI-5695 that falls within the proposed project area has been described as a “light, diffuse artifact scatter.” Per the mitigation measure in the certified EIR, cultural resources testing will be conducted within the previously documented portion of site CA-SDI-5695 that is within the boundaries of the project site prior to initiation of construction.

There is no evidence to suggest the presence of human remains; however, a monitor will be onsite during initial ground disturbance.

During development of the bicycle skills park, consultation was initiated with culturally affiliated tribes. No tribal cultural resources were identified during consultation. As such, there are no impacts to tribal cultural resources.

Visual Resources:

EIR Mitigation Measure – Impacts to visual resources are to be mitigated by implementation of an approved landscape plan for each phase of development as required under Condition KK of the MUP.

MUP Condition KK – Prior to obtaining any approval of a site development plan or any permit pursuant to this Major Use Permit P87-026, and prior to commencement of construction or use of the property in reliance on this Major Use Permit, the applicant shall submit and receive approval from the Director of Planning and Land Use a complete and detailed landscape plan for each phase of Area 20 for the cut and fill slopes and the water tank.

Project Findings – Development of the project would not involve substantial changes in the magnitude of impacts identified in the Sweetwater Regional Park EIR (Log No. 87-18-11) or the addendum for the *South County Bicycle Skills Course and All-way Stop Project* and would not create new potentially significant impacts that would require mitigation.

Development of the permanent restroom and designated parking area would not create new potentially significant impacts that would require mitigation. The project site does not contain scenic vistas, scenic resources, or historic buildings within a state scenic highway. The project is compatible with the existing visual environment's character and quality because the project will be located in a developed area comprised of houses, baseball fields and SR-125. The project will not dominate the landscape or strongly influence the pattern character of the surrounding scene. It will be scaled appropriately, so as to not dominate the other landscape components in the visual environment. A viewer is likely to view the restroom and parking as part of the existing bike park landscape facing north from San Miguel Road, which runs along the southern boundary of the site. Additionally, the addition of a restroom building and a designated parking area will likely improve the aesthetic of the bike park as restroom facilities currently consist of temporary restroom facilities and there is no formal parking area and vehicles are currently parked haphazardly near the bike park.

Water Quality:

EIR Mitigation Measure – Impacts to water quality are to be mitigated by approval of a dust abatement program which shall be implemented at the commencement of grading activities and shall be utilized throughout the life of the project as required under Condition LL1, and by submittal of evidence to the Department of Public Works from the Sweetwater Authority stating that Sweetwater Resolution 84-8 has been satisfied as required under Condition LL2, and by implementation of any measures necessary to maintain water quality of the Sweetwater Reservoir to current standards as required under Condition LL3, and by submittal of site development plans for each phase to the Sweetwater Authority for review in order to avoid conflicts with existing or proposed water facilities, easements and rights-of-way as required under Condition LL4.

MUP Condition LL - Prior to obtaining any approval of a site development plan or any permit pursuant to the Major Use Permit, and prior to commencement of construction or use of the property in reliance on this Major Use Permit, the applicant shall:

1. Submit for the approval of the Director of the Department of Planning and Land Use a complete and detailed dust abatement program for Area 20, particularly for the construction phase of the project. The program shall be implemented at the commencement of grading activities and shall be utilized throughout the life of the project.
2. Submit evidence to the Department of Public Works from the Sweetwater Authority stating that Sweetwater Resolution 84-8 has been satisfied with respect to the protection of the Sweetwater Reservoir from urban related runoff resulting from this development.
3. Implement any measures necessary to maintain the water quality of the Sweetwater Reservoir to current standards and the water quality of Sweetwater Reservoir must not be jeopardized by the development of Major Use Area 20.
4. Submit site development plans for each phase to the Engineering Department of the Sweetwater Authority for review, in order to avoid conflicts with existing or proposed water facilities, easements and rights-of-way. The Authority's comments will be directed to the Departments of Planning and Land Use and Parks and Recreation.

Project Findings – Implementation of the project would not involve substantial changes in the magnitude of impacts identified in the Sweetwater Regional Park EIR (Log No. 87-18-11) or subsequent Addendum for the *South County Bicycle Skills Course and All-way Stop Project* and would not create new potentially significant impacts that would require mitigation.

The project does not propose waste discharges that require waste discharge permits, National Pollutant Discharge Elimination System (NPDES) permits, or water quality certification from the San Diego Regional Water Quality Control Board. The project will not result in an increase in any pollutant for which the water body is already impaired. A Stormwater Pollution Prevention Plan will be prepared and implemented to reduce potential pollutants in runoff during construction to the maximum extent practicable, such that the proposed project will not cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses. Furthermore, the parking lot will be comprised of decomposed granite, thereby allowing percolation into the ground.

The project will obtain its water supply from the Sweetwater Authority that obtains water from surface reservoirs or other imported water source. The project will not use any groundwater for any purpose, including irrigation, domestic or commercial demands. In addition, the project does not involve operations that would interfere substantially with groundwater recharge including, but not limited to the following: the project does not involve regional diversion of water to another groundwater basin; or diversion or

channelization of a stream course or waterway with impervious layers, such as concrete lining or culverts, for substantial distances (e.g. ¼ mile). These activities and operations can substantially affect rates of groundwater recharge. Therefore, no impact to groundwater resources is anticipated.

The proposed project will not significantly alter established drainage patterns or significantly increase the amount of runoff for the following reasons: 1) Drainage will be conveyed to either natural drainage channels or approved drainage facilities; 2) the project will not increase water surface elevation in a watercourse with a watershed equal to or greater one square mile by 2/10 of a foot or more in height; and 3) the project will not increase surface runoff exiting the project site equal to or greater than one cubic foot/second. The project does not propose to create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems.

Lastly, the project site lies outside any identified special flood hazard area; is not located within a dam inundation area; and is not at risk of inundation by seiche, tsunami, or mudflow.

For the reasons described above, it can be concluded that the project is consistent with the EIR and MUP.