



THE CITY OF SAN DIEGO

ADDENDUM

Project No. PRJ-1084426
Addendum to FEIR No. 2982
SCH No. 1999071104

SUBJECT: El Camino Real Road Bridge Replacement Project FEIR Addendum: Site Development Permit Amendment

The applicant, the City of San Diego (City) Engineering and Capital Projects Department, is processing a request to implement a discretionary action that would ultimately allow for the development of the El Camino Real Road Bridge Replacement project, referred herein as the proposed project or just "project." The discretionary action would approve minor improvements to the project design through an Amendment to the Site Development Permit (SDP) and previously certified *El Camino Real Bridge/Road Widening Project Final Recirculated Environmental Impact Report* (FEIR), referred herein as the "previously approved project." Both the project and previously approved project would construct roadway and bridge improvements along El Camino Real between its intersection with Via de la Valle and San Dieguito Road and along portions of Via de la Valle and San Dieguito Road (**Figures 1 and 2**) within in the City of San Diego to improve the structural integrity of the bridge over the San Dieguito River, alleviate problems associated with high flood events, improve pedestrian and vehicular access to nearby coastal and recreational resources, relieve traffic congestion, and improve consistency with the adopted land use plan and adopted Circulation Element in the project area. Since the certification of the previously approved project, the applicant has modified the project to the extent that it requires further discretionary actions and an amended SDP.

I. SUMMARY OF ORIGINAL PROJECT

The *El Camino Real Bridge/Road Widening Project FEIR* developed seven different build alternatives for El Camino Real between its intersection with Via de la Valle and San Dieguito Road. The build alternatives consisted of the Central Alignment, Western Alignment, Eastern Alignment, Roundabout, Lower Elevation, Road Capacity, and Bicycle Safety. Among the several alternative builds, the Eastern Alignment Alternative is the build alternative that most closely aligns with what is currently proposed for the project site. The Eastern Alternative Alignment would widen the roadway with an alignment shifted east to allow independent construction of a new bridge, minimize impacts on developed properties along the western side of El Camino Real (Del Mar Horsepark and Mary's Tack and Feed), and reduce impacts on wetlands in the drainage ditch parallel to the eastern edge of El Camino Real. The alignment for this alternative would be shifted eastward, to where the toe of the new road's western embankment would tie in along the existing Polo Club fence. For this alternative, the roadway would be raised above the 100-year flood level on embankment (City of San Diego 2016).

II. SUMMARY OF PROJECT

As discussed above, the project most closely aligns with the Eastern Alignment Alternative of the previously approved project. However, since the certification of the previously approved project, the client has added 28 modifications (see **Figure 3**) to the project. The modifications were determined to exceed the City's ability to approve ministerially using a substantial conformance review (SCR) process; instead, an amended SDP, a discretionary action subject to the California Environmental Quality Act (CEQA), is being sought. The modifications (**Figure 3**) generally include additional construction-staging areas and refinement of the previously approved project for greater connectivity with the surrounding area and improved operational performance. The project modifications include both temporary and permanently affected areas, which are detailed below by location and depicted on **Figure 3**.

Project Changes

South of the El Camino Bridge Structure

Southern Side of El Camino Real and San Dieguito Road Intersection

- **Area 1:** Additional temporary impact because this area was designated as the staging area for the project. It was shown on the SDP, and in Section 2.2.12 of the FEIR, but was not assessed and evaluated in the FEIR.

Northern Side of El Camino Real and San Dieguito Road Intersection

- **Area 28:** Additional temporary and permanent impacts for widening San Dieguito Road to accommodate the required lane configuration and widths.
 - Property Owner: St. Ephrem Maronite Catholic Trust
 - Assessor's Parcel Numbers (APNs): 304-020-25 and 304-020-25
- **Area 27:** Previously anticipated impact area planned to be used to provide temporary access for the movement of equipment and materials needed for construction of the bridge and road realignment. This area was shown on the SDP, but not reflected in the FEIR. It has always been an anticipated impact.

Western Side of El Camino Real and San Dieguito Road Intersection

- **Area 2:** Additional temporary impacts anticipated for replacement of ADA curb ramp and signal pole. In addition, the project would connect the new sidewalk to the trail constructed by the adjacent W-19 San Dieguito Lagoon Restoration project. Design was refined and coordinated with the W-19 project team during final design phase.
- **Area 3:** Reduction – pavement overlay only (west of El Camino Real approaching the El Camino Real and San Dieguito intersection, as well as the median approaching the intersection from the north); this area would only include AC pavement overlay
- **Area 4:** Reduction in footprint in order to properly transition to the finished grade based on the final design for the adjacent W-19 project.

Approaching the El Camino Real Bridge Structure from the South (El Camino Real – Eastern Side)

- **Area 26:** Increase in temporary impacts to allow for proper grading and drainage (City of San Diego Fairbanks Golf Course).

- **Area 25:** Reduction in footprint to avoid impacts on the golf cart path (City of San Diego Fairbanks Golf Course).

Approaching the El Camino Real Bridge Structure from the South (El Camino Real – Western Side)

- **Area 5:** Additional temporary impacts due to removal of existing road and tie-in with the adjacent W-19 Project.

North of the El Camino Bridge Structure

Eastern Side of El Camino Real

- **Area 24:** Reduction in temporary impacts due to reduction of rock-slope protection and turf reinforcement mat during final engineering.
- **Area 23:** This area was shown on the SDP, but not reflected in the FEIR. It has always been an anticipated impact. The Turf Reinforcement Mat to be installed here was not discussed in the EIR but is required to be part of the design in order to provide bank protection along the north bank of the San Dieguito River.
- **Area 22:** Reduction in footprint due to driveway reconfiguration (APN 302-261-01; owner: City of San Diego).
- **Area 21:** Increase in permanent and temporary impacts due to driveway reconfiguration to reduce impacts into Surf Cup Sports Park property.
- **Area 16:** Reduction in footprint identified in design refinement.
- **Area 15:** Additional temporary impact to accommodate grading and drainage design.

Western Side of El Camino Real

- **Area 6:** Reduction in temporary impact due to reduction of rock-slope protection.
- **Area 7:** Additional permanent and temporary impacts to allow the trail to properly transition into the existing Coast to Crest trail.
- **Area 8:** Increase in temporary impacts due to removal of existing roads. Areas to be regraded and revegetated with native hydroseed mix for erosion control purposes.
- **Area 9:** Additional permanent and temporary impacts to allow for proper transition into horse park driveway entrance.
- **Area 10:** Reduction in footprint due to curb return design refinement and reducing required grading.
- **Area 11:** Additional temporary and permanent impacts to properly tie into existing El Camino Real.

West of El Camino Real and Via de la Valle Intersection (Southern Side of Via de la Valle)

- **Area 12:** Reduction in footprint to avoid impacts on private property. Road and drainage improvements are limited to remain within the existing right-of-way in this area.
- **Area 13:** Additional permanent and temporary impacts to allow for a proper transition into the existing road width of Via de la Valle. During the environmental phase, it was anticipated that a separate project would widen Via de la Valle to the ultimate(?) width condition from San Andreas Drive to El Camino Real South. Since the Via de la Valle Widening project has not

developed into construction, the El Camino Real Bridge project will need to transition from the new four-lane road to the existing two-lane road to the west.

Via de la Valle (Northern Side)

- **Area 14:** Reduction in footprint to avoid impacts on private property. Road and drainage improvements are limited to remain within the existing right-of-way in this area.
- **Area 17:** Reduction in permanent impacts; this area will only include AC pavement overlay.
- **Area 18:** Additional permanent and temporary impacts to account for curb and gutter replacement, drainage inlet installation, and installation of water quality modular wetland systems for storm water quality treatment as required by the MS4 permit.

Via de la Valle and El Camino Real North Intersection

- **Area 19:** Reduction in footprint due to refinement of triple box-culvert design (northwestern corner).
- **Area 20:** Additional temporary and permanent impacts on transition grading and road widening into existing finished grade on El Camino Real to the east (southwestern corner).

As detailed above, some of the project components were part of the SDP, but not part of the FEIR. The reason for this apparent discrepancy is that the Site Development Plans were updated on October 3, 2016; but an earlier version dated May 16, 2016 was mistakenly used when seeking approval of the Site Development Permit, which the City Council eventually approved (with the June 2016 version of the FEIR) on February 14, 2017. Note that this Addendum has specifically reviewed the temporary impacts associated with these staging areas as part of the analysis contained herein.

Construction Schedule

Construction of the project would start February 2025, and end approximately April 2028.

III. ENVIRONMENTAL SETTING

The project is in the northwestern portion of the City in San Diego, within the North City Future Urbanizing Area Framework Plan (NCFUA) Subarea II Community Plan Area. More specifically, the project is along El Camino Real between its intersections with Via de la Valle and San Dieguito Road and along portions of Via de la Valle and San Dieguito Road. This portion of El Camino Real, constructed as a *two-lane collector*, is approximately 2,400-feet long and 23-feet wide, has one travel lane in each direction, and has no shoulders, bike lanes, nor pedestrian walkways. The road segment includes a bridge over the San Dieguito River that is 340-feet long and 27-feet wide. The San Dieguito River crosses under El Camino Real approximately 1,500-feet south of Via de la Valle.

In this location, El Camino Real would be inundated during a 100-year flood at several low points north of the river. Although the bridge surface would not be inundated, the 100-year flood level would rise to the bottom of the bridge deck, so there is not adequate room to allow debris to pass under the bridge. Also, the bridge is not structurally adequate for the local seismic conditions, because the piles are relatively shallow and buried in sediments that could fail in an earthquake due to liquefaction. In addition, this segment of El Camino Real is subject to severe congestion during peak travel times. The segment of El Camino Real included in the project currently operates at Level of Service (LOS) F at peak hours, reflecting congested traffic conditions. The proposed improvements

include raising and widening this segment of El Camino Real to its ultimate classification as a four-lane major roadway per the NCFUA Framework Plan and replacing the bridge with a structure that is higher and wider, with deeper piles.

Modifications to Via de la Valle from El Camino Real on the west to El Camino Real North on the east are also part of this project. This segment of Via de la Valle also operates at LOS F. Most of this segment would need to be widened for appropriate transitions from the widening of El Camino Real.

Land Use and Zoning of Project Site and Surrounding Environment

The project site has a General Plan land use and zoning designation of Right-of-Way (ROW). The project is surrounded by residences, commercial developments, institutional offices, and a patient care facility to the north; an undeveloped parking lot, a sports field, the San Dieguito River, undeveloped land, and a golf course to the east; residences and a parking lot to the south; and commercial stores, a veterinary hospital, a horse park, San Dieguito River, and undeveloped land to the west.

IV. ENVIRONMENTAL DETERMINATION

The City previously prepared and certified the *El Camino Real Road Bridge FEIR* (Project No. 2982/SCH No. 19999071104) on June 22, 2016. Based on all available information, and in light of the entire record, the analysis in this Addendum, and pursuant to Section 15162 and 15164 of the CEQA Guidelines, the following apply.

- There are no substantial changes proposed in the project which will require major revisions of the previous environmental document due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- Substantial changes have not occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous environmental document due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- There is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental document was certified as complete or was adopted, shows any of the following:
 - a) The project will have one or more significant effects not discussed in the previous environmental document;
 - b) Significant effects previously examined will be substantially more severe than shown in the previous environmental document;
 - c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous environmental document would substantially reduce one or

more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Based on a review of the current project, none of the situations described in Sections 15162 and 15164 of the State CEQA Guidelines apply. No changes in circumstances have occurred, and no new information of substantial importance has manifested that would result in new significant or substantially increased adverse impacts as a result of the project. Therefore, this Addendum has been prepared in accordance with Section 15164 of the CEQA State Guidelines. The El Camino Real Road Bridge FEIR has been incorporated by reference pursuant to CEQA Guidelines Section 15150. Public review of this Addendum is not required per CEQA.

V. IMPACT ANALYSIS

This Addendum includes the environmental issues analyzed in detail in the previously certified FEIR, as well as the project-specific environmental analysis pursuant to the CEQA. The analysis in this document evaluates the adequacy of the FEIR relative to the project and documents that the proposed modifications and/or refinements would not cause new or more severe significant impacts than those identified in the previously certified environmental document.

When analyzing the Eastern Alignment alternative, the *El Camino Real Road Bridge FEIR* identified significant unmitigated impacts related to Visual/Aesthetics; less-than-significant impacts with mitigation incorporated related to Land Use, Biological Resources, Historical Resources, Hydrology/Water Quality, and Paleontological Resources; less-than-significant impacts related to Traffic/Circulation, Air Quality, Geology/Seismicity/Soils, Noise, Public Utilities/Services, and Greenhouse Gas Emissions; and no impacts related to Farmlands/Agricultural Lands.

An overview of the project's impacts in relation to the previously certified FEIR is provided in **Table 1**. The following analysis indicates that there would be no new significant impacts, nor would there be an increase in the severity of impacts resulting from the project. Furthermore, there is no new information in the record or otherwise available indicating that there are substantial changes in circumstances that would require major changes to the FEIR. A comparison of the project's impacts related to those of the adopted El Camino Real Road Bridge FEIR is provided below in **Table 1**.

Table 1. Impact Assessment Summary

Environmental Issues	El Camino Real Road Bridge FEIR Finding Analysis	Mitigation	Project	Project Level New Mitigation?	Project Resultant Impact
Land Use	Significant, but mitigated	Yes	No new impacts	No	Mitigated to a level less than significant
Traffic/Circulation (Eastern Alignment)	Less than significant	No	No new impacts	No	Less than significant
Visual/Aesthetics	Significant, unmitigated	Yes	No new impacts	No	Significant, unmitigated
Historical Resources	Significant, but mitigated	Yes	No new impacts	No	Mitigated to a level less than significant
Farmlands/Agricultural Lands	No impact	No	No new impacts	No	No impact
Public Utilities/Services	Less than significant	No	No new impacts	No	Less than significant
Hydrology/Water Quality	Significant, but mitigated	Yes	No new impacts	No	Mitigated to a level less than significant
Geology/Seismicity/Soils	Less than significant	No	No new impacts	No	Less than significant
Paleontological Resources	Significant, but mitigated	Yes	No new impacts	No	Mitigated to a level less than significant
Air Quality	Less than significant	No	No new impacts	No	Less than significant
Noise	Less than significant	No	No new impacts	No	Less than significant
Biological Resources	Significant, but mitigated	Yes	No new significant impacts	No	Mitigated to a level less than significant
Greenhouse Gas Emissions	Less than significant	No	No new impacts	No	Less than significant

FEIR = Final Recirculated Environmental Impact Report.

Land Use

El Camino Real Bridge/Road Widening FEIR

Land Use is discussed in Section 3.1 of the FEIR, and it was concluded that implementation of the project would not result in impacts related to conflicts with applicable regional and local land use plans. The project also would not result in conflicts with compatibility with existing land uses or future projects. The proposed project would be consistent with the goals, objectives, and development standards set forth in the *San Dieguito River Park Concept Plan* (San Dieguito River Park JPA 2002). Land uses would also remain consistent with applicable Environmentally Sensitive Land (ESL) Regulations.

Potential conflicts with Existing and Planned Recreational Facilities do exist within this project. During design of the selected alternative, designers will coordinate with owner/operators to reduce impacts, and all land acquisition must be conducted in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and with City acquisition policies. The project would not cause long-term inconsistencies nor conflicts with the recreational operations that would invalidate the adopted land use designation or cause environmental impacts. In summary, these four issues had impacts that were identified to be less than significant.

All of the build alternatives, including the Eastern Alignment, were determined to be consistent with the MSCP. To preclude indirect impacts on the adjacent Multi-Habitat Planning Area (MHPA), the project would require implementation of mitigation measure **LAN-1** from the City's *MHPA Land Use Adjacency Guidelines*. In order to assist City staff in determining that these impact-avoiding measures have been included in the project's final plans, verification by a qualified biologist would be required. Implementation of the above measures would mitigate all CEQA impacts to below a level of significance.

Mitigation Measures (MMs)

A summary of the mitigation measure is included as follows.

LAN-1: As specified in the MMs in Section 3.1, prior to issuance of any construction permit or notice to proceed, DSD/LDR, and/or Multi-Species Conservation Program (MSCP) staff shall verify that the Applicant has accurately represented the project's design in or on the Construction Documents (CDs), which 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 the City's MSCP MHPA Land Use Adjacency Guidelines. The applicant shall provide an implementing plan and include references on/in CDs of the following:

- A. Grading/Land Development/MHPA Boundaries
- B. Drainage
- C. Toxics/Project Staging Areas/Equipment Storage
- D. Lighting
- E. Barriers
- F. Invasives
- G. Noise

Project

The project as proposed is consistent with the key goals, guidelines, and standards established in the *San Diego General Plan*, City of San Diego Strategic Framework Element, NCFUA, *City of San Diego San Dieguito River Regional Plan*, and City of San Diego North City Local Coastal Program. The 28 proposed modifications generally include additional construction staging areas and refinement of the previously approved project for greater connectivity with the surrounding area and improved operational performance. Because many of these additional activities are temporary, or improvements to the original project, the changes would not affect the project's consistency with the key goals of the above plans and programs.

ROW and temporary construction easement would be needed from several properties along Via de la Valle and El Camino Real. Needs would vary with the different alternatives. Relocation is not required of any property owner. The acquisition program would be conducted in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Right-of-way negotiations would not occur until after completion of the environmental process, selection of an alternative, and completion of final design. The properties that may be affected by the need for ROW include the Del Mar Horsepark, Polo Club fields, Mary's Tack and Feed, private property south of Via de la Valle and east of El Camino Real, and future projects.

The Joint Powers Agency (JPA) purchased approximately 70 acres of property formerly owned by Boudreau Trust of 1990 and is coordinating with the San Diego Association of Governments (SANDAG) to develop a restoration plan on the property, except in the San Diego Gas & Electric (SDG&E) easement that encompasses the large transmission lines and fuel and gas lines that cross the property diagonally. This property is the proposed location for biological resources mitigation for the El Camino Real Bridge/Road Widening Project. The mitigation plan is being coordinated with the JPA and SANDAG to help implement their restoration plans, representing a benefit to the JPA/SANDAG project. The JPA is also coordinating trail construction through the Del Mar Horsepark property on the northern bank of the San Dieguito River, west of El Camino Real.

There is no evidence that the 28 modifications would cause environmental impacts due to incompatibilities with existing land uses and future projects, and no established community will be divided, and impacts would be less than significant.

A detailed evaluation of project consistency with the MSCP is presented in the Natural Environment Study (NES) and is summarized below, with additional references to other FEIR sections, as needed for clarification. Compliance with the MSCP is necessary for obtaining compensation for potentially significant impacts on biological resources caused by the project. The MHPA established within the City boundaries delineates core biological areas and corridors targeted for conservation. Limited development is allowed within the MHPA (City of San Diego 1997), and portions of the project area are situated within the MHPA. The subarea plan includes one specific MHPA guideline that directly addresses improvements to El Camino Real. It requires that once funding becomes available, a culvert be constructed for wildlife movement where El Camino Real crosses the outlet of Gonzales Canyon into the San Dieguito River. The project area is north of the portion of El Camino Real that crosses Gonzales Canyon. Consequently, this specific culvert would not be included in the project design.

The following evaluation of project consistency with the MSCP land use guidelines is based on the NES (ICF/Nordby 2015).

- 1. Temporary construction areas and roads, staging areas, or permanent access roads must not disturb existing habitat unless determined to be unavoidable. If temporary habitat disturbance is unavoidable, then restoration of, and/or mitigation for, the disturbed area after project completion would be required.**

For all phases of construction, staging would occur in previously disturbed areas. Temporary construction fencing and silt fencing would be installed around the perimeter of the staging area for the duration of construction to ensure that habitats adjacent to the project area are not affected and to contain sediment. All access related to project construction would be attained through areas that have been previously disturbed or already affected by project components. Additional access roads would not be necessary.

- 2. Construction and maintenance activities in wildlife corridors must avoid significant disruption of corridor usage. Training of construction crews and field workers must be conducted.**

A minimum of one passageway would be built into the temporary work area within the river channel to allow terrestrial wildlife species, such as light-footed clapper rail (*Rallus longirostris levipes*), to travel through the work area and allow wildlife to continue to have access to areas upstream and downstream of the work area within the San Dieguito River corridor. Temporary fencing would be installed parallel to the passageway to discourage wildlife from accessing the construction areas. Construction would be restricted during the combined bird-nesting season (February 1 to September 30), and construction activities would occur during daylight hours. Temporary construction lighting has not been proposed as part of the project. Training of construction crews and field workers by a qualified biologist would be provided in order to avoid unnecessary impacts on biological resources in the area. Partial disruption to the wildlife corridor would be temporary because construction activities within and over the river would be restricted to the nonbreeding season of sensitive bird species and to daylight hours, and the proposed passageways would allow wildlife to continue to move through the area. After completion, the project would not disrupt wildlife movement.

- 3. Roads in the MHPA will be limited to those identified in Community Plan Circulation Elements, collector streets essential for area circulation, and necessary maintenance/emergency access roads. Local streets should not cross the MHPA, except where needed to access isolated development areas.**

The project is considered a four-lane major roadway, essential for area circulation, and, therefore, is compatible with the MSCP. The bridge and road improvements involve widening or replacing the existing road in order to accommodate additional travel lanes and other proposed features. Given that the project is an existing facility, and the improvements are considered an essential public facility, the project is an allowed use in the MHPA, and, therefore, consistent with the MSCP.

The existing road is adjacent to the MHPA, and any proposed work involving the bridge/road is proposed in an area that is also adjacent to or slightly within the MHPA. Impacts for the project, including impacts on sensitive areas, such as the MHPA, which provides habitat for sensitive species, have been avoided and reduced where feasible. Impacts on the MHPA from all build

alternatives would be minimal, and impacts are proposed to be fully mitigated in accordance with the MSCP. The level of impacts ranges from less than 0.2 acre for the Eastern Alignment to approximately 1 acre for the Western Alternative. All other alternatives would result in impacts to less than 0.5 acre of the MHPA. This range of impacts represents less than one percent of the preserve established by the MSCP. In addition, the increase provided through mitigation on the restoration site would further offset projected impacts on the MHPA. A portion of the impacts on the MHPA are not as a result of road and bridge construction. Approximately 6.7 acres of the MHPA are within the JPA Mitigation Site, an area that is proposed for restoration and enhancement. This portion of the MHPA is proposed to be restored to a higher function and level of habitat.

- 4. Where possible, roads within the MHPA should be narrowed from existing design standards to minimize habitat fragmentation and disruption of wildlife movement and breeding areas. Roads must be located in lower-quality habitat or disturbed areas to the extent possible.**

The project would result in a wider bridge crossing the San Dieguito River. The bridge would be higher than the existing bridge, but would not disrupt wildlife movement through the area.

- 5. Fencing or other barriers will be used where it is determined to be the best method to achieve conservation goals and adjacent to land uses incompatible with the MHPA. For example, use chain link or cattle wire to direct wildlife to appropriate corridor crossings, natural rocks/boulders or split-rail fencing to direct public access to appropriate locations, and chain link to provide added protection of certain special-status species or sensitive habitats (e.g., vernal pools).**

At both ends of the widened bridge, fencing would be erected to direct pedestrian and bicycle traffic north and south along the paved road and away from the riverbed.

- 6. Lighting shall be designed to avoid intrusion into the MHPA and effects on wildlife.**

Permanent lighting in areas of wildlife crossings would consist of low-sodium lighting. Construction activities would only be conducted during daylight hours, so temporary lighting is not necessary. As discussed in FEIR Section 2.2.10, continuous street lighting would not be installed. Street lights would be housed with horizontal cut-offs and would be shielded downward.

- 7. Signage will be limited to access and litter control and educational purposes.**

Signage erected along the project alignment will be only for the purposes of education, access, and litter control.

- 8. Prohibit the storage of material (e.g., hazardous or toxic chemicals, equipment) within the MHPA, and ensure appropriate storage per applicable regulations in any areas that may affect the MHPA, especially potential leakage.**

Staging would occur in a previously disturbed area that is outside of the MHPA. For most construction activities, equipment can be removed from the MHPA at the end of each workday. However, it is not practical to remove the crane and the platform needed for some work activities at the end of each workday. For the Western Alignment Alternative, the crane would be kept on the work platform, which would be partially within the MHPA, unless the predicted chance of precipitation is greater than 50 percent for 0.5 inch of rain or greater. For all of the

alternatives, secondary containment measures would be installed underneath the crane at the end of each workday. Such measures may include placing a plastic reservoir that extends the width and length of the underside of the crane that has the capacity to contain up to 120 percent of the amount of liquid in the crane. As discussed in FEIR Section 3.7.3.4, drainage from the completed widened roadway would be routed to bio swales, hydrodynamic separators, or other appropriate permanent best management practices (BMPs) constructed between the widened roadway and the existing or restored open drainage ditch, and these facilities would serve to “treat” runoff prior to the runoff entering the San Dieguito River.

- 9. Flood control should generally be limited to existing agreements with Resource Agencies, unless it is demonstrated to be needed based on a cost-benefit analysis and pursuant to a restoration plan. Floodplains within the MHPA, and upstream from the MHPA, if feasible, should remain in a natural condition and configuration in order to allow for ecological, geological, hydrological, and other natural processes to remain or be restored.**

The project would not create the need for flood-control measures. No increase in flood elevations over the predicted 100-year water surface elevation is anticipated.

- 10. No berming, channelization, or human-made constraints or barriers to creek, tributary, or river flows should be allowed in any floodplain within the MHPA unless reviewed by all appropriate agencies and adequately mitigated.**

Stabilization of the northern bank of the San Dieguito River would be accomplished through methods involving placing buried riprap in an excavated bank separated from the existing habitat line so that wetlands would not be disturbed by the construction. No human-made constraints to the flows associated with the San Dieguito River would be implemented. The vegetated, protective berm constructed to prevent sedimentation in the planted coastal freshwater marsh wetlands mitigation area would be located outside of the river. The mitigation area would not affect river flows or sedimentation patterns.

- 11. No riprap, concrete, or other unnatural material shall be used to stabilize river, creek, tributary, and channel banks within the MHPA. River, stream, and channel banks shall be natural, and stabilized where necessary with willows and other appropriate native plantings. Rock gabions may be used where necessary to dissipate flows and should incorporate design features to ensure wildlife movement.**

Riprap would be used under the proposed bridge because these areas would be too steep to vegetate naturally. The bridge abutments would be at a slope of 1.5:1 in order to avoid increasing 100-year flood elevations upstream from the new bridge and roadway raised on embankment across the floodplain. Open stabilization materials could not be effectively planted due to the steep slope and shading from the new bridge. It has been determined that most 100-year-flood velocities with the project would be approximately the same as predicted for existing conditions. However, upstream of the proposed bridge, 100-year-flood velocities would be higher.

Because most of the alignment is located outside of the MHPA, the following land use adjacency guidelines also apply to the project. These guidelines address drainage, lighting, noise, invasives, and grading/land development implications and are discussed below.

- 12. All new proposed parking lots and developed areas in and adjacent to the preserve must not drain directly into the MHPA. All developed and paved areas must prevent the release of toxins, chemicals, petroleum products, exotic plant materials, and other elements that might degrade or harm the natural environment or ecosystem processes within the MHPA. This can be accomplished using a variety of methods including natural detention basins, grass swales or mechanical trapping devices. These systems should be maintained approximately once a year or as often as needed, to ensure proper functioning.**

The new alignment for El Camino Real would be designed so that it does not drain directly into the MHPA.

- 13. Lighting of developed areas should be directed away from the MHPA. When necessary, lighting systems should be shielded with noninvasive plant materials, berming, and/or other methods to protect the MHPA and special-status species from night lighting.**

Permanent lighting associated with the proposed road and bridge widening would be directed down and away from the MHPA and, in areas of wildlife crossings, would consist of low-sodium lighting. Construction activities would only be conducted during daylight hours, so temporary lighting is not necessary.

- 14. Uses in or adjacent to the MHPA should be designed to minimize noise impacts. Berms or walls should be constructed adjacent to commercial areas, recreational areas and any other use that may introduce noises that could impact or interfere with wildlife utilization of the MHPA.**

The project would not generate traffic, nor would it create new uses in or adjacent to the MHPA that would generate noise. The widened roadway would reduce congestion along the existing road and allow for greater vehicle speeds. However, due to the presence of federally and state-endangered least Bell's vireo (*Vireo bellii pusillus*) and light-footed clapper rail, mitigation would be proposed to offset indirect impacts on these species from construction and operational noise. Construction would be restricted during the nesting season (February 1 to September 30).

Outside of the nesting season, construction activities would occur during daylight hours such that wildlife use of the San Dieguito River corridor may continue to some extent. Training of construction crews and field workers by a qualified biologist would be provided in order to avoid unnecessary impacts on biological resources in the area.

- 15. No invasive nonnative plant species shall be introduced into areas adjacent to the MHPA (City of San Diego 1997).**

Any proposed landscaping associated with the final project design would utilize native plant species. Proposed planting palettes would only include native species. No nonnative species would be introduced into the project area or the MHPA. To ensure that the project does not promote the introduction of invasive species to the surrounding undeveloped areas, construction equipment would be cleaned of mud or other debris that may contain invasive plants and/or seeds and would be inspected to reduce the potential of spreading noxious weeds before mobilizing to the site and before leaving the site, during the course of construction. Also, trucks with loads carrying vegetation would be covered, and vegetation materials removed from the site would be disposed of in accordance with applicable laws and regulations. Exotic species removed during construction would be properly handled to prevent sprouting or regrowth.

16. New development adjacent to the MHPA may be required to provide barriers (e.g., noninvasive vegetation, rocks/boulders, fences, walls, signage) along the MHPA boundaries to direct public access to appropriate locations and reduce domestic animal predation.

Barriers, such as white, wood-faced fencing, would be provided along the newly constructed road and bridge to direct the public and associated domestic animals away from the MHPA.

17. Manufactured slopes associated with site development shall be included within the development footprint for projects within or adjacent to the MHPA.

All manufactured slopes associated with the proposed road and bridge are considered direct and permanent project impacts. These areas of impact have been quantified in the NES and Section 3.12 of the FEIR.

The proposed road widening and bridge replacement is an essential public facility in the alignment specified in approved policy and community planning documents for the area. All alternatives of the project would conform to applicable provisions of the MSCP and implementing regulations. Measures to conform to the City's MHPA Land Use Adjacency Guidelines are also required to be included in the project's final plans, which would further avoid or minimize impacts on native ecosystems.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the FEIR. The project would not result in any new significant impact, nor would a substantial increase in the severity of impacts result from those described in the FEIR.

Transportation/Circulation

El Camino Real Bridge/Road Widening FEIR

Section 3.2 of the FEIR provides an analysis of transportation/circulation impacts associated with all build alternatives.

The Eastern Alignment Alternative was determined to be one of the most desirable build alternatives to develop because of its ability to construct the entire bridge and the four-lane roadway north of the bridge to Via de la Valle without affecting existing El Camino Real traffic and access to the developments along this portion of the roadway. Additionally, the project would improve the LOS in the project area and add pedestrian sidewalks and bikeways that do not currently exist. Eastern Alignment Alternative would not significantly impact short-term or long-term LOS, traffic hazards, General Plan consistency, access, and parking (City of San Diego 2016).

Mitigation Measures

As the FEIR determined that there were no impacts that would be significant under CEQA for the Eastern Alignment Alternative; no MMs were determined to be necessary for the Eastern Alignment Alternative.

Project

The project would implement 28 modifications that would add or reduce temporary and permanent areas adjacent to the Eastern Alignment. The modifications generally include additional construction staging areas and refinement of the previously approved project for greater connectivity with the surrounding area and improved operational performance. Therefore, the project would not conflict

with General Plan nor applicable community plans, and impacts would be less than significant. No new changes would occur compared to the previously approved project, and no subsequent FEIR is required.

CEQA Guidelines Section 15064.3 previously pertained to the LOS (during the time of the certified FEIR) The Eastern Alignment Alternative would increase the number of travel lanes (from 2 lanes to 4 lanes) and add bike lanes and sidewalks that do not currently exist within the project site, which was analyzed as part of the FEIR. As stated above, the modifications generally include construction staging areas and refinement of the previously approved project for greater connectivity with the surrounding area and improved operational performance. Consistent with Section 3.2.3.1 of the FEIR, for construction activities on El Camino Real - The Eastern Alignment Alternative would offer the ability to construct the entire bridge and the four-lane roadway north of the bridge to Via de la Valle without affecting existing El Camino Real, and therefore, without the construction phasing required for the other alternatives. South of the bridge, the new road for the Eastern Alignment Alternative would be constructed in phases, with the eastern half constructed first, unconstrained by existing El Camino Real. Then traffic would be moved to the new eastern half, and the western half of the new road would be constructed. Construction of the project would increase vehicle traffic near the southern and northern project limits due to access needs. However, construction access area (Area 27) will allow for movement of equipment and materials outside of the roadway. No change in LOS is anticipated with the additional construction traffic from the additional staging areas. Additionally, no new significant transportation impacts would occur compared to the previously approved project, and no subsequent FEIR is required.

Construction of the project would close travel lanes and introduce construction equipment into the project area that could potentially create traffic hazards and inadequate access. Access along El Camino Real would be maintained during construction. Temporary construction staging and access would be provided in Areas 1 and 27, respectively. Standard measures that would be incorporated into the project plans to reduce the effect of construction on traffic and access in the surrounding area include coordinating with adjacent businesses and recreational entities to avoid special events, notifying surrounding landowners of construction activities, and developing traffic control plans with appropriate signage and protection devices, such as K-rails.

Traffic Hazards and Emergency Access

The 28 project modifications notwithstanding, the project design would continue to adhere to the City's traffic and safety-development regulations. The project would construct more travel lanes (from 2 lanes to 4 lanes), sidewalk, and bicycle lanes to improve access and circulation compared to existing conditions.

The project's modifications would not create any additional traffic hazards or affect emergency access. Therefore, less-than-significant impacts would occur regarding traffic hazards and inadequate emergency access during operation. No new changes would occur compared to the previously approved project, and no subsequent FEIR is required.

Implementation of the aforementioned measures would ensure that there would be less-than-significant impacts regarding traffic hazards and inadequate emergency access during construction. No new changes would occur compared to the previously approved project, and no subsequent FEIR is required.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the FEIR. The project would not result in any new significant impact, nor would a

substantial increase in the severity of impacts occur from that described in the FEIR result.

Visual Effects and Neighborhood Character

El Camino Real Bridge/Road Widening FEIR

Section 3.3 of the FEIR provides an analysis of visual effects and neighborhood-character impacts associated with the project. Potential impacts could result to: public views; alteration of the communities' visual character by introducing development that is incompatible with the scale of the surrounding development; and through a negative visual appearance because of the loss, covering, or modification of any unique physical features, such as the steep terraced hillsides north of Via de

la Valle, the flat floodplain east and west of El Camino Real, and the San Dieguito River incised through the valley floor (City of San Diego 2016).

Mitigation Measures

The FEIR concluded that all the alternative builds in the previously approved project could potentially cause significant impacts to the scenic quality of the vegetation in the San Dieguito River and the unique design character of the existing bridge. Specifically, the Eastern Alignment Alternative would encroach onto the adjacent San Diego Polo Fields, which could cause significant scenic quality impacts on the polo fields. The FEIR required implementation of **MMs VIS-1 to VIS-3**, in order to mitigate potentially significant impacts regarding scenic quality of the vegetation and polo fields to the extent feasible. However, the project proposed an equestrian cantilever with associated fencing that would cause significant, unmitigable impacts regarding blocking views through a public view corridor.

A summary of these mitigations measures is included as follows:

VIS-1: Requires the project to implement a revegetation plan, which would ensure that the post-construction vegetation in the San Dieguito River will match the existing vegetation level within 5 years post construction.

VIS-2: Requires the project to implement a white-painted, wood-rail barrier design to match the existing bridge's unique barrier design.

VIS-3: Requires the project to implement a revegetation plan that will match the existing vegetation of the San Diego Polo Fields and replace the polo fields' fence and entry gate.

Project

Scenic Vista

The project would develop the Eastern Alignment Alternative with modifications that include increases and decreases of temporary and permanently affected areas adjacent to the Eastern Alignment. The differences between the Eastern Alignment and the project are discussed in **Figure 3** and in Section II, *Summary of the Project*.

Similar to the previously approved project, the project would create a bridge that is wider and taller than the existing El Camino Real bridge. Although the proposed bridge is an element that could significantly block a public view of the viewing scene, there are no current public views afforded in the project vicinity that would be blocked by the bridge. This is due to two primary reasons: first, all significant public views of the area are elevated, and distant views are of a much broader landscape; and secondly, a bridge already exists in the area. Although the proposed bridge would be higher, it would not significantly change the dynamics of the viewing corridor (City of San Diego 2016). Furthermore, the additional temporary spaces of the project would only create temporary impacts, and the permanent areas are not of scale to cause a significant change in the dynamics of the viewing corridors.

As described in the FEIR, the project is in a sub-regionally important viewing scene (i.e., valley, river, and wetlands), and the project would affect the visual quality of river resources by disturbing the plant material in the river corridor during bridge construction. The project would also disturb the plants within the river. The project would incorporate **MM VIS-1**, which would implement a revegetation program that would match the current character of the area and would create less-

than-significant impacts regarding the scenic quality of the plants in the river. No new changes would occur compared to the previously approved project, and no subsequent FEIR is required.

- **MM VIS-1:** Refer to the previously approved MMs above.
- **Impact after MM VIS-1:** Less-than-significant impact would remain with the implementation of the proposed mitigation.

Scenic Resources

The project site is not within or adjacent to an officially designated scenic highway. The closest officially designated scenic highway to the project site, State Route 163 (SR-163), is approximately 17-miles southeast of the project site (Caltrans 2023). Due to the distance between the project site and SR-163, there would be no impacts. No new changes would occur compared to the previously approved project, and no subsequent FEIR is required.

Existing Visual Character

The project, similar to the previously approved project, would develop a new road and bridge that would use up-to-date materials and be larger in scale compared to the existing bridge because of updated safety measures to which the project must adhere. The project would also encroach into the adjacent Del Mar Horsepark and San Diego Polo Fields, which would require vegetation removal. However, with implementation of previously approved **MMs VIS-2** and **VIS-3**, impacts regarding the unique character of the bridge and scenic value of the polo fields would be less than significant. No new changes would occur compared to the previously approved project, and no subsequent FEIR is required.

- **MMs VIS-2 and VIS-3:** Refer to the previously approved MMs above.
- **Impact after MMs VIS-2 and VIS-3:** Less-than-significant impact would remain with the implementation of the proposed mitigation.

Light and Glare

The project would introduce light poles throughout the road and bridge for visibility and safety purposes. The light poles would be subject to the City of San Diego Municipal Code Sections 140.0730, *Glare Regulations*, and 140.0740, *Outdoor Lighting Regulations*, which would ensure that the light and glare from the light poles would not cause any significant impact (City of San Diego 2023). Therefore, there would be no impact and no new changes compared to the previously approved project. No subsequent FEIR is required.

Public View Corridor

The Eastern Alignment Alternative and the project would develop the equestrian cantilever with associated fencing that would cause significant impacts on views in a public view corridor. The fencing could not be reduced due to safety regulations. Therefore, impacts would be significant and unmitigable. However, this is consistent with the conclusions from the FEIR. No new changes would occur compared to the previously approved project, and no subsequent FEIR is required.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the FEIR. The project would not result in any new significant impact, nor would a substantial increase in the severity of impacts from that described in the FEIR result.

Historical Resources

El Camino Real Bridge/Road Widening FEIR

Section 3.4 of the FEIR provides an analysis of the historical resource impacts associated with the project. The records search and field reconnaissance surveys identified no significant historical resources within the Area of Potential Effect (APE). Based on the results of the surveys and record search, no unique resources (as defined in CEQA Section 21083.2) would be affected with this project. However, because there is the possibility for buried resources, there is a potential for significant impacts, which necessitates construction monitoring, as discussed in Section 3.4.5.

Mitigation Measures

Although no cultural resources identified within the APE are considered significant, construction monitoring by a qualified archaeologist and a Native American monitor is required to address potential impacts on buried resources in the alluvial deposits within the project area. The FEIR states that a monitoring program will be conducted according to City guidelines, as specified in **MM HIS-1** in Section 3.4, *Prior to Permit Issuance Prior to Start of Construction During Construction Discovery of Human Remains Night and/or Weekend Work Post Construction*. These measures would apply to all build alternatives (including the Eastern Alignment). Implementation of the above measures would mitigate all CEQA impacts to below a level of significance.

Project

The first cultural resource survey for the project was conducted on June 12, 1998. No new sites were located during that survey. Two previously recorded sites were relocated in the area west of El Camino Real on Via de la Valle, in an area that is no longer part of the APE. CA-SDI-686 Locus C appeared to have been heavily affected by the previous realignment of El Camino Real and was not relocated within the APE. Only a small amount of shell was identified in the proposed wetlands mitigation site in the area of tomato fields. The APE was surveyed again on May 21 and 22, 2003, to determine if any previously recorded sites or unrecorded cultural resources are located within the APE. No new sites were located during the survey.

The project APE includes a portion of the historic path of El Camino Real traversed by Spanish explorer Gaspar de Portola's 1769 expedition. El Camino Real has been designated California Registered Historical Landmark No. 784. The section of El Camino Real within the APE retains its integrity of location, but no longer retains integrity of setting because the valley has become increasingly developed. El Camino Real in this region has also lost integrity of feeling, association, design, materials, and workmanship.

Tierra conducted a records and literature search for the APE at the South Coast Information Center (SCIC) on April 18, 2012. The study area encompassed the project footprint, plus a 1-mile search radius. The records search indicated that within the 1-mile buffer, 110 cultural resources investigations are on file at the SCIC (Table 1 in the 2012 letter report). Furthermore, the project area has been either partially or completely surveyed between 1929 and 2010. The records search also identified a total of 54 resources within the 1-mile search area, which included six resources crossing into the project footprint.

Forty-eight of the 54 resources documented were prehistoric, with four historic and two sites with a combined prehistoric and historic assemblage. The prehistoric resources included 27 temporary camps, eight shell midden or shell scatters, six lithic and shell scatters, five lithic scatters, and two

hearth-feature sites. The four historic resources included three sites with foundations and associated refuse and one isolated refuse deposit. Both of the combined prehistoric and historic assemblage sites consisted of a prehistoric temporary camp with historic refuse. Of the six sites identified within the project footprint, three were identified on the southern side of the San Dieguito River and three on the northern side.

The bridge crossing the San Dieguito River within the project APE is known as the El Camino Real Bridge (57C0042). The bridge is a seven-span, reinforced-concrete, arched-deck-girder structure built in 1940 and is of historic age. The bridge was evaluated for significance in 1986 by Caltrans and determined not to be eligible for nomination to the National Register of Historic Places. This evaluation was based on age and architectural and engineering significance. Because this evaluation was more than 10 years old at the time of preparation of the 2006 Draft FEIR, the bridge was reevaluated by Caltrans for significance in September 1998, and was again determined not to be eligible for nomination to the National Register of Historic Places nor the California Register of Historical Places. The bridge was evaluated for CEQA and City of San Diego significance as part of the 2006 Draft FEIR and was found not to be a significant resource (Jordan 2006).

No Traditional Cultural Properties were identified within the APE through records searches or the Native American contact program. Other potential traditional cultural resources within the region would not be affected by the project.

Therefore, there is no evidence that the project would increase the likelihood of affecting historical resources, and impacts would be less than significant. Notwithstanding the 28 modifications proposed to the project; with implementation of the Archaeological Monitoring Program and the evaluation of any finds encountered during construction, all potentially significant impacts under CEQA would be mitigated to below a level of significance.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the FEIR. The project would not result in any new significant impact, nor would a substantial increase in the severity of impacts result from that described in the FEIR.

Farmlands/Agricultural Lands

El Camino Real Bridge/Road Widening FEIR

Sections 3.5 and 3.8.2 of the FEIR determined that impacts associated with the conversion of agricultural land would be less than significant. It was determined that, because the area needed for embankment slopes would not encroach past the existing City of San Diego slope easement, the agricultural fields would not be affected for the road widening project. There would also be no significant impact to the productivity of agricultural lands; discussions with the Natural Resource Conservation System (NRCS) and completion of Form AD-1006 determined that the farmland rates as "minimal level of consideration for this project."

Mitigation Measures

The FEIR determined that mineral resources are not of concern to this project, because the area is identified as being Mineral Resource Zone (MRZ) 1, an area where adequate information indicates that no significant mineral deposits are present, or where it is judged that there is little likelihood for their presence.

Project

Review of **Figure 3.5-1** of the project FEIR determined that the project site has no Prime Farmland, but does contain Farmland of Statewide Importance, Farmland of Local Importance, and Urban and Built-Up Land. In the study area, the only land being farmed in 2004 was the property west of El Camino Real and south of the river. This area is classified as Farmland of Statewide Importance. The parcel covers about 77 acres and is split diagonally by a 150-foot-wide SDG&E easement for transmission towers and several buried fuel and gas pipelines. The San Dieguito River Park JPA purchased this property for eventual restoration of sensitive biological resources, including wetlands, and the land is currently fallow. The Grant Agreement allows the current agricultural use as follows: "Prior to restoration and enhancement of the real property as part of the San Dieguito River Park, the grantee may lease all or a portion of the real property for agricultural purposes." Therefore, although agricultural use of the property is allowed in the short term, the long-term intent for the public agency that now owns the property (the San Dieguito River Park JPA) is to implement habitat restoration, consistent with the Grant Agreement through which the JPA acquired funding for the property purchase. Therefore, the potential impacts on Farmland of Statewide Importance would not be relevant, and impacts would be less than significant; consistent with the conclusions of the FEIR.

In 1982, Western San Diego County was classified into MRZs by the California Division of Mines and Geology. **Plate 16** of the report, *Mineral Land Classification: Aggregate Materials in the Western San Diego County Production-Consumption Region* (California Division of Mines and Geology 1982), indicates that the portion of El Camino Real studied in this recirculated FEIR, including the proposed wetlands mitigation site west of El Camino Real and south of the river, is within a large part of the lower San Dieguito River Valley that has been classified as MRZ-1. Therefore, consistent with the conclusion of the FEIR, mineral resources are not of concern in the study area.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the FEIR. The project would not result in any new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the FEIR.

Public Utilities and Public Services

El Camino Real Bridge/Road Widening FEIR

Section 3.6, *Public Utilities/Services*, of the FEIR evaluated potential impacts on public utility and public services that may occur through development of all build alternatives, including the Eastern Alignment Alternative.

Public Utilities

The FEIR concluded that impacts associated with all utility services would be less than significant, and no mitigation is required. Electricity for the light poles would adhere to SDG&E regulations. Fuel lines would not be disturbed nor affected by the Eastern Alignment Alternative. The project would not use fuel lines during construction or operation. Natural gas and communication system lines as part of the Eastern Alignment Alternative would need to be relocated to the new road alignment, east of the existing El Camino Real. The project would not use natural gas or communication systems during construction or operation. The project would adhere to Waste Management Plans and applicable solid waste regulations, which would result in less-than-significant impacts regarding solid waste during construction. No solid waste would be generated during operation. The water lines would not be disturbed nor affected by the Eastern Alignment Alternative. Nominal water

would be used for dust control during construction and irrigation of plants during operation. For the Eastern Alignment Alternative, the sewer line would need to be relocated so it would remain in public ROW. The relocation of the utility lines would not interrupt utility service during construction (City of San Diego 2016).

Public Services

The project would not add to the population nor construct buildings, so it would not increase the need for police-protection facilities, fire/life safety-protection facilities, libraries, parks or other recreational facilities, or schools. The response times for police protection, fire protection, or emergency medical services could be affected during construction if road closures or detours were needed. However, the construction phasing for most of the alternatives for the road/bridge widening is planned to occur one side at a time, with a complete two-lane bridge and raised road constructed independently of the existing bridge and road in the first phase, followed by demolition and construction of the other two-lane side. Therefore, a two-lane transportation facility with essentially the same capacity as under existing conditions would be open during the entire construction process, and response times would not be affected. For the Eastern Alignment Alternative, the entire four-lane road and bridge from the bridge northward could be constructed without affecting existing the El Camino Real. There would be no impacts on response times after project completion because response times either would improve with the general improvement in LOS on the road and at key intersections (for the full widened roadway alternatives), or would be the same as with the No Build Alternative (i.e., narrow roadway alternatives) (City of San Diego 2016).

Project

Public Utilities

Wastewater/Sewer, Natural Gas, and Telecommunication Facilities

The Eastern Alignment Alternative and the project would require relocation of the sewer, natural gas, and telecommunication (i.e., fiber optic) lines. The relocation would not interrupt utility service during construction or operational phases of the project. No wastewater, sewage, natural gas, or telecommunication lines would be used during construction and operation. Therefore, impacts would be less than significant. No new changes would occur compared to the previously approved project, and no subsequent FEIR is required.

Water

The Eastern Alignment Alternative and the project would not require relocation of water lines. Nominal water would be used for dust control during construction and irrigation of plants during operation. Therefore, the project would not require the construction or expansion of new water-utility facilities to serve the project, and there would be less-than-significant impacts. No new changes would occur compared to the previously approved project, and no subsequent FEIR is required.

Stormwater

The Eastern Alternative Alignment and the project would have a project site larger than 1 acre, requiring the development of an SWPPP, which would develop BMPs that would ensure that stormwater impacts during construction and operational phases are less than significant. Further details can be found in the *Hydrology and Water Quality* section of this Addendum. No new changes would occur compared to the previously approved project, and no subsequent FEIR is required.

Electric Power

The previously approved project and the project would follow SDG&E regulations for the proposed light poles. The project would not require the construction or expansion of electric-utility facilities to serve the project. Therefore, there would be less-than-significant impacts. No new changes would occur compared to the previously approved project, and no subsequent FEIR is required.

Sufficient Water Supplies

As mentioned above, the project would only use a nominal amount of water for dust control during construction and irrigation of plants during operation. Therefore, there would be sufficient water supplies to serve the project for the foreseeable future, and there would be less-than-significant impacts. No new changes would occur compared to the previously approved project, and no subsequent FEIR is required.

Sufficient Wastewater Services

The project would not generate wastewater during construction or operational phases. Therefore, there would be no impact. No new changes would occur compared to the previously approved project, and no subsequent FEIR is required.

Solid Waste Standards

The project would adhere to Waste Management Plans and applicable solid waste regulations, which would result in less-than-significant impacts regarding solid waste during construction. No solid waste would be generated during operation. No new changes would occur compared to the previously approved project, and no subsequent FEIR is required.

Public Services

The proposed roadway project would not create additional population within the City, such as a residential or commercial development. Therefore, there would be no impact on public services. During construction, traffic lane closures could possibly affect service routes. However, as further detailed in the *Transportation* section, the project would incorporate traffic-control plans to ensure that there is adequate emergency circulation within and around the project site, and less-than-significant impacts would occur. No new changes would occur compared to the previously approved project, and no subsequent FEIR is required.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the FEIR. The project would not result in any new significant impact, nor would a substantial increase in the severity of impacts result from that described in the FEIR.

Hydrology and Water Quality

El Camino Real Bridge/Road Widening FEIR

Section 3.7 of the FEIR provides an analysis of Hydrology and Water Quality impacts that would affect the El Camino Real Bridge Replacement, including the Eastern Alignment Alternative. The project crosses the floodplain of the San Dieguito River, which has a watershed area that covers approximately 350 square miles. More than 80 percent of the total drainage area is controlled by dams (Chang 2005). El Camino Real Bridge crosses the San Dieguito River at approximately river mile 2.61, as measured from the coast (USFWS 2000). The river valley falls under the jurisdiction of the City of Del Mar, as well as the City and County of San Diego.

The FEIR concluded that any impacts related to hydrology/water quality would comply with the City Water Quality Standards. However, the FEIR states that during periods of construction, these

impacts can be regarded as significant to all build alternatives, including the Eastern Alignment Alternative. Consistent with the previously approved project, the project would implement **MMs HYD-1** and **HYD-2**, which would ensure that hydraulic and flooding impacts are mitigated to below a level of significance under CEQA.

Mitigation Measures:

HYD-1: This MM requires City staff to verify that plans to provide buried bank protection along the northern bank of the river for 500-feet east of the new bridge have been incorporated into the project plans and specifications. This is to protect the habitats and surrounding wetlands of the project area. A temporary trail will be built to provide quick and efficient access during periods of construction.

HYD-2. This MM requires City staff to verify that a Stormwater Pollution Prevention Plan (SWPPP) is incorporated into the construction specifications and plans and that the SWPPP includes all conditions that may have been added by the permitting agencies to protect the endangered clapper rail upstream of the bridge. Site management will maintain proper housekeeping of the project site, and sediment and erosion control BMPs will be installed and maintained.

Project

The project would implement 28 modifications to the previously approved Eastern Alignment Alternative that would add or reduce temporary and permanent areas adjacent to the Eastern Alignment. The modifications generally include additional construction-staging areas and refinement of the previously approved project for greater connectivity with the surrounding area and operational performance. As such, there is no evidence that the 28 modifications would increase the likelihood of causing hydrology or water quality impacts greater than those described in the FEIR, and impacts would continue to be less-than significant with implementation of **HYD-1** and **HYD-2**.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the FEIR. The project would not result in any new significant impact, nor would a substantial increase in the severity of impacts result from that described in the FEIR.

Geology/Seismicity/Soils

El Camino Real Bridge/Road Widening FEIR

Section 3.8 of the FEIR provides an analysis of the geology, seismicity, and soils impacts associated with the project. Impacts from the geologic hazards of fault rupture, landslides, and seiches, and interference with mineral resources were evaluated as not relevant because the conditions for such impacts do not occur in the project area. However, all build alternatives are in an area that is subject to relatively high ground shaking. Also, all build alternatives are located where the underlying formation and groundwater conditions could lead to liquefaction in a seismic event. All adverse impacts from these conditions would be prevented by the incorporation of measures recommended in the geotechnical report (Ninyo & Moore 2006, updated 2012), which may be supplemented in final design. The measures are accepted practices that would be incorporated as project features into the final design and implemented during project construction.

Mitigation Measures

Regarding soil conditions in Threshold 2 leading to significant geological impacts, none of the soils in the project area have moderate to high shrink-swell behavior, but soils at the project site have been

determined to be corrosive. All of the soils on the project site have been classified as having severe erodibility (erosion potential).

Additionally, the corrosion potential of onsite soils was evaluated in the roadway geotechnical report for the project (Ninyo & Moore 2006, updated 2012). Corrosivity tests were performed on samples from the subsurface evaluation. The soils were analyzed to evaluate the effect of corrosion on underground culverts and surface structures. Test results indicated that the pH of the soils ranged from 6.8 to 7.8. Tested chloride contents ranged from 20 to 1,000 parts per million (ppm), which indicates a potential for severely corrosive conditions for ferrous metals. The minimum electrical resistivity, which ranged from 300 to 7,500 ohms-centimeters, also indicated that the onsite soils may be considered severely corrosive to ferrous metals. Testing of selected soil samples indicated that soluble sulfate contents ranged from 0.003 to 0.124 percent, which indicated a potential for moderate corrosion to cement (an integral component of concrete). Concrete in contact with soil or water that contains high concentrations of sulfates can be subject to chemical deterioration. In accordance with Caltrans guidelines, the project site may be considered to be corrosive.

However, all adverse impacts from these conditions would be prevented by the incorporation of measures recommended in the geotechnical report, which are accepted practices that would be incorporated as project features into the final design and implemented during project construction.

Therefore, impacts from the above geotechnical conditions were concluded in the FEIR to be not significant for all build alternatives, and no additional measures were determined to be needed.

Project

As discussed in the FEIR, the project site has a high potential for experiencing strong ground motion, due to the potential for a large seismic event on the relatively near Rose Canyon fault. Fault rupture is considered unlikely at the project site because of the absence of known active and potentially active faults on the site. The potential for lurching or cracking of the ground surface as a result of nearby or distant seismic events is also considered unlikely (Ninyo & Moore 2006, updated 2012). Liquefaction at the project site, where the sediments could lose strength and fail to support overlying structures, is considered likely. Further, the soils within the project site were found to be corrosive; meaning that concrete in contact with the soils can be subject to chemical deterioration.

The 28 modifications proposed by the project would not change the location of the project site in a significant way in which the geology, seismicity, or soil composition would face significant changes. Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the FEIR. The project would still be required to adhere to the geotechnical report, which recommended accepted practices that would be incorporated as project features into the final design and implemented during project construction.

The project would not result in any new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the FEIR.

Paleontological Resources

El Camino Real Bridge/Road Widening FEIR

Section 3.9 of the FEIR determined that impacts on paleontological resources would be significant under CEQA. This is due to the project involving more than 1,000 cubic yards of excavation in a formation that has a high paleontological sensitivity rating.

Mitigation Measures

The following mitigation measure will be implemented as a result.

PAL-1: To minimize the impacts associated with the disturbance of a formation with the potential to contain fossils, a paleontological monitoring program shall be conducted according to City guidelines as specified in the MMs in Section 3.9:

Implementation of the required monitoring measure would mitigate all CEQA impacts to below a level of significance.

Project

Impacts on fossils, such as removal of existing roadway and digging of trenches for widened drainage channels or relocated utilities, could occur during earthwork activities at the northern and southern ends of the project. These kinds of operations could cut into geologic formations underlying the soil and disturb fossils, if present. The formation that would be disturbed during project construction at the northern and southern ends of the project has the potential to contain fossils. However, the presence of fossils will remain unknown until excavation activities occur.

The intensity and severity of potential impacts on paleontological resources are considered to be high at the northern and southern ends of the project and low in the river and along the rest of El Camino Real. The impacts would be direct and short-term because potential for damage to paleontological resources would only occur during project construction. Because the proposed changes to the project do not change the location of the construction, and the same geological formations (rated as 'high' for paleontological sensitivity) would still be affected, no changes in impact significance is expected. Implementation of the City's standardized paleontological monitoring requirements would ensure that potentially significant impacts are precluded.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the FEIR. The project would not result in any new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the FEIR.

Air Quality

El Camino Real Bridge/Road Widening FEIR

Section 3.10 of the FEIR provides an analysis of air quality impacts associated with the development of several build alternatives, including the Eastern Alignment Alternative.

The FEIR determined that the Eastern Alignment Alternative would have less-than-significant emissions, odors, and substantial pollutant impacts during construction. During operation, the Eastern Alignment Alternative would not result in emissions that would violate air quality standards. No new mobile-source emissions would be attributed to the proposed roadway improvements. During operation, no air quality standards would be violated, there would be no cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard, no sensitive receptors would be exposed to substantial pollutant concentrations, no objectionable odors would be generated, and no air contaminants would be released. Thus, there would be less-than-significant operational air quality impacts and no mitigation would be required (City of San Diego 2016).

Project

The San Diego Regional Air Quality Strategy (RAQS) is the applicable regional air quality plan that sets forth the San Diego Air Pollution Control District's strategies for achieving the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS). The growth projections used by the San Diego Air Pollution Control District to develop the RAQS emissions budgets are based on the population, vehicle trends, and land use plans developed in general plans and used by SANDAG in the development of the regional transportation plans and sustainable communities strategy. As such, projects that propose development consistent with the growth anticipated by SANDAG's growth projections and/or the general plan would not conflict with the RAQS.

The project would implement modifications to the previously approved Eastern Alignment Alternative that would add or reduce temporary and permanent areas adjacent to the Eastern Alignment. The modifications generally include additional construction-staging areas and refinement of the previously approved project for greater connectivity with the surrounding area and operational performance. The project would not construct any housing or places of employment, and the widened roadway segments would serve future growth that is already anticipated in the project area. Therefore, the project would not conflict with implementation of the RAQS, and impacts would be less than significant, consistent with the conclusions of the FEIR.

Construction

The project's modifications would be minor, such as adding staging areas, removing existing roadway, and incorporating refinements that would improve connectivity to the surrounding area and operational performance. Construction of the project modifications is projected to be less than the applicable thresholds for all criteria pollutants, would not exceed the NAAQS or CAAQS, and would not contribute to existing violations. Therefore, construction-emission impacts would be less than significant. The project would also implement standard dust-control measures during construction. In the previously approved project, the exposure of sensitive receptors to substantial toxic emissions was not anticipated because the staging area would be more than 0.5-mile southwest from the nearest sensitive receptor, which is the Casa Palmera Rehabilitation Facility at the corner of Via de la Valle and El Camino Real North, and the duration of construction activities at this location would be only 20 working days (City of San Diego 2016). The project would add additional staging areas at the northeastern (Area 27) and southeastern (Area 1) intersections of El Camino Real and San Dieguito Road. Although the Air Quality section of the previously approved FEIR accounted for construction emissions (including staging areas), the specific locations of the staging areas were not added to the SDP until after the FEIR's certification. Both projects' staging areas would have residential sensitive receptors directly east of them. Although the project would add additional staging areas that would be closer to sensitive receptors, there would be less-than-significant exposure regarding substantial toxic emissions, odors, and substantial pollutant concentrations, consistent with the conclusions of the FEIR.

Operation

During operation, the project would not result in emissions that would violate air quality standards. No new mobile source emissions would be attributed to the proposed roadway improvements. No sensitive receptors would be exposed to substantial pollutant concentrations, no objectionable odors would be generated, and no air contaminants would be released. Therefore, there would be less-than-significant operational impacts consistent with the conclusions of the FEIR.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the FEIR. The project would not result in any new significant impact, nor would a substantial increase in the severity of impacts result from that described in the FEIR.

Noise

El Camino Real Bridge/Road Widening FEIR

Section 3.11 of the FEIR provided an analysis of noise impacts associated with the project. Projected traffic-noise levels at the residential, recreational, and commercial receptors in the area would not exceed City or County thresholds for noise/land use compatibility.

The principal existing noise sources of interest in the project area are vehicles on El Camino Real, San Dieguito Road, Via de la Valle, and Old El Camino Real. Interstate 5 (I-5) traffic generates additional background noise in the project area. The primary source of onsite noise was due to traffic on Via De La Valle and El Camino Real. Near-term traffic noise levels under the Eastern Alignment Alternative would range from 46 to 68 dBA community noise level (CNEL) at all receivers. Traffic noise levels at residential land uses would range from 46 to 56 dBA CNEL and 55 to 63 dBA CNEL at recreational uses. Commercial land uses would be exposed to noise levels ranging from 52 to 68 dBA CNEL. Changes in noise levels would range between -4 and 6 dBA at all land uses.

Horizon Year (2035) traffic noise levels under the Eastern Alignment Alternative would range from 49 to 71 dBA CNEL at all receivers. Traffic noise levels at residential land uses would range from 49 to 59 dBA CNEL and 58 to 66 dBA CNEL at recreational uses. Commercial land uses would be exposed to noise levels ranging from 55 to 71 dBA CNEL. Changes in noise levels would range between -1 and 9 dBA at all land uses. After the project's completion, all noise levels would comply with City and County standards. Construction noise levels at sensitive receptors would not exceed 75 dBA Leq, nor would noise levels substantially interfere with the operations of nearby businesses or with sensitive receptors.

Construction Noise

Construction noise would be generated by diesel engine-driven construction equipment, which would be used for site preparation; excavation and grading; delivery and application of fill; subgrade, asphalt, and concrete material; and installation of medians, barriers, signage. Diesel engine-driven trucks would bring materials to the site and remove spoils from excavation. Peak noise levels may be 85 to 90 dBA at a distance of 50 feet during most construction activities, and hourly average noise levels at 50 feet from the edge of the work area are anticipated to be 70 to 80 dBA Leq.

The nearest sensitive receptors to the work areas are the rear of the home at 14841 De La Valle Place, behind the Polo Plaza (R18), and the residence on San Dieguito Road (R2). R18 is approximately 250 feet from the planned construction area. An existing wall prevents a direct line of sight from R18 to Via de la Valle and provides additional noise attenuation. Hourly noise levels would be approximately 66 dBA Leq, and maximum noise levels would not be anticipated to exceed 76 dBA maximum sound level (Lmax). For many operations, the existing wall would break the line of sight, the noise reduction would be greater, and the noise levels at the residence would be less than the indicated maximum values.

Temporary construction noise, which exceeds 75 dBA Leq at a sensitive receptor, would be considered significant. Construction noise levels measured at or beyond the property lines of any

property zoned residential would not exceed an average sound level greater than 75 dB during the 12-hour period from 7:00 a.m. to 7:00 p.m. In addition, construction activity is prohibited between the hours of 7:00 p.m. of any day and 7:00 a.m. of the following day or on legal holidays, as specified in San Diego Municipal Code Section 21.04, with the exception of Columbus Day and Washington's Birthday, or on Sundays, that would create disturbing, excessive, or offensive noise, unless a permit has been applied for and granted beforehand by the noise Abatement and Control Administrator, in conformance with San Diego Municipal Code Section 59.5.0404. Additionally, where temporary construction noise would substantially interfere with normal business communication or affect sensitive receptors, such as day-care facilities, a significant noise impact may be identified.

Construction noise levels at sensitive receptors would not exceed 75 dBA Leq, nor would noise levels substantially interfere with the operations of nearby businesses or sensitive receptors. Noise impacts would be less than significant.

Mitigation Measures

Construction noise levels at sensitive receptors would not exceed 75 A-weighted decibels (dBA) equivalent continuous sound level (Leq), nor would noise levels substantially interfere with the operations of nearby businesses or sensitive receptors. No impacts would be significant under CEQA. No MMs were determined by the FEIR to be necessary for any of the build alternatives.

Project

The project would implement 28 modifications to the previously approved Eastern Alignment Alternative that would add or reduce temporary and permanent areas adjacent to the Eastern Alignment. The modifications generally include additional construction-staging areas and refinement of the previously approved project for greater connectivity with the surrounding area and operational performance. These 28 changes made to the original project would not change proximity to sensitive noise receptors, nor change the construction equipment necessary to implement the project. As stated previously, most noise associated with the project site is produced by traffic on the nearby I-5.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the FEIR. The project would not result in any new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the FEIR.

Biological Resources

El Camino Real Bridge/Road Widening FEIR

Section 3.12 of the FEIR provides an analysis of biological resource impacts associated with all the build alternatives, including the Eastern Alignment Alternative. The FEIR concluded that the previously approved project would have less-than-significant impacts on biological resources with the incorporation of MMs.

Mitigation Measures

The Eastern Alignment Alternative would significantly affect vegetation communities, sensitive plant species, sensitive wildlife species, invasive species, and avian species. However, with implementation of **MMs BIO-1 to BIO-14**, all biological impacts would be less than significant.

Project

The project would implement modifications to the Eastern Alignment Alternative that would add or subtract temporary and permanent areas adjacent to the Eastern Alignment. The modifications generally include additional construction-staging areas and refinement of the previously approved project for greater connectivity with the surrounding area and improved operational performance.

ICF has prepared the *El Camino Road Bridge Biological Resources Report Update* for the project on November 2023 (ICF 2023) (**Appendix A**). Results found that since the previous biological report conducted in 2016, there would be additional or reduced impacts on biological resources due to natural changes to the environment of the surrounding area over time; and changes in the project's footprint. However, with implementation of **MM BIO-1 to BIO-14** in the updated biological report, in which changes have been made to MMs BIO-1, BIO-2, and BIO-11, all biological impacts would continue to be less than significant, consistent with the conclusions of the FEIR.

- **MMs BIO-1 to BIO-14:** Refer to the revised MMs (BIO-1, BIO-2, and BIO-11) in the updated biological resources report (**Appendix A**).
- **Impact after MMs BIO-1 to BIO-14:** Less-than-significant impacts would remain with the implementation of the proposed mitigation.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the FEIR. The project would not result in any new significant impact, nor would a substantial increase in the severity of impacts result from that described in the FEIR.

Greenhouse Gas Emissions

El Camino Real Bridge/Road Widening FEIR

Section 3.13 of the FEIR, *Greenhouse Gas Emissions*, determined that impacts associated with greenhouse gas (GHG) emissions would not be significant to the project.

Mitigation Measures

In particular, the FEIR states that GHG emissions such as operational emissions and construction emissions taking place along the Eastern Alignment Alternative would not be significant. The project would implement 28 modifications to the previously approved Eastern Alignment Alternative that would add or reduce temporary and permanent areas adjacent to the Eastern Alignment. The modifications generally include adding construction-staging areas, and refining the previously approved project for greater connectivity with the surrounding area and improved operational performance. The project would not construct any housing or places of employment, and. There is no evidence that the 28 modifications considered in this addendum would change the conclusions of the FEIR, which found that GHG impacts would be less than significant, and no mitigation is required.

Project

Similarly, the 28 proposed modifications notwithstanding, the widened roadway segments and bridge replacement would serve future growth that is already anticipated in the project area. The 28 modifications would not cause the project to conflict with any plans, policies, or regulations aimed at reducing energy demand and GHG emissions from operational sources. The project would not

conflict with General Plan policies related to climate change. Impacts on plans, policies, and regulations would be less than significant.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the FEIR. The project would not result in any new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the FEIR.

Mandatory Findings of Significance

El Camino Real Bridge/Road Widening FEIR

Section 4 of the FEIR provides an analysis of Mandatory Findings of Significance impacts associated with all build alternatives.

Mitigation Measures

The FEIR concluded that the Road Capacity and Bicycle Safety alternatives would create significant, unmitigated transportation impacts and that all build alternatives would have significant, unmitigated visual/aesthetic impacts regarding blocking a view corridor with the development of the cantilever equestrian trail on the western side of the bridge. All other environmental topics would either have less-than-significant impacts or less-than-significant impacts with mitigation incorporated. The project would not cause any significant growth-inducing impacts (City of San Diego 2016).

Project

The project's modifications generally include additional adding construction staging areas, and refining the previously approved project for greater connectivity with the surrounding area and improved operational performance. As the currently proposed project is essentially the Eastern Alignment (with 28 modifications); therefore, the FEIR's conclusions with respect to the Road Capacity and Bicycle Safety Alternative is not applicable. However, similar to the Eastern Alignment Alternative analyzed in the FEIR; the project would develop the equestrian cantilever with associated fencing that would cause significant, unmitigable impacts regarding blocking views through a public view corridor. All other environmental topics would either have less-than-significant impacts or less-than-significant impacts with mitigation incorporated. The project's modifications would not cause any significant growth inducing impacts. No new changes would occur compared to the previously approved project, and no subsequent FEIR is required.

VI. ISSUES NOT ANALYZED IN THE PREVIOUS ENVIRONMENTAL IMPACT REPORT

CEQA Guidelines Section 15128 allows environmental issues for which there is no likelihood of a significant impact to not be discussed in detail or analyzed further in the FEIR. The certified FEIR provided a similar level of analysis, even for those issue areas considered to result in impacts found not to be significant.

Revisions to the project components evaluated under the FEIR are proposed with the current project. Through the environmental analysis conducted, the City has determined that the current project evaluated under this Addendum would not have the potential to cause significant impacts on those issue areas beyond those analyzed in the FEIR. Although these issues

were not analyzed in detail, as outlined in CEQA Section 15128, there is no new information available that would indicate that these issues would result in new significant impacts.

VII. SIGNIFICANT UNMITIGATED IMPACTS

The FEIR, which focused on the Eastern Alignment Alternative of the project, indicated that significant impacts on the designated project areas will be significantly lessened or avoided altogether if all of the proposed MMs within the FEIR are implemented and followed. The FEIR concluded that Land Use, Hydrology/Water Quality, Paleontological Resources, Biological Resources, and Historical Resources are all considered to have significant impacts, but would be mitigated in accordance with the measures being implemented.

Impacts to Traffic/Circulation (Road Capacity and Bicycle Safety alternatives only), and Visual/Aesthetics are also considered to be significant, but would remain unmitigated, according to the FEIR.

Traffic/Circulation (Eastern Alignment alternative), Geology/Seismicity/Soils, Air Quality, Noise, and GHG Emissions are regarded as being less than significant, with no MMs being needed. Farmland/Agricultural Lands would not have any significant impacts and, as a result, no MMs would be required.

The project would not result in any additional significant impacts, nor would it result in an increase in the severity of impacts from that described in the previously certified FEIR.

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

A. GENERAL REQUIREMENTS – PART I Plan Check

1. Prior to Notice to Proceed (NTP) Award or beginning any construction related activity on-site, the DSD Director's Environmental Designee (ED) shall review and approve all Construction Documents (CD) (e.g., plans, specifications, details) to ensure that 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 sheets of the construction documents in the format specified for engineering construction document templates as shown on the City website.
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 (prior to start of construction)

1. **PRE-CONSTRUCTION MEETING IS REQUIRED 10 WORKING DAYS PRIOR TO BEGINNING ANY WORK ON THIS PROJECT.** The Applicant Department is responsible for arranging and performing this meeting by contacting the City Resident Engineer (RE) of the Field Engineering Division and City staff from Mitigation Monitoring Coordination (MMC). Attendees must also include the Permit holder's Representative(s), Job Site

Superintendent, and the following consultants as necessary: **Qualified Biologist, Archaeologist, Native American monitor and Paleontologist.**

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

CONTACT INFORMATION:

- a) The PRIMARY POINT OF CONTACT is the **RE** at the **Field Engineering Division 858-627-3200.**
 - b) For clarification of ENVIRONMENTAL REQUIREMENTS, it is also required to call **RE** and **MMC at 858-627-3360.**
2. **MMRP COMPLIANCE:** This project, Project Tracking System (PTS) No. 667298, or for subsequent future projects the associated PTS No. 667298, shall conform to the mitigation requirements contained in the associated Environmental Document and implemented to the satisfaction of the DSD's ED, MMC, and RE. The requirements may not be reduced or changed, but may be annotated (i.e., to explain when and how compliance is being met and location of verifying proof). Additional clarifying information may also be added to other relevant plan sheets and/or specifications as appropriate (i.e., specific locations, times of monitoring, and methodology).
- Note: The Applicant Department's Representatives must alert RE and MMC if there are any discrepancies in the plans or notes, or any changes due to field conditions. All conflicts must be approved by RE and MMC BEFORE the work is performed.**
3. **OTHER AGENCY REQUIREMENTS:** Evidence that any other agency requirements or permits have been obtained or are in process shall be submitted to the RE and MMC for review and acceptance prior to the beginning of work or within one (1) 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 as applicable:
- California Department Fish and Wildlife: 1602 Streambed Alteration Agreement
 - Regional Water Quality Control Board: 401 State Water Quality Certification
 - U.S. Army Corp of Engineers: Section 404 Permit
4. **MONITORING EXHIBITS:** All consultants are required to submit to RE and MMC a monitoring exhibit on a 11 × 17 reduction of the appropriate construction plan, such as site plan, grading, or landscape, marked to clearly show the specific areas, including the **LIMIT OF WORK**, scope of that discipline's work, and notes indicated 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 Applicant Department's representative shall submit all required documentation, verification letters, and requests for all associated inspections to the RE and MMC for approval per the following schedule:

Document Submittal/Inspection Checklist

Issue Area	Document Submittal	Associated Inspection/Approvals/Notes
General	Consultant Qualification Letters	Prior to Preconstruction Meeting
General	Consultant Construction Monitoring Exhibits	Prior to or at Preconstruction Meeting
Land Use	Land Use Adjacency Issues	Land Use Adjacency Issue Site Observations
Traffic	Verification of Traffic Mitigation	Prior to Issuance of Grading or Building Permits for Each Phase
Biology	Biologist Limit of Work Verification	Limit of Work Inspection
Biology	Biology Monitoring Reports	Biology/Habitat Inspection
Archaeology	Archaeology Reports	Archaeology/Historic Site Observation
Paleontology	Paleontology Reports	Paleontology Site Observation
Waste Management	Waste Management Reports	Waste Management Inspections
Bond Release	Request for Bond Release Letter	Final MMRP Inspections Prior to Bond Release Letter

C. SPECIFIC MMRP ISSUE AREA CONDITIONS/REQUIREMENTS

1. Land Use

Impact

Only potential land use impacts related to the MHPA on site would be significant, but mitigable under CEQA for this project. MHPA land use adjacency MMs are necessary for each of the build alternatives, because the project is located within and/or adjacent to the MHPA. These measures are to be used in addition to the Biological Resource Protection During Construction MMRP and with the direct habitat impact and species-specific mitigation requirements specified in Section 3.12 of this recirculated FEIR.

Mitigation Measures

LAN-1: As specified in the MMs in Section 3.1, 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 CDs, which 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 MSCP MHPA Land Use Adjacency Guidelines. The applicant shall provide an implementing plan and include references on/in CDs 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 approved development/construction footprint, specifically manufactured slopes, disturbance, and development within or adjacent to the MHPA.

B) Drainage: All new and proposed parking lots, staging areas, and developed areas in and adjacent to the MHPA shall be designed so they do not drain directly into the MHPA. All staging and developed/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 temporary and 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 impactful 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.

D) Lighting: Lighting within or adjacent to the MHPA shall be directed away/shielded from the MHPA, or limited to the immediate area and be subject to City Outdoor Lighting Regulations per Lighting Regulations Definition Section 142.0740.

E) Barriers: Construction and new development within or adjacent to the MHPA shall be required to provide barriers (e.g., non-invasive vegetation; rocks/boulders; 6-foot high, vinyl-coated chain link or equivalent fences/walls; and/or signage) along the MHPA boundaries to direct public access to appropriate locations, reduce domestic animal predation, protect wildlife in the preserve, and provide adequate noise reduction where needed

F) Invasive: No invasive nonnative plant species shall be introduced into areas within or adjacent to the MHPA.

G) 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: Least Bell's vireo (3/15–9/15). 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.

2. Visual/Aesthetics

Impacts: All build alternatives would have significant aesthetic impacts from degradation of visual character. These impacts would be mitigable to below a level of significance under CEQA by the measures listed below. For the issue of views, all build alternatives would have significant view impacts from blocking a view corridor and blocking a view of a public resource. The view blockage would be due to the fencing needed on the outside of the cantilever equestrian trail on

the western side of the bridge. This impact would not be mitigable to below a level of significance under CEQA.

Mitigation Measures

VIS-1: To mitigate impacts associated with Aesthetics issue 1a (change resulting from the removal of the vegetation that constitutes a visual resource), prior to bid opening/bid award, the Public Works Department shall submit a landscape plan to be verified as reviewed and approved by the LDR Landscape and/or Assistant Deputy Director (ADD) Environmental designee prior to being incorporated into the plans and specifications. This study has assumed that a revegetation plan will be part of a formal mitigation measure related mostly to biological impacts and mitigations.

VIS-2: To mitigate impacts associated with Aesthetics issue 1c(1) (change resulting from the change in the character of the bridge and the change in scale associated with the heightened nature of the bridge and its abutments), prior to bid opening/bid award, the Public Works Department and LDR Landscape or ADD shall verify that the bridge railing system was designed to integrate the concrete barrier requirements of a K-rail with those commonly associated with a wood rail barrier. The barrier shall include a steel backed wood-appearing faced railing barrier. The railing shall have a dominant horizontal look and be painted white to match the existing rails.

VIS-3: To mitigate impacts associated with Aesthetics issue 1c(3) (change resulting from the removal of visual resources that make up the current visual character of an important public view, specifically the Polo Fields as seen from the existing and proposed bridge), prior to bid opening/bid award, the Public Works Department shall submit to LDR Landscape and ADD for review and approval a landscape plan that has been incorporated into the plans and specifications. This program would require the preparation of a revegetation plan prepared by a landscape architect. As mitigation for the grove of trees removed at the southern end of the drainage ditch parallel to El Camino Real, in order to provide a visually comparable tree massing, the Eucalyptus tree grove (assumed to be 12 trees) and the Sycamore grove (assumed to be three trees) are proposed to be replaced at a 3:1 ratio (based on the mature size of the trees removed) utilizing varying container sizes up to 36-inch box trees for a total of 45 new trees. These trees are proposed to all be sycamore, even though many of the existing trees are eucalyptus

VIS-4: To mitigate impacts associated with Aesthetics issue 1c(4), prior to bid opening/bid award, the Public Works Department shall submit to LDR Environmental, LDR Landscape, and ADD plans that incorporate the use of colored and textured concrete or alternating split face block with integral color for the retaining wall, depending on the material selected for the wall construction. In addition, prior to bid opening/bid award, the Public Works Department shall submit to LDR Landscape and ADD a landscape plan prepared by a Landscape Architect that

includes the use of vegetation placed in front of the wall, consisting of approved City trees and shrubs

3. Biological Resources

Impacts (Eastern Alignment alternative): Potential impacts to species identified as a candidate, sensitive, or special status species would include direct impacts to the habitat of least Bell's vireo and the light-footed Ridgway's rail. These impacts would be significant. Potential indirect impacts to sensitive and native wildlife species would also be significant. Significant impacts to Tier II Habitats would include direct impacts to disturbed Diegan coastal sage scrub with portions located both in and outside the MHPA. Project impacts to riparian scrub and coastal wetland habitats would be significant. The impact of potential introduction of invasive plant species into a natural open space area would be significant. These impacts would be mitigable to below a level of significance under CEQA by the measures listed below.

Mitigation Measures

BIO-1: Wetland Habitat Mitigation Measures. Mitigation for unavoidable impacts to sensitive wetland habitats would be accomplished by: (1) creating or restoring habitat of equal value/type in the watershed or vicinity of the project and (2) enhancing degraded wetland habitats in the project watershed/vicinity through the removal of exotic plant species. The City also requires that unavoidable wetland impacts within the Coastal Overlay Zone be mitigated in the Coastal Overlay Zone.

Implementation of a wetland creation/restoration/enhancement plan for the W-19 Mitigation Site is the principal proposed mitigation for impacts to wetland communities. The restoration plan was finalized as part of the project's Habitat Monitoring and Mitigation Plan (HMMP). The final HMMP was issued to Caltrans in November 2020.

The FEIR included specific requirements for each of the alternatives. The requirement for the proposed project is presented below.

Current 2022 Footprint. Mitigation for 4.10 acres of impacts to wetland habitats would require 15.63 acres of mitigation. In addition, 2.22 acres of mitigation would be required for implementing the proposed restoration plan, for a total requirement of 17.85 acres. Because a total acreage of 28.4 acres would be available for mitigation at the Caltrans-managed W-19 mitigation site, as of the November 2023 W-19 mitigation credit ledger, the total mitigation would exceed City requirements for road and bridge improvements by 10.55 acres.

BIO-2: Upland Habitat Mitigation Measures. Impacts to sensitive upland habitats, including acreage of disturbed Diegan coastal sage scrub associated with road and bridge improvement (Table 4-2) would be mitigated through the San Dieguito Lagoon W-19 Restoration Site using appropriate City tier and ratio. Implementation of this measure will require concurrence from the Wildlife Agencies per the conditions of the W-19 Purchase Agreement.

BIO-3: Additional Vegetation Communities Mitigation Measures. Additional Vegetation Communities Mitigation Measures. The project footprint would be demarcated prior to construction in order to avoid encroachment into surrounding sensitive areas. Furthermore, a qualified biologist would monitor construction activities for the duration of the project to ensure

that practicable measures are being employed to avoid incidental disturbance of habitat outside of the project footprint.

BIO-4: General Measures. Prior to removal of vegetation, orange snow fencing would be installed to demarcate the project footprint in order to avoid encroachment into surrounding sensitive areas. Furthermore, a qualified biologist would monitor construction activities for the duration of the project to ensure that practicable measures are being employed to avoid incidental disturbance of special-status species outside of the project footprint. Measures for specific sensitive plant species are summarized below.

BIO-5: Palmer's Sagewort. Palmer's sagewort (*Artemisia palmeri*) would be included in the plant palette used in the creation and enhancement of southern willow scrub/mule-fat scrub in the W-19 Mitigation Site. Final success criteria for the W-19 Mitigation Site will require the presence of Palmer's sagewort prior to final site signoff.

BIO-6: San Diego Sunflower. Habitat-based mitigation would be provided for impacts to disturbed Diegan coastal sage scrub, the vegetation community on site in which the San Diego sunflower (*Bahipopsis laciniata*) is found, at a 1:1 ratio.

BIO-7: San Diego Marsh-Elder. Within the W-19 Mitigation Site, San Diego marsh-elder occurring within areas to be enhanced would be flagged or fenced to ensure that these individuals are not removed by work crews and are instead incorporated into the enhancement areas. San Diego marsh-elder would be included in the plant palette used in the creation and enhancement of southern willow scrub/mulefat scrub in the W-19 Mitigation Site. Final success criteria for the W-19 Mitigation Site will require the presence of San Diego marsh-elder prior to final site signoff.

BIO-8: Southwestern Spiny Rush. Within the W-19 Mitigation Site, southwestern spiny rush occurring within areas to be enhanced would be flagged or fenced to ensure that these individuals are not removed by work crews and are instead incorporated into the enhancement areas. Southwestern spiny rush would be included in the plant palette used in the creation of coastal freshwater marsh in the W-19 Mitigation Site. Final success criteria for the W-19 Mitigation Site will require the presence of southwestern spiny rush prior to final site signoff. Furthermore, habitat-based mitigation would be offered for impacts to coastal freshwater marsh and mulefat scrub supporting southwestern spiny rush.

BIO-9: General Mitigation Measures. Habitat-based mitigation would occur at mitigation ratios established by the City in the Biology Guidelines (City of San Diego 2002), including 4:1 for Clark's marsh wren habitat, 3:1 for yellow-breasted chat habitat, 4:1 for light-footed Ridgway's rail habitat, and 3:1 for least Bell's vireo habitat.

On the W-19 Mitigation Site, habitat-based mitigation for species that occupy upland habitats, such as white-tailed kite, would be accomplished at a 2:1 ratio through purchase of credits from Cornerstone Lands. Habitat-based mitigation for species that occupy disturbed, isolated wetland habitats on the W-19 Mitigation Site would be provided through conversion to higher quality wetlands at a 1:1 ratio.

In order to avoid direct impacts to nesting birds, removal of vegetation for all areas, including bridge/road construction and earthwork required for the W-19 Mitigation Site preparation, would occur outside of the breeding season for birds (typically defined as February 1 to September 15). Typically, if a preconstruction nesting bird survey determines that nesting birds

do not occur in the vicinity of the site (typically 300 feet for passerine birds and 500 feet for raptors), removal of vegetation can occur within the breeding season for avian species. However, for this project, the presence of least Bell's vireo precludes the removal of vegetation around a 300-foot buffer from the edge of occupied habitat from February 1 through September 30. All areas of disturbed southern willow scrub occurring along the San Dieguito River are considered occupied by least Bell's vireo.

If vegetation removal is to occur from January to February 1, a preconstruction nesting bird survey for raptors and other early nesting species would be conducted. If a nest is found, methods consistent with the City's Biology Guidelines, the City's MSCP Subarea Plan and state and federal protocol would be implemented to avoid impacts. This would consist of a no-work buffer zone placed around the nest until the adults are no longer using it or the young have fledged. The specific buffer width would be determined by a qualified biologist at the time of discovery consistent with the City's Biology Guidelines, the City's MSCP Subarea Plan and state and federal protocol. According to the City of San Diego Biology Guidelines (City of San Diego 2002), for areas within the MHPA, a 900-foot buffer would be placed around any nesting site of a northern harrier.

BIO-10: Least Bell's Vireo Mitigation Measures. Habitat-based mitigation would be provided to compensate for impacts to occupied least Bell's vireo habitat. In the project area, potential least Bell's vireo habitat consists of disturbed southern willow scrub occurring in association with the San Dieguito River. To offset anticipated project impacts to this habitat, disturbed southern willow scrub would be created and enhanced at a ratio greater than 3:1. Mitigation for impacts to tamarisk scrub would also be provided because tamarisk scrub is situated adjacent to disturbed southern willow scrub and may be utilized as foraging habitat by least Bell's vireo. Mitigation would be accomplished through implementation of the conceptual restoration plan within the W-19 Mitigation Site, which is in the San Dieguito River watershed.

BIO-11: Ridgway's Rail Mitigation Measures. Habitat-based mitigation would be provided for the loss of suitable/occupied light-footed Ridgway's rail habitat. In the project area, potential light-footed Ridgway's rail habitat consists of coastal freshwater marsh and riparian habitats within the San Dieguito River. To offset anticipated project impacts to this habitat, coastal freshwater marsh would be created or enhanced at the W-19 Mitigation Site, within the San Dieguito River watershed, at a 4:1 ratio. Thus, the goal of "no net loss" of wetland habitat from the project would be achieved. Mitigation 4:1 ratios are based on the sensitivity of the light-footed Ridgway's rail, as recommended by CDFW and USFWS in multi-agency coordination meetings held in 2005.

In order to further avoid and minimize impacts to light-footed Ridgway's rail the following general and specific measures would be implemented:

I. General Ridgway's Rail Measures

- A. Staging and equipment storage areas, and equipment maintenance will be located outside of the river corridor and all potential habitat areas.
- B. A qualified biologist will train construction crews (including utility personnel) to avoid unnecessary impacts to the biological resources by briefing them on resource protection measures. The project biologist and crew must be familiar with the identification and life history/habits of light-footed Ridgway's rail.

- C. Prior to the start of construction, a qualified project biologist will supervise installation of orange construction fencing or equivalent along the limits of disturbance within and Surrounding sensitive habitats as shown on the approved construction plans. Temporary fencing will be removed after project completion.
 - D. The project biologist will monitor all phases of construction to minimize impacts on sensitive species, check that wildlife is not entrapped, verify that the boundary fencing is maintained in good condition, and ensure that construction activities do not encroach into biologically sensitive areas beyond the approved limits of construction.
 - E. A wildlife corridor will be maintained during all construction within the river corridor during non-breeding season. Should the berm option be exercised, the wildlife corridor will consist of a spanned low flow channel of the river, approximately 40 feet wide. Orange construction fencing will be installed parallel to the low flow channel to discourage wildlife from accessing the construction areas approved in the plans.
 - F. Construction lighting in upland areas will be the lowest illumination necessary, and directed away, or shielded from the river corridor.
 - G. The project site will be kept as clean of debris as possible to avoid attracting predators of sensitive wildlife. All food-related trash items will be enclosed in sealed containers and regularly removed from the site.
 - H. Pets of project personnel will not be allowed on the project site.
 - I. Disposal or temporary placement of excess fill, brush, or other debris will not be allowed in Waters of the U.S. or within their banks.
- II. Specific Ridgway's Rail Measures
- A. Since construction within and adjacent to the river corridor would occur during one Ridgway's rail breeding season, the City has committed to preparing a Noise Abatement Plan, in order to minimize noise impacts on the species during one breeding season.
 - B. The goal of the Noise Abatement Plan will be to minimize and attenuate construction noise within occupied Ridgway's rail habitat to 60 dBA (1-hour) at the river corridor (or ambient, whichever is greater) during the light-footed Ridgway's rail breeding season. If the noise limit is exceeded, the noise will be reduced by using temporary noise measures such as plywood barriers, equipment mufflers, or sound blankets.
 - C. Outside of the breeding season, construction in the river corridor will be limited to daylight hours. No temporary lighting will be installed for construction at night.
 - D. Once the Ridgway's rail breeding season has ended (i.e., on October 1), all vegetation within the approved limits of disturbance will be removed prior to the beginning of construction to eliminate the potential for rails to seek vegetative cover within the work area. The project biologist will monitor vegetation removal activities to avoid impacts to rails during this process. Should any rails be detected in the limits of disturbance, vegetation removal activities will be halted temporarily while by the project biologists flushes the rail(s) from the area to be cleared into existing emergent vegetation west and east of the bridge. As part of daily monitoring, the project biologist shall evaluate the response of the fully protected species that come near the project site and implement the appropriate response actions. Biological monitors will notify the construction manager of any activities that may harm or harass a fully protected species and recommend suspending those activities so that the key personnel may be notified and apprised of the situation and the potential conflict can be resolved.

- E. A wildlife corridor will be maintained during all construction within the river corridor during non-breeding season to allow east/west movement by rails. For the berm option, the wildlife corridor would consist of a low flow channel of the river, approximately 40 feet wide. Orange construction fencing will be installed parallel to the low flow channel to discourage Ridgway's rails from accessing the construction areas approved in the plans. The trestle option would provide a series of openings across the width of the river.
- F. These measures have been developed in an effort to prevent Ridgway's rails from being injured or killed by construction activities within the fenced construction footprint by removing vegetation that might provide cover; fencing to discourage access by the Ridgway's rail; and monitoring to determine the effectiveness of these measures. Should earthen berms be employed for access across the San Dieguito River, a minimum of one 40-foot-wide corridor opening will be provide via installation of a construction bridge to allow river flow and rails and other species to move east and west along the river corridor.
- G. The river corridor is defined as all water and wetland vegetation occurring between the banks of the river, similar to area delineated as being CDFW jurisdictional. Where those banks are steep and/or armored, such as the area immediately upstream of the existing bridge, this definition is more obvious. Where the banks are less steep and vegetation exists on the banks, this definition may be less obvious; however, once upland habitats or developed areas occur, these are considered outside of the corridor. Thus, the polo fields and golf course to the east of the bridge are not considered within the river corridor, nor are the Horse Park or fallow agricultural fields to the west of the bridge.
- H. Wetland regulations that require no-net-loss of wetlands would provide additional protection for this species. The proposed project conforms to the conditions of coverage established by the MSCP for this species because proposed mitigation would result in no net loss of wetlands. This species is covered by the MSCP because 93 percent of its potential habitat would be preserved under this plan. Although covered by the MSCP, the federal MSCP permit does not authorize harm or lethal take for the species. Also, light-footed Ridgway's rail is a fully protected species; therefore, "take" of this species cannot be authorized by the state.

BIO-12: Invasive Species Mitigation Measures. To ensure the project does not promote the introduction of invasive species to the surrounding undeveloped areas, construction equipment would be cleaned of mud or other debris that may contain invasive plants and/or seeds and would be inspected to reduce the potential of spreading noxious weeds before mobilizing to the site and before leaving the site, during the course of construction. Also, trucks with loads carrying vegetation would be covered, and vegetation materials removed from the site would be disposed of in accordance with applicable laws and regulations. In addition, invasive species will be monitored during the protracted construction period and removed or treated in an environmentally sound manner.

BIO-13: Mitigation, Monitoring and Reporting Conditions for Least Bell's Vireo. The following Mitigation, Monitoring and Reporting conditions are required by the City for potential impacts to habitats occupied by sensitive avian species. The measures for State Endangered/Federally Endangered least Bell's vireo, which is the only species applicable to the project, are provided below.

Prior to the preconstruction meeting, the City Manager (or appointed designee) shall verify that the following project requirements regarding the least Bell's vireo are shown on the construction plans:

I. NO CLEARING, GRUBBING, GRADING, OR OTHER CONSTRUCTION ACTIVITIES SHALL OCCUR BETWEEN MARCH 15 AND SEPTEMBER 15, THE BREEDING SEASON OF THE LEAST BELL'S VIREO, UNTIL THE FOLLOWING REQUIREMENTS HAVE BEEN MET TO THE SATISFACTION OF THE CITY MANAGER:

A. A QUALIFIED BIOLOGIST (POSSESSING A VALID ENDANGERED SPECIES ACT SECTION 10(a)(1)(A) RECOVERY PERMIT) SHALL SURVEY THOSE WETLAND AREAS THAT WOULD BE SUBJECT TO CONSTRUCTION NOISE LEVELS EXCEEDING 60 DECIBELS [dB(A)] HOURLY AVERAGE FOR THE PRESENCE OF THE LEAST BELL'S VIREO. SURVEYS FOR THIS SPECIES 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 CONSTRUCTION. IF THE LEAST BELL'S VIREO IS PRESENT, THEN THE FOLLOWING CONDITIONS MUST BE MET:

1. BETWEEN MARCH 15 AND SEPTEMBER 15, NO CLEARING, GRUBBING, OR GRADING OF OCCUPIED LEAST BELL'S VIREO HABITAT SHALL BE PERMITTED. AREAS RESTRICTED FROM SUCH ACTIVITIES SHALL BE STAKED OR FENCED UNDER THE SUPERVISION OF A QUALIFIED BIOLOGIST; AND

2. SINCE CONSTRUCTION CANNOT AVOID THE BREEDING SEASON ON THE LEAST BELL'S VIREO, THE CITY HAS COMMITTED TO PREPARING A NOISE ABATEMENT PLAN, WHICH MUST BE APPROVED BY THE CITY MANAGER AT LEAST TWO WEEKS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION ACTIVITIES. PRIOR TO THE COMMENCEMENT OF ANY 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

3. AT LEAST TWO WEEKS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION ACTIVITIES, UNDER THE DIRECTION OF A QUALIFIED ACOUSTICIAN, NOISE ATTENUATION MEASURES (e.g., BERMES, WALLS) SHALL BE IMPLEMENTED ACCORDING TO THE CITY'S NOISE ABATEMENT PLAN, NOISE MONITORING SHALL BE CONDUCTED AT THE EDGE OF THE OCCUPIED HABITAT AREA 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, INCLUDING MEASURES DEVELOPED IN THE CITY'S NOISE ABATEMENT PLAN. SUCH MEASURES MAY INCLUDE, BUT ARE NOT LIMITED TO, LIMITATIONS ON THE PLACEMENT OF CONSTRUCTION EQUIPMENT AND THE SIMULTANEOUS USE OF EQUIPMENT.

B. IF LEAST BELL'S VIREO 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 15 AND SEPTEMBER 15 AS FOLLOWS:

1. IF THIS EVIDENCE INDICATES THE POTENTIAL IS HIGH FOR LEAST BELL'S VIREO TO BE PRESENT BASED ON HISTORICAL RECORDS OR SITE CONDITIONS, THEN CONDITION A.III SHALL BE ADHERED TO AS SPECIFIED ABOVE.

2. IF THIS EVIDENCE CONCLUDES THAT NO IMPACTS TO THIS SPECIES ARE ANTICIPATED, NO MITIGATION MEASURES WOULD BE NECESSARY.

BIO-14: Biological Resource Protection During Construction. The following general biological construction protection measures are used within the City of San Diego for protection of ESL, MHPA, ESA species, and CEQA related biological resources.

I. Prior to Construction

A. Biologist Verification -The owner/permittee shall provide a letter to the City's Mitigation Monitoring Coordination (MMC) section stating that a Project Biologist (Qualified Biologist) as defined in the City of San Diego's Biological Guidelines (2012), has been retained to implement the project's biological monitoring program. The letter shall include the names and contact information of all persons involved in the biological monitoring of the project.

B. Preconstruction Meeting - The Qualified Biologist shall attend the preconstruction meeting, discuss the project's biological monitoring program, and arrange to perform any follow up mitigation measures and reporting including site-specific monitoring, restoration or revegetation, and additional fauna/flora surveys/salvage.

C. Biological Documents - The Qualified Biologist shall submit all required documentation, to MMC verifying that any special mitigation reports including but not limited to, maps, plans, surveys, survey timelines, or buffers are completed or scheduled per City Biology Guidelines, Multiple Species Conservation Program (MSCP), Environmentally Sensitive Lands Ordinance (ESL), project permit conditions; California Environmental Quality Act (CEQA); endangered species acts (ESAs); and/or other local, state or federal requirements.

D. BCME -The Qualified Biologist shall present a Biological Construction Mitigation/Monitoring Exhibit (BCME) which includes the biological documents in C above. In addition, include: restoration/revegetation plans, plant salvage/relocation requirements (e.g., coastal cactus wren plant salvage, burrowing owl exclusions), 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 ADD/MMC. The BCME shall include a site plan, written and graphic depiction of the project's biological mitigation/monitoring program, and a schedule. The BCME shall be approved by MMC and referenced in the construction documents.

E. Avian Protection Requirements - To avoid any direct impacts to raptors and/or any native/migratory birds, removal of habitat that supports active nests in the proposed area of disturbance should occur outside of the breeding season for these species (February 1 to September 15). If removal of habitat in the proposed area of disturbance must occur during the breeding season, the Qualified Biologist shall conduct a pre-construction survey to determine the presence or absence of nesting birds on the proposed area of disturbance. The pre-construction survey shall be conducted within 10 calendar days prior to the start of construction activities (including removal of vegetation). The applicant shall submit the results of the pre-construction survey to City DSD for review and approval prior to initiating any construction activities. If nesting birds are detected, a letter report or mitigation plan in conformance with the City's Biology Guidelines and applicable State and Federal Law (i.e. appropriate follow up surveys, monitoring schedules, construction and noise barriers/buffers, etc.) shall be prepared and include proposed measures to be implemented to ensure that take of birds or eggs or disturbance of breeding activities is avoided. The report or mitigation plan shall be submitted to the City for review and approval and implemented to the satisfaction of the City. The City's MMC Section and Biologist shall verify and approve that all measures identified in the report or mitigation plan are in place prior to and/or during construction.

F. Resource Delineation - Prior to construction activities, the Qualified Biologist shall supervise the placement of orange construction fencing or equivalent along the limits of disturbance adjacent to sensitive biological habitats and verify compliance with any other project conditions as shown on the BCME. This phase shall include flagging plant specimens and delimiting buffers to protect sensitive biological resources (e.g., habitats/flora & fauna species, including nesting birds) during construction. Appropriate steps/care should be taken to minimize attraction of nest predators to the site.

G. Education - Prior to commencement of construction activities, the Qualified Biologist shall meet with the owner/permittee or designee and the construction crew and conduct an onsite 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 preconstruction surveys. 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 1st day of monitoring, the 1st 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). If active nests or other previously unknown sensitive resources are detected, all project activities that directly impact the resource shall be delayed until species specific local, state or federal regulations have been determined and applied by the Qualified Biologist.

III. Post Construction Measures

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

4. Historical Resources

Impacts: The records search and field reconnaissance surveys identified no significant historical resources within the APE. Based on the results of the surveys and record search, no unique resources as defined in Section 21083.2 of CEQA would be affected with this project. However, because there is the possibility for buried resources, there is a potential for significant impacts, which necessitates construction monitoring.

Mitigation Measures: Although no cultural resources were identified within the APE, the surrounding area including the APE is considered sensitive for historical resources (archaeology) and, construction monitoring by a qualified archaeologist and a Native American is required to address potential impacts on buried cultural resources in the alluvial deposits within the project area.

HIS-1: Due to the potential for buried cultural resources to be encountered on-site, a qualified archaeological monitor and a Native American monitor shall be present during project related grading activities, including on the JPA Mitigation Site and the additional mitigation area identified for the Roundabout Alternative, should that alternative be selected. This shall include removal of existing pavement and concrete hardscaping such as walkways.

I. Prior to Permit Issuance

- a. Entitlements Plan Check
- b. Letters of Qualification have been submitted to ADD

II. Prior to the Start of Construction

- a. Verification of Records Search
- b. The Principal Investigator (PI) Shall Attend Preconstruction Meetings

III. During Construction

- a. Monitor(s) Shall be Present During Grading/Excavation/Trenching.
 - i. The Archaeological Monitor shall be present full-time during all soil disturbing and grading/excavation/trenching activities which could result in impacts on archaeological resources as identified on the

archaeological monitoring exhibit (AME).

b. Discovery Notification Process

- i. In the event of a discovery, the Archaeological Monitor shall direct the contractor to temporarily divert all soil disturbing activities, including but not limited to digging, trenching, excavating or grading activities in the area of discovery and in the area reasonably suspected to overlay adjacent resources and immediately notify the RE or Building Inspector (BI), as appropriate.

c. Determination of Significance

- i. The PI and Native American consultant/monitor, where Native American resources are discovered shall evaluate the significance of the resource. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required.
- ii. If the resource is significant, the PI shall submit an Archaeological Data Recovery Program which has been reviewed by the Native American consultant/monitor, and obtain written approval from MMC. Impacts on significant resources must be mitigated before ground-disturbing activities in the area of discovery will be allowed to resume

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

i. Notification

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

ii. Isolate Discovery Site

1. Work shall be directed away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the Medical Examiner in consultation with the PI concerning the provenance of the remains.

iii. If Human Remains ARE determined to be Native American

1. The Medical Examiner will notify the Native American Heritage Commission (NAHC) within 24 hours. By law, ONLY the Medical

Examiner can make this call

2. NAHC will immediately identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information
 3. The MLD will contact the PI within 24 hours or sooner after the Medical Examiner has completed coordination, to begin the consultation process in accordance with CEQA Section 15064.5(e), the California Public Resources and Health & Safety Codes.
- iv. If Human Remains are NOT Native American
1. The PI shall contact the Medical Examiner and notify them of the historic era context of the burial.
 2. If the remains are of historic origin, they shall be appropriately removed and conveyed to the San Diego Museum of Man for analysis. The decision for interment of the human remains shall be made in consultation with MMC, EAS, the applicant/landowner, any known descendant group, and the San Diego Museum of Man.

V. Night and/or Weekend Work

- a. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the preconstruction meeting.
 - i. No Discoveries: In the event that no discoveries were encountered during night and/or weekend work, the PI shall record the information on the Consultant Site Visit Record (CSV) and submit to MMC via fax by 8 a.m. of the next business day.
 - ii. Discoveries: All discoveries shall be processed and documented using the existing procedures detailed in Sections III – During Construction, and Discovery of Human Remains. Discovery of human remains shall always be treated as a significant discovery
- b. If night and/or weekend work becomes necessary during the course of construction
 - i. The Construction Manager (CM) shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.

VI. Post Construction

- a. Preparation and Submittal of Draft Monitoring Report
 - i. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Historical Resources Guidelines (Appendix B/C) which describes the results, analysis, and conclusions of all phases of the Archaeological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring.
- b. Handling of Artifacts
 - i. The PI shall be responsible for ensuring that all cultural remains collected are

cleaned and catalogued.

- c. Curation of artifacts: Accession Agreement and Acceptance Verification
 - i. The PI shall be responsible for ensuring that all artifacts associated with the survey, testing and/or data recovery for this project are permanently curated with an appropriate institution
- d. Final Monitoring Report(s)
 - i. The PI shall submit one copy of the approved Final Monitoring Report to the RE or BI as appropriate, and one copy to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved.

5. Hydrology/Water Quality

Impacts: Impacts in terms of changes to stream flow velocities were concluded to be significant because all of the build alternatives would slightly increase 100-year velocities in the river upstream (east) of the road and bridge. At one cross section upstream of the new bridge, velocities would increase from being borderline erosional (from 3 feet per second [fps] to 6 fps) to erosional (greater than 6 fps). These changes in 100-year flood velocities are concluded to be substantial. These impacts would be mitigable to below a level of significance under CEQA by the measures listed below.

In terms of water quality, all alternatives would comply with the City Water Quality Standards. However, impacts during construction were concluded to be significant for all build alternatives because additional BMPs may be required by the permitting agencies to protect clapper rail and their habitat upstream of the bridge

Mitigation Measures

HYD-1: The following measure will be incorporated into the project plans and specifications to mitigate impacts associated with the increase of 100-year velocities in the river to above erosional levels. Prior to bid opening/bid award, the Public Works Department shall verify that plans to provide buried bank protection along the northern bank of the river for 500 feet east of the new bridge have been incorporated into the project plans and specifications. The bank protection shall be designed in accordance with the following concept to prevent impacts on wetlands in the river: place a temporary construction fence/environmental fence at the point of the slope where the habitat line ends. On the upstream side, remove the slope, creating a notch that is back cut from the environmental fence to the desired elevation. Fill in and rebuild the slope, with buried riprap and/or matting, up to the necessary height. The construction zone would be from the trail edge on top down to the environmental habitat limit lower on the slope. The slope would be refilled and re-contoured and revegetated with native coastal sage scrub plant materials as directed by the permitting agencies. The existing trail shall be repaired to existing condition or better. A temporary trail would be provided so there would be no interruption in access during construction.

HYD-2: To mitigate construction impacts associated with water quality, prior to bid opening/bid award, City staff shall verify that an SWPPP is incorporated into the construction

specifications and plans, and that the SWPPP includes all conditions that may have been added by the permitting agencies to protect the endangered clapper rail upstream of the bridge. The SWPPP shall identify all construction BMP requirements required by the City of San Diego Storm Water Standards, January 14, 2011, in accordance with SWRCB NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities Order No. 2009-0009-DWQ NPDES No. CAS000002 (adopted September 2, 2009) and/or the most recent update. Both erosion and sediment control BMPs shall be installed and maintained in addition to good housekeeping and site and materials management.

6. PALEONTOLOGICAL RESOURCES

Impacts: Impacts on fossils could occur during earthwork activities at the northern and southern ends of the project, such as removal of existing roadway and digging of trenches for widened drainage channels or relocated utilities. The impacts would be direct and short-term, as potential for damage to paleontological resources would only occur during project construction. These impacts would be mitigable to below a level of significance under CEQA by the measures listed below.

Mitigation Measures

The following measures shall be implemented to minimize the impacts associated with the disturbance of a formation with the potential to contain fossils.

PAL-1 The Applicant shall implement the procedures outlined below as a condition of approval.

I. Prior to Permit Issuance

A. Entitlements Plan Check

1. Prior to permit issuance or Bid Opening/Bid Award, whichever is applicable, the ADD Environmental designee shall verify that the requirements for Paleontological Monitoring have been noted on the appropriate construction documents.

B. Letters of Qualification have been submitted to ADD

1. Prior to Bid Award, the applicant shall submit a letter of verification to MMC identifying the PI for the project and the names of all persons involved in the paleontological monitoring program, as defined in the City of San Diego Paleontology Guidelines.
2. MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the paleontological monitoring of the project.
3. Prior to the start of work, the applicant shall obtain approval from MMC for any personnel changes associated with the monitoring program.

II. Prior to Start of Construction

A. Verification of Records Search

1. The PI shall provide verification to MMC that a site-specific records search has been completed. Verification includes but is not limited to a copy of a confirmation letter from San Diego Natural History Museum, other institution or, if the search was in-house, a letter of verification from the PI stating that the search was completed.
2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.

B. PI Shall Attend Preconstruction Meetings

1. Prior to beginning any work that requires monitoring, the Applicant shall arrange a Preconstruction Meeting that shall include the PI, CM and/or Grading Contractor, RE, BI, if appropriate, and MMC. The qualified paleontologist shall attend any grading/excavation related Preconstruction Meetings to make comments and/or suggestions concerning the Paleontological Monitoring program with the Construction Manager and/or Grading Contractor.
 - a. If the PI is unable to attend the Preconstruction Meeting, the Applicant shall schedule a focused Preconstruction Meeting with MMC, the PI, RE, CM, or BI, if appropriate, prior to the start of any work that requires monitoring.
2. Acknowledgement of Responsibility for Curation (CIP or Other Public Projects)

The applicant shall submit a letter to MMC acknowledging their responsibility for the cost of curation associated with all phases of the paleontological monitoring program.

3. Identify Areas to be Monitored

- a. Prior to the start of any work that requires monitoring, the PI shall submit a Paleontological Monitoring Exhibit (PME) based on the appropriate construction documents (reduced to 11 × 17) to MMC for approval identifying the areas to be monitored including the delineation of grading/excavation limits. Monitoring shall begin at depths below 10 feet from existing grade or as determined by the PI in consultation with MMC. The determination shall be based on site specific records search data which supports monitoring at depths less than ten feet.
- b. The PME shall be based on the results of a site-specific records search as well as information regarding existing known soil conditions (native or formation).
- c. MMC shall notify the PI that the PME has been approved.

4. When Monitoring Will Occur

- a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur.
- b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate conditions such as depth of excavation and/or site graded to bedrock, presence or absence of fossil resources, etc., which may reduce or increase the potential for resources to be present.

5. Approval of PME and Construction Schedule

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

III. During Construction

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

1. The monitor shall be present full-time during grading/excavation/trenching activities including, but not limited to mainline, laterals, jacking and receiving pits, services and all other appurtenances associated with underground utilities as identified on the PME that could result in impacts on formations with high and/or moderate resource sensitivity. **The Construction Manager is responsible for notifying the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances Occupational Safety and Health Administration safety requirements may necessitate modification of the PME.**
2. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as trenching activities that do not encounter formational soils as previously assumed, and/or when unique/unusual fossils are encountered, which may reduce or increase the potential for resources to be present.
3. The monitor shall document field activity via the CSV. The CSV's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (**Notification of Monitoring Completion**), and in the case of ANY discoveries. The RE shall forward copies to MMC.

B. Discovery Notification Process

1. In the event of a discovery, the Paleontological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate.

2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.
3. The PI shall immediately notify MMC by phone of the discovery and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible.

C. Determination of Significance

1. The PI shall evaluate the significance of the resource.
 - a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required. The determination of significance for fossil discoveries shall be at the discretion of the PI.
 - b. If the resource is significant, the PI shall submit a Paleontological Recovery Program (PRP) and obtain written approval of the program from MMC, MC and/or RE. PRP and any mitigation must be approved by MMC, RE and/or CM before ground disturbing activities in the area of discovery will be allowed to resume.
 - (1). Note: For pipeline trenching projects only, the PI shall implement the Discovery Process for Pipeline Trenching projects identified below under "D."
 - c. If resource is not significant (e.g., small pieces of broken common shell fragments or other scattered common fossils) the PI shall notify the RE, or BI as appropriate, that a non-significant discovery has been made. The Paleontologist shall continue to monitor the area without notification to MMC unless a significant resource is encountered.
 - d. The PI shall submit a letter to MMC indicating that fossil resources will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that no further work is required.
 - (1). Note: For Pipeline Trenching Projects Only. If the fossil discovery is limited in size, both in length and depth; the information value is limited and there are no unique fossil features associated with the discovery area, then the discovery should be considered not significant.
 - (2). Note, for Pipeline Trenching Projects Only: If significance cannot be determined, the Final Monitoring Report and Site Record shall identify the discovery as Potentially Significant.

D. Discovery Process for Significant Resources – Pipeline Trenching Projects

The following procedure constitutes adequate mitigation of a significant discovery encountered during pipeline trenching activities including but not limited to excavation for

jacking pits, receiving pits, laterals, and manholes to reduce impacts to below a level of significance.

1. Procedures for documentation, curation, and reporting
 - a. One hundred percent of the fossil resources within the trench alignment and width shall be documented in-situ photographically, drawn in plan view (trench and profiles of side walls), recovered from the trench and photographed after cleaning, then analyzed and curated consistent with Society of Invertebrate Paleontology Standards. The remainder of the deposit within the limits of excavation (trench walls) shall be left intact and so documented.
 - b. The PI shall prepare a Draft Monitoring Report and submit to MMC via the RE as indicated in Section VI-A.
 - c. The PI shall be responsible for recording (on the appropriate forms for the San Diego Natural History Museum) the resource(s) encountered during the Paleontological Monitoring Program in accordance with the City's Paleontological Guidelines. The forms shall be submitted to the San Diego Natural History Museum and included in the Final Monitoring Report.
 - d. The Final Monitoring Report shall include a recommendation for monitoring of any future work in the vicinity of the resource.

IV. Night and/or Weekend Work

- A. If night and/or weekend work is included in the contract
 1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the Preconstruction meeting.
 2. The following procedures shall be followed.
 - a. No Discoveries

In the event that no discoveries were encountered during night and/or weekend work, The PI shall record the information on the CSV and submit to MMC via the RE via fax by 8 a.m. on the next business day.
 - b. Discoveries

All discoveries shall be processed and documented using the existing procedures detailed in Sections III – During Construction.
 - c. Potentially Significant Discoveries

If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III – During Construction shall be followed.

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

V. Post Construction

- A. Preparation and Submittal of Draft Monitoring Report
 1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Paleontological Guidelines which describes the results, analysis, and conclusions of all phases of the PMP (with appropriate graphics) to MMC via the RE for review and approval within 90 days following the completion of monitoring,
 - a. For significant paleontological resources encountered during monitoring, the PRP or Pipeline Trenching Discovery Process shall be included in the Draft Monitoring Report.
 - b. Recording Sites with the San Diego Natural History Museum

The PI shall be responsible for recording (on the appropriate forms) any significant or potentially significant fossil resources encountered during the PMP in accordance with the City's Paleontological Guidelines, and submittal of such forms to the San Diego Natural History Museum with the Final Monitoring Report.
 2. MMC shall return the Draft Monitoring Report to the PI via the RE for revision or, for preparation of the Final Report.
 3. The PI shall submit revised Draft Monitoring Report to MMC via the RE for approval.
 4. MMC shall provide written verification to the PI of the approved report.
 5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.
- B. Handling of Fossil Remains

1. The PI shall be responsible for ensuring that all fossil remains collected are cleaned and catalogued.

C. Curation of artifacts: Deed of Gift and Acceptance Verification

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

D. Final Monitoring Report(s)

1. The PI shall submit two copies of the Final Monitoring Report to MMC (even if negative), within 90 days after notification from MMC of the approved report.
2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from MMC which includes the Acceptance Verification from the curation institution.

IX. CERTIFICATION

Copies of the addendum, the certified FEIR, the MMRP, and associated project-specific technical appendices, if any, may be accessed on the City's CEQA webpage at

<https://www.sandiego.gov/ceqa/final>


James Arnhart, Program Manager
Development Services Department

1/10/2024
Date of Final Report

Attachments:

- Figure 1: Regional Location
- Figure 2: Project Location on Aerial Photograph
- Figure 3: SDP Differences
- Figure 4: Temporary and Permanent Impacts
- Appendix A: Biological Resources Report

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- Permanent Impact
- Temporary Impact
- Temporary Staging Impact

Source: ICF; ESRI 2021

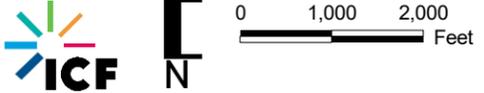
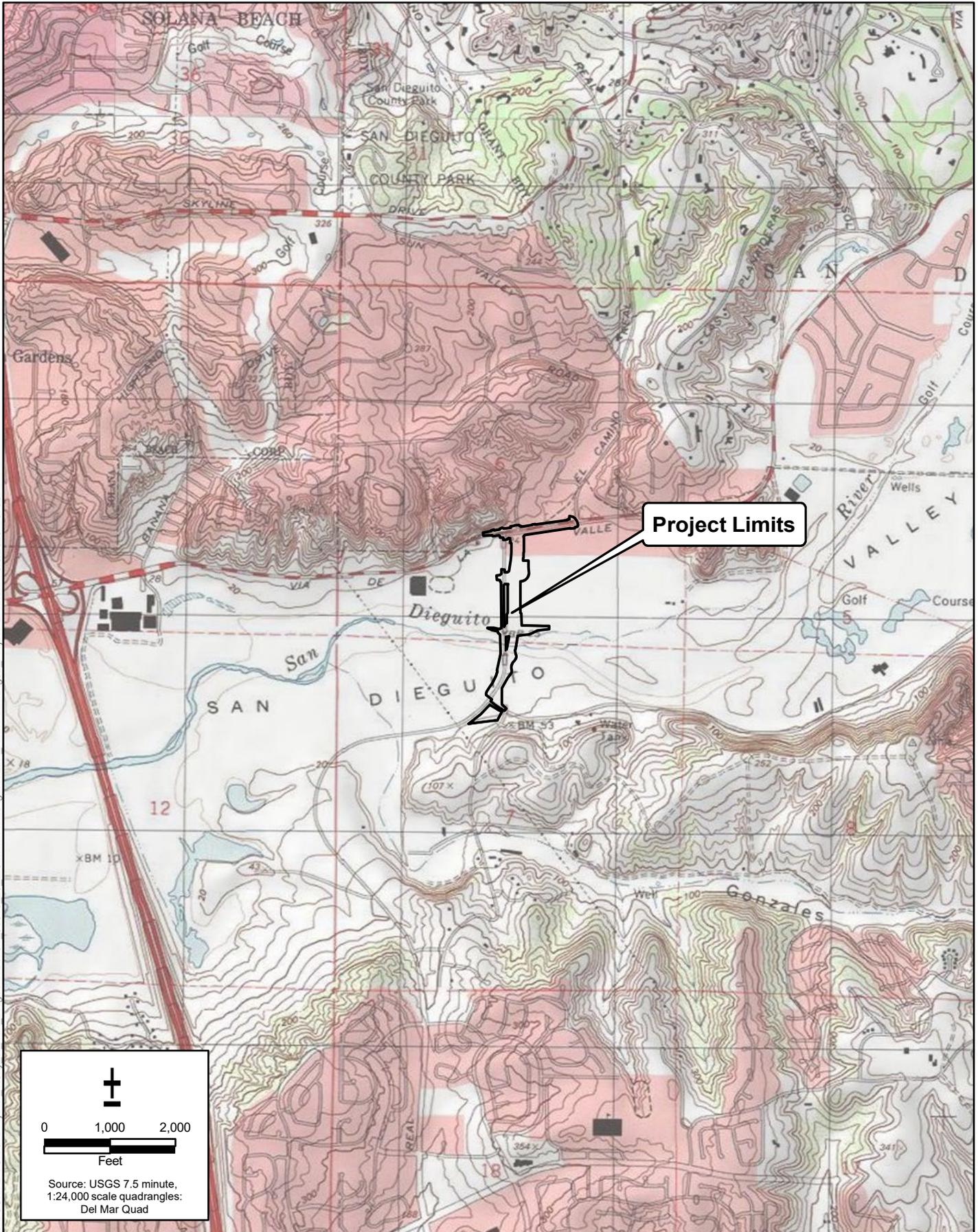


Figure 1
Project Location Map

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Feet

Source: USGS 7.5 minute,
1:24,000 scale quadrangles:
Del Mar Quad



Figure 2
Vicinity Map

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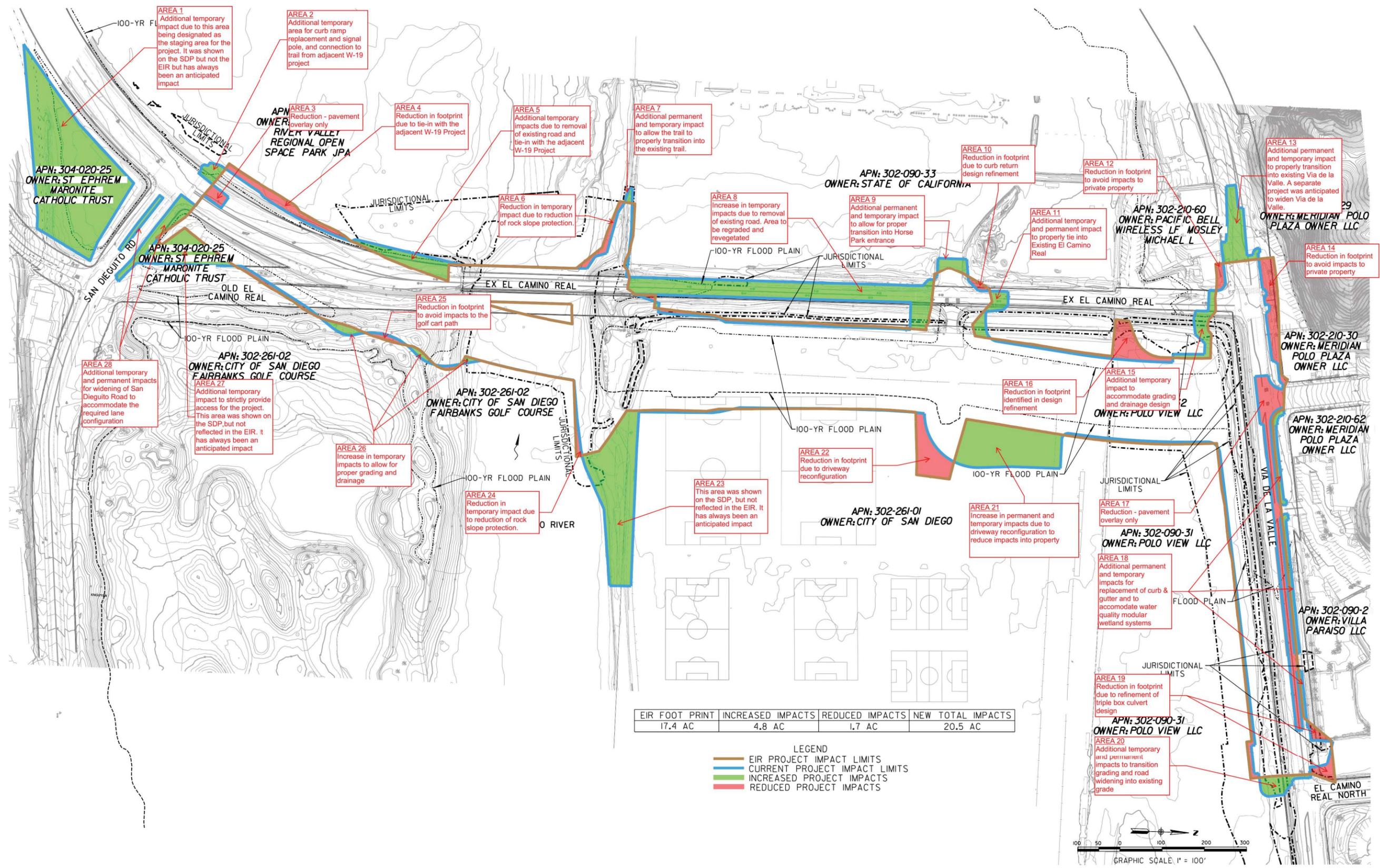
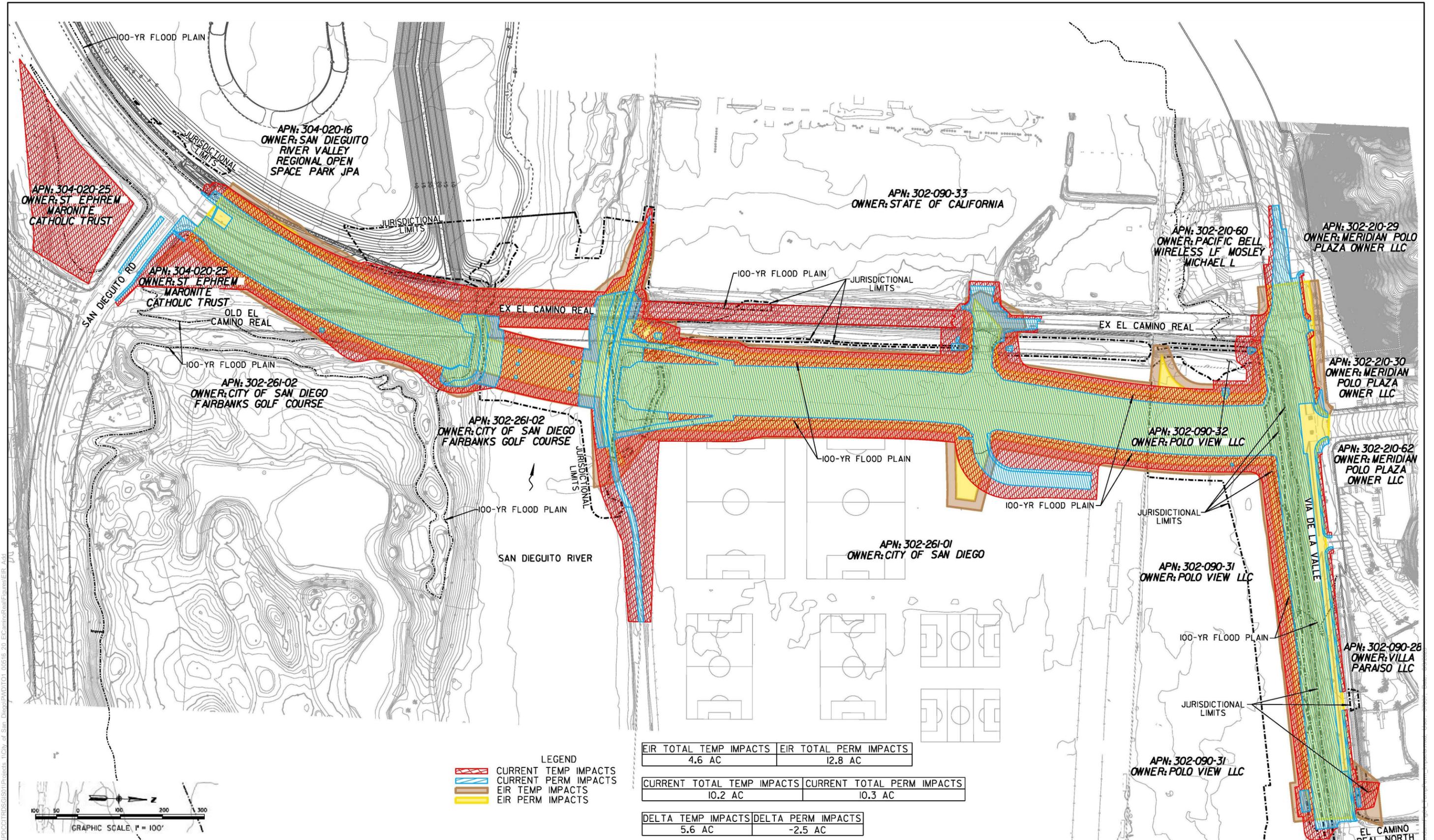


Figure 3
SDP Differences





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Figure 4
Temporary and Permanent Impacts

**APPENDIX A: EL CAMINO ROAD BRIDGE BIOLOGICAL
RESOURCES REPORT UPDATE (NOVEMBER 2023)**

EL CAMINO ROAD BRIDGE BIOLOGICAL RESOURCES REPORT UPDATE

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November 2023



Executive Summary

The purpose of this report is to present the findings of biological-resources field surveys conducted to update the vegetation mapping, rare plant surveys, and four special-status bird species surveys for the El Camino Real Bridge Project (Project). The Project is in the San Dieguito River Valley, within the City of San Diego, in San Diego County, California. The City of San Diego, in conjunction with California Department of Transportation (Caltrans) District 11, proposes to replace the existing two-lane El Camino Real bridge over the San Dieguito River with a new bridge that can accommodate four lanes of traffic and sidewalks.

Previously, ICF, Nordby Biological, and Caltrans biologists conducted a complete suite of biological surveys for the City of San Diego and Caltrans, documenting their findings in the Project's Final Environmental Impact Report (FEIR) and the Caltrans Natural Environment Study (NES; Caltrans 2015). ICF was contracted to conduct the vegetation mapping and species surveys in 2021, including surveys for rare plants, Belding's savannah sparrow (*Passerculus sandwichensis beldingi*; BSSP), least Bell's vireo (*Vireo bellii pusillus*, LBVI), southwestern willow flycatcher (*Empidonax traillii extimus*; SWFL), and light-footed Ridgway's rail (*Rallus obsoletus levipes*; RIRA). This report presents survey results and a comparison to the related data in the FEIR and NES. This report also presents the biological mitigation monitoring and reporting program from the FEIR, along with recommended updates to the wording of the mitigation measures.

No new rare or listed species were observed in 2021. The same four rare plants observed in earlier surveys were also observed in 2021. No breeding BSSP or SWFL were observed during focused surveys. More LBVI were observed within the survey area in 2021, but the Project would affect no suitable nesting habitat.

Changes in the overall impacts are due to minor refinements to the project design, as well as the distributional changes to vegetation communities between 2016 and 2022. Impacts to and mitigation for upland coastal sage scrub type vegetation increased from 0.4402 acre to 1.34 acres. Mitigation for impacts on coastal sage scrub vegetation was considered in the FEIR and NES, with some alternatives over 1 acre of coastal sage-scrub impacts. The NES showed that impacts on coastal sage scrub would be met through the purchase of San Diego Cornerstone Lands credits; however, as of May 2023, the City intends to acquire all mitigation through the San Dieguito Lagoon W-19 Restoration Site ("W-19").

Total impacts on wetlands and resulting mitigation requirements for wetland impacts were reduced between 2016 to 2022. Impacts on coastal freshwater marsh communities were reduced from 1.5761 to 1.35 acres. Impacts on southern coastal salt marsh communities were reduced from 2.27 to 1.98 acres. Total impacts on riparian scrub communities (i.e., willow scrub, mulefat scrub, and tamarisk scrub) increased from 0.663 to 0.770 acres. Overall, the combined mitigation requirement for impacts associated with sensitive communities decreased based on the current project design (17.93 acres in 2016 FEIR and NES to 16.97 acres in 2022).

Small portions of the Project are within the Multi-Habitat Planning Area (MHPA). Impacts within the MHPA on the west side of the shoulder of El Camino Real above the San Dieguito River include permanent impacts to 0.036 acre of mulefat scrub, 0.030 acre of developed and 0.001 acre of disturbed ruderal habitat and temporary impacts to 0.007 acre of coastal freshwater marsh, 0.065 acre of Diegan coastal sage scrub, 0.111 acre of mulefat scrub, 0.003 acre of tamarisk scrub, 0.003

acre of developed, and 0.020 acre of disturbed. A temporary staging laydown area is proposed in a disturbed lot intersection of El Camino Real and San Dieguito Road that is within mapped limits of MHPA; temporary impacts in this lot include 1.429 acres of developed, 0.001 acre of Diegan coastal sage scrub disturbed), and 0.009 acre of disturbed ruderal habitat. The Project is consistent with the Multiple Species Conservation Plan (MSCP) and MHPA-adjacency guidelines. The conformance is discussed in Chapter 5, *Conformance with City of San Diego Multiple Species Conservation Program and Significance Determination*.

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Acronyms and Abbreviations

ARTO	arroyo toad
BSSP	Belding's savannah sparrow
Caltrans	California Department of Transportation
CDFW	California Department of Fish and Wildlife's
dB	decibels
ESL	Environmentally Sensitive Lands
FEIR	Final Environmental Impact Report
GPS	Global Positioning System
I-	Interstate
LBVI	least Bell's vireo
MHPA	Multi-Habitat Planning Area
MSCP	Multiple Species Conservation Program
NES	Natural Environment Study
Project	El Camino Real Bridge Replacement Project
RIRA	light-footed Ridgway's rail
SWFL	southwestern willow flycatcher
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
WIFL	willow flycatcher

1.1 Purpose of Study

The purpose of this report is to present the findings of biological-resources field surveys conducted to update the vegetation mapping, rare plant surveys, and four special-status bird species surveys for the El Camino Real Bridge Replacement Project (Project). Previously, ICF, Nordby Biological, and Caltrans biologists conducted a complete suite of biological surveys for the City of San Diego and the California Department of Transportation (Caltrans) and documented in the Project's Final Environmental Impact Report (FEIR) and the Caltrans Natural Environment Study (NES; Caltrans 2015). ICF was contracted to conduct the vegetation mapping and species surveys in 2021. These survey results and a comparison to the related data in the FEIR and NES are presented herein. This report relies on the FEIR and NES for the basic descriptions of the vegetation communities and species descriptions summarized in those documents, as it was assumed in the scope of work that there would be no substantive changes to the biological resources and that the existing documentation would be relatively consistent with current survey results. Where the survey results differ, this report discusses those differences and presents the current project impacts to determine whether the mitigation identified within the FEIR adequately covers impacts based on the revised project description.

1.2 Project Location

The Project is in the City of San Diego, in San Diego County, California. The site is approximately 1.25 miles east of Interstate (I-) 5 and is accessible from the east and west from Via de la Valle and from the south from Del Mar Heights Road. The Project includes two components: 1) widening a portion of El Camino Real extending from Via de la Valle to San Dieguito Road; and 2) replacing the bridge that crosses over the San Dieguito River approximately 0.3 mile south of the intersection of Via de la Valle and El Camino Real (Appendix A, Figures 1 and 2). The project site is on the U.S. Geological Survey (USGS) Del Mar Quadrangle, Sections 6 and 7, Township 14 South, Range 3 West.

1.3 Project Description

The City of San Diego, in conjunction with Caltrans District 11, proposes to replace the existing two-lane El Camino Real bridge over the San Dieguito River with a new bridge that can accommodate sidewalks and four lanes of traffic. Additional project elements include removal of the existing bridge, widening of street approaches to the new bridge, relocation of utilities, and improvement to existing drainages. Surrounding land uses include recreation (i.e., polo fields, golf course, and horse boarding/training facilities) and residential development.

1.4 Project Schedule

The revised project construction schedule extends from January 2023 to February 2025. This timeline includes mobilization through project completion. The construction of the bridge within riparian vegetation would extend over one nesting-bird season (i.e., March 2024–August 2024), with overall bridge construction occurring between October 2023 through November 2024.

1.5 Project Background

An NES for the Project, prepared pursuant to the Caltrans' guidelines, describes the existing biological environment and how the Project could affect that environment. It contained technical analyses that lent support to environmental documentation concerning plants, wildlife, and natural communities that the Project could affect. The NES also included an analysis of the San Dieguito Lagoon W-19 Restoration Site ("W-19"), which is an Advance Permittee Responsible Mitigation (APRM) site owned by the San Dieguito River Valley Joint Powers Authority, and currently under construction by the San Diego Association of Governments (SANDAG), with construction scheduled to complete Summer 2023.

The City of San Diego is a responsible agency for the Project. Because the Project requires City approval, it also must comply with the biological guidelines in the City of San Diego's Land Development Code. Specifically, the Project must conform to regulations that pertain to Environmentally Sensitive Lands (ESL; Municipal Code, Chapter 14, Division 1 § 143.0141) and the Open Space Residential Zone (OR-1-2; Municipal Code, Chapter 13, Division 2 § 131.0230). These regulations provide guidance for development, including coastal development in the Coastal Overlay Zone. These regulations serve as standards for the determination of impacts and mitigation under the California Environmental Quality Act and the California Coastal Act.

The ESL regulations also facilitate the implementation of the Multiple Species Conservation Program (MSCP) by directing the conservation of biological resources within the Multi-Habitat Planning Area (MHPA) identified in the MSCP Subarea Plan. Through established mitigation ratios based on habitat value, the ESL regulations ensure habitat-based conservation thereby providing adequate protection for "covered species" included in the MSCP subarea plan.

In order to attain City approval, the Project must conform to the City's ESL regulations, found in the biology guidelines of the Land Development Code, as well as the City of San Diego MSCP Subarea Plan (City of San Diego 1997). The 2001 *Land Development Code Biology Guidelines*, as contained within the City of San Diego Biological Review References, were considered appropriate because the City deemed the Project "substantially complete" on April 25, 2002. The Project must also conform to the California Environmental Quality Act and associated Significance Determination Thresholds. Typically, conformance with City requirements is addressed in a biological technical report prepared according to City guidelines.

The NES includes most of the information that the City requires for determining the potential project effects on biological resources. Appendix H of the NES includes the *City of San Diego Biology Guidelines Consistency Summary*. Appendix H serves to provide supplemental information that the City requires, but was not included in the NES. In particular, Chapter 6 of NES Appendix H includes additional discussion of potentially occurring special-status covered species in order to demonstrate project compliance with the MSCP conditions of coverage.

2.1 Background on Previously Conducted Surveys

Surveys for sensitive biological resources were previously conducted for this Project over numerous seasons, as reported in the FEIR and NES. Because the surveys for state or federally listed sensitive species were older than 24-months, surveys for rare plants and the four listed bird species were repeated in 2021. Species descriptions for the four rare plant species and four listed bird species are provided in the NES (Caltrans 2015) and incorporated here by reference.

The NES identified that suitable habitat for arroyo toad (*Anaxyrus californicus*; ARTO) was not present within the project area and that, in 2004, the U.S. Fish and Wildlife Service (USFWS) confirmed that additional arroyo toad surveys would not be required for this Project. Updated vegetation mapping that ICF conducted in 2021 (Section 2.1, *Background on Previously Conducted Studies*, and Section 3.1, *Environmental Setting*, below) showed that the San Dieguito River at El Camino Bridge consists of freshwater marsh and is therefore unsuitable for ARTO. No additional surveys would be necessary to demonstrate absence of this species.

Bat species surveys were conducted in 2011 to support the analysis in the NES and FEIR. No state or federally listed sensitive or MSCP-covered bat species have potential to occur in the project area or under the bridge, so no updated surveys would be necessary or required by City of San Diego *Biological Guidelines* (City 2001, 2018) and no new surveys were conducted.

2.2 Special-Status Plant Surveys and Vegetation Map Reevaluation

Three special-status plant surveys were conducted during the spring and summer months to coincide with the blooming period for most special-status plants reported as potentially occurring on site. ICF biologists Shawn Johnston and Kelsey Dix conducted special-status plant surveys in June, July, and September 2021 (Table 2-1) by walking meandering transects within project area. All special-status plant species were mapped using a Global Positioning System (GPS). Rare plant surveys were conducted during the appropriate time of year and with the proper survey intensity to detect species with potential in the area.

The vegetation mapping from the 2015 NES was used as a baseline, and minor adjustments were made if the botanists determined that a change in significance type had occurred. Vegetation communities were classified based on the dominant and characteristic plant species, in accordance with the Holland classification system (1986), as modified by Oberbauer et al. (2008). Vegetation mapping was completed with tablet devices using the ESRI Collector application. Digital aerial imagery for the study area was loaded into ESRI Collector, which allowed for the digital mapping of vegetation polygons over aerial imagery in the field. A vegetation map of the project area is provided as Figure 2 (Appendix A).

Table 2-1. Surveys Dates in 2021

Date	Survey Type	Time on Site	Temperature (°F; start/stop)	Sky Cover (%)	Wind Speed (MPH)	Survey Personnel
2/17/2021	BSSP	0700-1000	47-60	10	0-4	Brian Lohstroh
2/24/2021	RIRA	0600-0845	50+53	0	0-1	A. Gutierrez
3/2/2021	BSSP	1630-1000	39-64	10-0	0-2	B. Lohstroh
3/4/2021	RIRA	0550-0840	50-53	0	0	A. Gutierrez
3/17/2021	BSSP	0730-1000	43-54	10-0	0-4	B. Lohstroh
3/23/2021	RIRA	1700-1920	61-57	50	3-0	A. Gutierrez
3/31/2021	BSSP	0700-1000	52-68	0	0-3	B. Lohstroh
4/4/2021	RIRA	0600-0830	54-55	100	0-1	A. Gutierrez
4/14/2021	BSSP	0645-1000	54-61	60	1-5	B. Lohstroh
4/15/2021	LBVI	0630-1000	46-61	10-15	0-3	B. Lohstroh
4/22/2021	RIRA	1730-1940	62-61	100	1-2	A. Gutierrez
4/26/2021	LBVI	0615-1000	55-55	100	1-8	B. Lohstroh
5/8/2021	LBVI	0600-0900	61-64	100	0-3	-
5/11/2021	RIRA	1738-1945	63-61	100	1-2	A. Gutierrez
5/18/2021	LBVI/SWFL	0600-900	59-64	100	0-4	B. Lohstroh, Tara Baxter
6/1/2021	LBVI/SWFL	0600-0930	61-63	100	0-4	B. Lohstroh, Tara Baxter
6/5/2021	Rare Plants/Vegetation	-	n/a ¹	-	-	S. Johnston, K. Dix
6/11/2021	LBVI/SWFL	0600-1000	54-66	0	0-1	B. Lohstroh
6/25/2021	LBVI/SWFL	0600-0900	61-66	100	0-5	B. Lohstroh
7/6/2021	LBVI/SWFL	0545-0930	64-68	100-20	0-5	B. Lohstroh
7/24/2021	Rare Plants/Vegetation	-	n/a	-	-	S. Johnston, K. Dix
9/16/2021	Rare Plants/Vegetation	-	n/a	-	-	S. Johnston, K. Dix

¹ Weather conditions not collected for plant surveys.

BSSP = Belding's savannah sparrow; LBVI = least Bell's vireo; RIRA = light-footed Ridgway's rail; SWFL = southwestern willow flycatcher.

2.3 Belding's Savannah Sparrow Survey Methods

Belding's savannah sparrow (*Passerculus sandwichensis beldingi*; BSSP) surveys were updated in 2021 within appropriate habitat in the project area. The BSSP survey methodology followed the California Department of Fish and Wildlife's (CDFW) 2001 survey recommendations, which include conducting up to five survey visits between mid-February and the end of April. The methodology recommends that survey visits should occur between the hours 6:00 a.m. and 10:00 a.m., during brisk mornings, and be repeated up to five times if the species is not detected. No audio playback was broadcasted within the habitat during the 2021 surveys. Surveys consisted of conducting meandering transects within suitable habitat, pausing frequently to observe and listen for BSSP. Observations were conducted with the aid of binoculars and a spotting scope. ICF biologist Brian Lohstroh conducted all BSSP surveys. The full number of surveys were conducted during the appropriate daily survey times.

2.4 Least Bell's Vireo and Southwestern Willow Flycatcher Survey Methods

Riparian bird survey updates for least Bell's vireo (*Vireo bellii pusillus*, LBVI) and southwestern willow flycatcher (*Empidonax traillii extimus*; SWFL) were conducted in 2021. LBVI surveys were conducted following the guidance in *the Least Bell's Vireo Survey Guidelines* (USFWS 2001). Surveys were conducted by an avian biologist familiar with the song, calls, scolds, and plumage characteristics of adult and juvenile LBVI. Biologist Brian Lohstroh conducted eight presence/absence surveys for LBVI within the survey area. Surveys were conducted in morning hours, when vireos are most active, and included frequent stops to look for individuals and listen for vocalizations. All vireo detections (e.g., vocalization points, areas used for foraging) were recorded to estimate location and extent of territories.

A total of five protocol SWFL surveys were conducted following the latest protocol that USFWS established for permitted biologists (Sogge et al. 2010). Biologist Brian Lohstroh conducted one survey within the first survey period (May 15–31), two within the second survey period (June 1–24), and two within the third survey period (June 22–July 17). The five SWFL surveys were each conducted immediately after each survey for LBVI. Successive surveys were conducted at least five days apart, with each survey concluding before 10 a.m. Surveys included thorough coverage of all potentially suitable habitats, which consisted of slowly walking, with frequent stops to observe, listen, and play recordings of SWFL vocalizations. Recordings were played at regular intervals and only while stationary and after first observing and listening for any potential SWFL. Per updated USFWS guidance, SWFL surveys were not conducted concurrently with LBVI surveys; a SWFL survey pass was conducted first, followed by a LBVI survey pass of the survey area.

The LBVI and SWFL surveys were conducted within appropriate weather conditions described in the survey guidelines. They were not conducted during inclement weather, such as extreme hot or cold temperatures, fog, high winds, or rain.

2.5 Light-Footed Ridgway's Rail Survey Methods

ICF Biologist Antonette Gutierrez conducted updated light-footed Ridgway's rail (*Rallus obsoletus levipes*, RIRA)(formerly light-footed clapper rail) surveys in 2021. The methodology of the focused surveys for RIRA were based on *Standardized North American Marsh Bird Monitoring Protocol* (Conway 2011) and *Survey Guidelines to Determine Presence/Absence of the Light-footed Clapper Rail in Southern California; Recommendations of the Clapper Rail Study Team* (Konecny et al. 2009). Eight 100-meter circular plots were established within the study area to cover potentially suitable RIRA habitat within the survey area and within approximately 500 feet around the impact areas within suitable RIRA habitat. Passive (i.e., listening) and active (i.e., call playback) RIRA surveys were conducted between February 24 and May 11, 2021, during the optimum time when the highest frequency of RIRA calls would be likely to occur (Table 2-1). Ms. Gutierrez conducted a total of six surveys for RIRA: three surveys at each station were conducted at dusk, and three surveys started at dawn. Dawn surveys began at or just before sunrise and proceeded for no more than 3 hours after sunrise. The dusk surveys began 2 hours before sunset and continued until dark. Passive listening was conducted first, to detect spontaneous calls from rails, followed by recorded vocalizations if RIRA were not detected in the area. Recorded vocalizations included a series of three calls and were played once at each station. If RIRA were found to be present, then call-back vocalizations ceased. If rail calls were detected, then they were recorded, noting the call type, location, and time on a detailed map of the marsh. The full number of surveys were conducted during the appropriate daily survey times.

3.1 Environmental Setting

A full description of the existing biological and physical conditions of the project area is presented in Chapter 3 of the NES.

City of San Diego MHPA is present on the western side of the bridge in the San Dieguito River and exists in developed areas to the south of the intersection of El Camino Real and San Dieguito Road (Figure 2). No other MHPA is present in or adjacent to the project area.

3.2 Special-Status Plant Surveys and Vegetation Map Reevaluation

The four special-status plant species documented on site in the 2015 NES were confirmed to be present on site during the 2021 surveys. These include Palmer's sagewort (*Artemisia palmeri*), San Diego sunflower (*Viguiera laciniata*), San Diego marsh elder (*Iva hayesiana*), and southwestern spiny rush (*Juncus acutus*). No previously unrecorded rare plants were observed within the project area in 2021.

One additional California Rare Plant Rank (CRPR4.3 watch list species, Santa Catalina Island buckwheat (*Eriogonum giganteum* var. *giganteum*) was documented in 2015 and 2021. This species is considered invasive in coastal San Diego County and is treated as non-sensitive in this report. The NES described that:

Santa Catalina Island buckwheat is a species endemic to Santa Catalina Island, but has been planted in the mainland, including San Diego. This species was detected within the BSA [biological survey area] in disturbed Diegan coastal sage scrub south of the river and west of El Camino Real. Santa Catalina Island buckwheat is known to hybridize with coastal California buckwheat (*Eriogonum fasciculatum* var. *fasciculatum*), which also occurs in the BSA. Efforts to remove Santa Catalina Island buckwheat from the mainland are ongoing. Santa Catalina Island buckwheat occurring within the impact area should be removed and disposed of appropriately. Care should be taken so that seeds are not dispersed during removal of this species.

The project update did not complete a complete inventory of all non-sensitive species in 2021. A floristic inventory of the site is included as Appendix A of the NES.

3.3 Belding's Savannah Sparrow Survey Results

No BSSP were detected within the project area during the 2021 focused surveys, but several other special-status avian species were detected, as indicated on Figure 2 (Appendix A). Survey dates and conditions area provided in Table 2-1. The full letter report submitted to the City of San Diego, documenting the results of the 2021 Belding's Savannah Sparrow Surveys, is included as Appendix B.

One BSSP individual was incidentally observed at two locations within the southwestern habitat patch during separate RIRA focused surveys that were conducted during the same time frame as the BSSP focused surveys. No territorial or breeding behavior was observed, so it is likely that these observations represented a foraging individual that entered the survey area from other offsite habitat areas. It was not observed during subsequent focused BSSP surveys. The southwestern habitat patch within the survey area where BSSP was observed is relatively small and isolated. A large BSSP population occurs approximately 2,000 feet to the northwest, associated with the San Dieguito Lagoon.

3.4 Least Bell's Vireo and Southwestern Willow Flycatcher Survey Results

The full report submitted to USFWS documenting the results of the 2021 LBVI and SWFL surveys is included as Appendix C. Survey dates and conditions for both the LBVI and SWFL survey are shown in Table 2-1.

LBVI were detected throughout the 2021 survey period, with singing, territorial males observed at nine distinct locations over the course of the surveys, as shown on Figure 3 (Appendix A). On average, five LBVI territories were detected within and immediately adjacent to the survey area during most of the survey visits, with the number of distinct locations where LBVI were detected calling during a given survey visit ranging from three to six. LBVI-occupied habitat occurred primarily on the western side of El Camino Real, with the nearest singing male detected approximately 150 feet west of the El Camino Real Bridge. The one exception to this was the LBVI located on the eastern side of the El Camino Real, in the southern portion of the survey area. LBVI fledglings were also detected during the June 11 and June 25 survey visits, indicating successful breeding within the survey area.

No SWFL were detected within the survey area. One migrant willow flycatcher (*Empidonax traillii*; WIFL) was detected during the first SWFL survey visit on May 18, 2021, but no WIFL were detected during subsequent survey visits or during the third SWFL protocol survey period. Additionally, the WIFL detected responded to the recorded SWFL vocalization with *fitz-bew* calls of cadence and pitch consistent with the northwestern subspecies (*Empidonax traillii brewsteri*). The migrant was also detected within a relatively isolated, narrow band of sparse willows on the eastern side of El Camino Real, in habitat not typically associated with known SWFL breeding locales.

Habitat within the survey area was found to be marginally suitable for SWFL, with only a relatively narrow band of riparian forest along the primary channel of the San Dieguito River. Much of the habitat within the survey area consists of lower-growing, dense riparian scrub that does not provide the requisite canopy structure. In addition, constant, relatively loud ambient noise from vehicles crossing the El Camino Real Bridge is also likely a factor limiting the presence of SWFL within the survey area, especially during the morning commute hours.

3.5 Light-Footed Ridgway's Rail Survey Results

During the 2021 surveys, 15 RIRA were detected within the project site boundary, and at least four RIRA were detected within 500 feet of the project site boundary. RIRA detected during

surveys included at least three pairs and 13 individuals as shown on Figure 3 (Appendix A). Survey dates and conditions are shown in Table 2-1. The full report submitted to USFWS documenting the results of the 2021 RIRA surveys is included as Appendix D.

RIRA suitable habitat within the study area consists of poor- to good-quality habitat and low, medium, and high-quality habitat to support nesting and/or foraging RIRA. The habitat communities represented within the study area include southern coastal marsh, disturbed wetland, and coastal and valley freshwater marsh.

Natural ecosystems are constantly in a state of flux, changing from season to season and year to year. In order to compare the differences in the target biological resources addressed by the 2021 surveys, the 2021 survey data were compared to the original baseline data collected and presented in the 2015 NES.

4.1 Vegetation Community Impacts

Vegetation community mapping was updated in 2021. The permanent and temporary vegetation community impacts from the project footprint are presented in Table 4-1. ICF modified the existing vegetation map from the FEIR and NES, which utilized 2009 vegetation mapping data (Caltrans 2015). Since 2009, the vegetation communities have undergone distributional changes within the river channel. The current vegetation community distribution within the project permanent and temporary impact footprint is presented in Table 4-1.

Table 4-1. Vegetation Community Impacts

Vegetation Type	MSCP Tier ¹	Permanent Impact (acres)	Temporary Impact (acres)	Temporary Staging Area Impact (acres)	Total Impacts (acres)
Coastal and Valley Freshwater Marsh	N/A	0.31	1.04	–	1.35
Developed	4	5.99	4.93	1.43	12.35
Diegan Coastal Sage Scrub	2	0.16	0.38	–	0.54
Diegan Coastal Sage Scrub – disturbed	2	0.32	0.477	0.003	0.80
Disturbed (ruderal)	4	1.76	0.55	0.01	2.32
Eucalyptus Woodland	4	0.48	0.12	–	0.60
Mulefat Scrub	N/A	0.07	0.15	–	0.21
Mulefat Scrub – disturbed	N/A	0.10	0.03	–	0.13
Southern Coastal Salt Marsh	N/A	0.31	0.27	–	0.58
Southern Coastal Salt Marsh – alkali sink	N/A	0.24	0.09	–	0.33
Southern Coastal Salt Marsh – disturbed	N/A	0.08	0.10	–	0.18
Southern Coastal Salt Marsh – saltgrass dominated	N/A	0.23	0.66	–	0.89
Tamarisk Scrub	N/A	0.23	0.20	–	0.43
Total²	–	10.28	8.997	1.443	20.71

¹ Multiple Species Conservation Plan (MSCP) Tiers are only designated for upland communities.

² Rows may not sum to total because of rounding.

Following a review of the proposed habitat-mitigation ratios for impacts assessed in the FEIR and NES and application of those ratios to the reevaluated vegetation map, ICF developed potential habitat-mitigation requirements, shown in Table 4-2, which provides a summary of the impacts and mitigation ratios of vegetation communities within the FEIR for comparison with the those based on the current project design. Please note that although impacts and mitigation ratios within the mitigation site were included in the FEIR, there were no changes in the project design for the W-19 Mitigation Site. Therefore, this biological resources report update is limited to changes in the project design. Figure 4 (Appendix A) illustrates the FEIR and NES project boundary and the 2022 Biological Resources Update Project boundary.

In 2016, most areas of salt marsh were mapped as southern coastal salt marsh (disturbed). The 2022 mapping results broke the mapping out with other modifiers, including southern coastal salt marsh–saltgrass for marsh areas dominated by saltgrass, southern coastal salt marsh–alkali sink for areas that appear to pond more frequently and have low levels of vegetation, and southern coastal salt marsh for areas with higher coverage of vegetation. These modifiers are designed to provide more information to the vegetation patterns within the site, but all apply to the same Holland/Oberbauer community and utilize the same mitigation ratios.

Table 4-2. Comparison of Vegetation Community Impacts and Mitigation Ratios between 2016 FEIR/NES and 2022 Biological Resources Update

Vegetation Community	2016 FEIR and NES				2022 Biological Resources Update			
	Total Impacts (Acres)	(Impact within MHPA)†	Mitigation Ratio*	Mitigation Need (acres)	Total Impacts (Acres)	(Impact within MHPA)†	Mitigation Ratio*	Mitigation Need (acres)
<i>Wetland Impacts Associated with Road and Bridge Improvement</i>								
Disturbed Southern Willow Scrub (DSWS)	0.12		3:1	0.36	0		-	-
Mulefat Scrub (MFS)	0.29	0.192	3:1	0.87	0.21	0.15	3:1	0.63
Disturbed Mulefat Scrub (DMFS)	0.25		3:1	0.75	0.13		3:1	0.39
Tamarisk Scrub (TS)	0.003	0.003	2:1	0.006	0.43	0.01	3:1‡	1.29
Subtotal of Riparian Scrubs (AS, DSWS, MFS, DMFS, and TS)	0.663		-	1.986	0.77		-	2.31
Coastal Freshwater Marsh (CFM)	1.1921	0.0001	4:1	4.7684	1.35	0.007	4:1	5.40
Disturbed Coastal Freshwater Marsh (DCFM)	0.384		4:1	1.52	0		-	-
Subtotal Coastal Freshwater Marshes	1.5761		-	6.2884	1.35		-	5.4
Southern Coastal Salt Marsh (CSM)	0		-	-	0.58		4:1	2.32
Southern Coastal Salt Marsh – Alkali Sink (MAS)	0		-	-	0.33		4:1	1.32
Southern Coastal Salt Marsh – Disturbed (SCSM-d)	2.27		4:1	9.08	0.18		4:1	0.72
Southern Coastal Salt Marsh – Saltgrass Dominated (SMG)	0		-	-	0.89		4:1	3.56
Subtotal Coastal Salt Marshes	2.27		4:1	9.08	1.98		4:1	7.92
Disturbed Wetland (DW)	0.07		2:1	0.14	0		-	-
Subtotal Wetland Impacts Associated with Road and Bridge Improvement	4.5761		-	17.4944	4.10		-	15.63
<i>Upland Impacts Associated with Road and Bridge Improvement</i>								
Diegan Coastal Sage Scrub (DCSS; Tier II)	n/a		-	-	0.54	0.07	1:1	0.54
Disturbed Diegan Coastal Sage Scrub – Coastal Form (Tier II)	0.44		1:1	0.44	n/a		-	-

Vegetation Community	2016 FEIR and NES				2022 Biological Resources Update			
	Total Impacts (Acres)	(Impact within MHPA)†	Mitigation Ratio*	Mitigation Need (acres)	Total Impacts (Acres)	(Impact within MHPA)†	Mitigation Ratio*	Mitigation Need (acres)
Disturbed Diegan Coastal Sage Scrub – <i>Baccharis</i> Dominated (Tier II)	0.0002		1: 1	0.0002	0.8		1:1	0.8
Subtotal of Diegan Coastal Sage Scrub Types	0.4402		1:1	0.4402	1.34		1:1	1.34
Disturbed Land (Tier IV)	2.94	0.008	0:1	0	2.32	0.03	0:1	0
Eucalyptus Woodland (Tier IV)	0.285		0:1	0	0.6		0:1	0
Ornamental (Tier IV)	0.49		0:1	0	0		-	-
Bare Ground (Tier IV)	0.37		0:1	0	0		-	-
Urban/Developed (Tier IV)	8.44	0.01	0:1	0	12.35	1.46	0:1	0
Subtotal of Non-Sensitive Tier IV Uplands	12.525		0:1	0	15.27		0:1	0
Subtotal Upland Impacts Associated with Road and Bridge Improvement	12.9652		-	0.4402	16.61		-	1.34
Total Impacts and Mitigation	17.5413		-	17.9346	21.04		-	16.97

FEIR = Final Environmental Impact Report; NES = Natural Environment Study.

*= Mitigation Ratios follow Table 2 and 3 of the City of San Diego Land Development Manual’s Biology Guidelines (City of San Diego, 2018). Mitigation would occur within the MHPA. Mitigation ratios for all communities in this table are the same regardless of whether impacts are outside or within the MHPA.

† = Impact within MHPA is a subset of the total impacts

‡ = Tamarisk scrub mitigating at 3:1 to meet requirements for Least Bell’s Vireo (see Bio-9)

The changes to the overall impacts are due to minor refinements to the project design, as well as the distributional changes to vegetation communities between 2016 and 2022 (Table 4-2). Mitigation for upland coastal sage scrub-type impacts increased from 0.4402 acre to 1.34 acres. Mitigation for impacts on coastal sage scrub vegetation were considered in the FEIS and NES, with some alternatives over 1 acre of coastal sage scrub impacts. The NES describes that impacts on coastal sage scrub would be met through purchase of credits of San Diego Cornerstone Lands; however, as of May 2023, the City intends to acquire all mitigation through the San Dieguito Lagoon W-19 Restoration Site (“W-19”).

Total impacts on wetlands and resulting mitigation requirements for wetland impacts were reduced between 2016 to 2022. Impacts on coastal freshwater marsh communities were reduced from 1.5761 to 1.35 acres. Impacts on southern coastal salt marsh communities were reduced from 2.27 to 1.98 acres. Total impacts on riparian scrub communities (e.g., willow scrub, mulefat scrub, tamarisk scrub) have increased from 0.663 to 0.770 acre. Overall, the combined mitigation for impacts associated with sensitive communities decreased, based on the current project design (17.93 acres in 2016 FEIR and NES to 16.97 acres in 2022).

The mitigation measures required for the Project, including mitigating wetland and upland impacts through W-19, would adequately compensate; thus, significance of impacts is commensurate with the analysis in the 2016 FEIR and NES and would not change the findings. No new mitigation measures would be required.

4.2 Least Bell’s Vireo Survey Comparisons

The 2021 ICF surveys documented a minimum of five LBVI territories within the LBVI study area (Figure 2, Appendix C), compared to a range of zero to two territories over multiple years, as summarized in the 2015 NES. All of these locations occur outside of the project impact footprint, although suitable habitat within the project area may be utilized. Three observed territories were observed to utilize the W-19 Mitigation Site. The increase in the breeding LBVI population within the study area corresponds to the general population increases for the species that have been documented in recent years. The Project would result in decreased impacts on native southern willow scrub habitat (0.12 acre to zero) and mulefat scrub (0.54 acre to 0.34 acre), but increased impacts on tamarisk scrub (0.003 acre to 0.43 acre). Although tamarisk scrub is an invasive nonnative plant community, it may serve as habitat for LBVI. Impacts and mitigation were considered in the FEIR and NES for all of these communities. The W-19 Mitigation Site would create more habitat than is required by this basic requirement.

As stated above, although the entire project work would occur from January 2023 through February 2025, the bridge construction within suitable riparian nesting habitat would be limited to one nesting season, from March 2024 through August 2024. Due to the revised construction schedule, the presence of five assumed breeding LBVI pairs would result in noise impacts on LBVI during the breeding season. However, the NES and FEIR have outlined impact avoidance and minimization measures that would be sufficient in minimizing project impacts on the current LBVI population within the study area. These measures include attenuating construction noise within suitable habitat during the breeding season and avoiding construction within the river corridor during the breeding season. If these impact avoidance and minimization measures were implemented, then no additional measures would be necessary.

The mitigation measures described in the NES and FEIR comply with the conditions of coverage for LBVI in the MSCP. The impact avoidance measures will ensure consistency with the requirement that “any clearing of occupied habitat will occur between September 15 and March 15 (i.e., outside of the nesting period)” (City of San Diego 1997).

4.3 Southwestern Willow Flycatcher Survey Comparison

The 2015 NES included a habitat assessment for SWFL, which concluded that there was no suitable habitat for the species within the study area. ICF was contracted to conduct protocol-level SWFL surveys in 2021, and the negative survey results confirmed the original assessment that the species does not currently breed within the study area; although there was evidence of a migrant flycatcher moving through the site, no breeding activity was noted. Therefore, no impacts on this species would occur, and no additional mitigation measures would need to be implemented for the Project.

4.4 Light-Footed Ridgway’s Rail Survey Comparison

The marsh habitat for RIRA within the river corridor has consistently been occupied by RIRA and has been considered occupied breeding habitat, regardless of whether breeding pairs were detected in any given reach of the river. Ridgway’s rail are non-migratory resident species that are highly restricted to their suitable marsh habitat; any occupied marsh habitat is considered suitable breeding habitat. While the survey methodology can detect 'dueting' pairs which represents breeding behavior, the absence of dueting calls from other male, female, and unidentified-sex birds does not discount the potential for breeding occurring in those areas. The total number of birds observed within the project area in 2021 (one pair) is less than observed in 2017 (three individuals) (Table 4-3) and less than the three birds within the project footprint considered in the Biological Opinion (USFWS 2017). The results from 2012 and 2021 showed a similar number of RIRA (21 in 2012 versus 19 in 2021) in or within 1,200 feet of the project area. While a pair of RIRA was observed within the project area in 2021, a similar number of individuals were seen in 2017 (three RIRA) and 2012 (two RIRA). The potential for breeding within the project footprint in 2012 and 2017 was not and cannot be discounted. The positive confirmation of breeding behavior within the project footprint in 2021 does not change the analysis or mitigation, as suitable breeding habitat was always treated as if breeding was occurring.

Table 4-3. Comparison of Impacts to Rails

Census Year	Rail Impacts		
	Direct Habitat	Within 1,200 Feet	
		Pairs	Individuals
2012	2 individuals	6	7
2017	3 individuals	2	3
2021	1 pair	2	13

The Biological Opinion (USFWS 2017) for the Project concluded that the Project would permanently affect 1.2 acres of RIRA habitat (i.e., 0.78 acre nesting habitat and 0.42 acre of foraging habitat), and temporarily affect 1.1 acres of RIRA habitat (i.e., 0.79 acre of nesting habitat and 0.31 acre of foraging habitat; Table 4-4). Project impacts associated with the revised project footprint based on existing vegetation types would permanently affect 0.70 acre of RIRA habitat (i.e., 0.30 acre of nesting habitat and 0.40 acre of foraging habitat) and temporarily affect 1.42 acres of RIRA habitat (i.e., 1.04 acres of nesting habitat and 0.38 acres of foraging habitat).

The permanent loss of nesting habitat based on the current project design would be 0.50-acre less than the 2017 project footprint (1.20 vs 0.70). Although temporary impacts would be increased (0.32 acre), total impacts to RIRA habitat would be decreased and all temporary impacts would be restored to pre-project conditions following completion of construction activities. Furthermore, the establishment of 15.4 acres of coastal freshwater marsh, restoration of 3.0 acres of riparian scrub, and the enhancement of 2.0 acres of riparian scrub at the W-19 mitigation site would continue to be sufficient to mitigate for the permanent loss of 0.30 acre of nesting habitat within the project footprint. Therefore, no additional compensatory mitigation is necessary.

Table 4-4. Comparison of Impacts on Rail Habitat

Habitat Type	2017 BO Permanent Impacts (acres)	2017 BO Temporary Impacts (acres)	2022 Permanent Impacts (acres)	2022 Temporary Impacts (acres)
<i>Nesting</i>				
Coastal Freshwater Marsh	0.45	0.74	0.30	1.04
Disturbed Coastal Freshwater Marsh	0.33	0.05	0	0
Total Nesting	0.78	0.79	0.30	1.04
<i>Foraging</i>				
Disturbed Southern Willow Scrub	0.04	0.08	0	0
Mulefat Scrub	0.24	0.05	0.07	0.15
Disturbed Mulefat Scrub	0.13	0.12	0.10	0.03
Tamarisk Scrub	0.003	0	0.23	0.20
Disturbed Wetland	0.01	0.06	0	0
Total Foraging	0.42	0.31	0.40	0.38
Total Nesting + Foraging	1.20	1.10	0.70	1.42

BO = Biological Opinion.

The mitigation measures described in the NES and FEIR comply with the conditions of coverage for RIRA (clapper rail) in the MSCP.

Overall Conformance with Final EIR Mitigation Requirements

Although the footprint of the current Project differs from the original footprint analyzed in the NES and FEIR, the overall impacts of the current Project would be adequately mitigated through habitat compensation and the implementation of previously approved impact avoidance and minimization measures.

The current project proposes different timing from that proposed in the FEIR. The project analyzed in the FEIR restricted construction within the river corridor during the RIRA breeding season (Bio-11 Section II.A.) but allowed construction outside of the river corridor during the breeding season provided that noise was minimized and attenuated at the river corridor (Bio-11 Section II.B.). The timing of the current project includes construction within the river corridor during one RIRA breeding season. The USFWS is issuing a revised a Biological Opinion for RIRA which allows for construction within the river corridor during one breeding season provided a Noise Abatement Plan is prepared and implemented by the City of San Diego. The USFWS has also indicated that the Biological Opinion will be amended to increase the “take” limit for RIRA, and that any additional mitigation acreage that may be required would be offset by a portion of the unused mitigation credits associated with the W-19 site. As such, this project substantially conforms with the FEIR mitigation requirements.

Overall, the combined mitigation for impacts associated with sensitive communities decreased based on the current project design (17.93 acres in 2016 FEIR and NES and 16.97 acres in 2022).

Mitigation Monitoring and Reporting Program

The FEIR includes a Mitigation Monitoring and Reporting Program (MMRP) designed to ensure compliance with Public Resources Code Section 21081.6 during implementation of mitigation measures. This program identifies at a minimum: the department responsible for the monitoring, what is to be monitored, how the monitoring shall be accomplished, the monitoring and reporting schedule, and completion requirements. A record of the MMRP will be maintained at the offices of the Entitlement Division, 1222 First Avenue, Fifth Floor, San Diego, CA, 92101. All mitigation measures contained in the Environmental Impact Report (Project Tracking System [PTS] No. 277550) shall be made conditions of the project as may be further described below. The MMRP for biological resources were presented in Chapter 6.7 of the FEIR and have been presented below. The measures have been updated to reflect the current 2022 project alignment, to update tense (e.g., 'is required' to 'was prepared'), to reflect changes to project timing, and remove text regarding alternatives no longer considered.

5.1 Impact Summary

Potential impacts to species identified as a candidate, sensitive, or special status species would include direct impacts to the habitat of least Bell's vireo and the light-footed Ridgway's rail. These impacts would be significant. Potential indirect impacts to sensitive and native wildlife species would also be significant. Significant impacts to Tier II Habitats would include direct impacts to disturbed Diegan coastal sage scrub with portions located both in and outside the MHPA. Project impacts to riparian scrub and coastal wetland habitats would be significant. The impact of potential introduction of invasive plant species into a natural open space area would be significant. These impacts would be mitigable to below a level of significance under CEQA by the measures listed below.

5.2 Mitigation Measures

5.2.1 Mitigation for Impacts to Vegetation Communities

Projects within the City of San Diego are required to avoid wetlands to the maximum extent possible (City of San Diego 2002). Where wetlands cannot be avoided, impacts must be minimized and mitigation provided to offset these impacts. The project involves the widening/replacement of a bridge that currently crosses over the San Dieguito River. Consequently, there are limitations to the measures that can be implemented to reduce and minimize impacts to wetlands. During project development, the width of the bridge was reduced to the minimum required to accomplish the purpose and need of the project. Thus, the current width of the four full roadway cross section alternatives has been reduced compared to widths reported in the draft EIR circulated in 2006.

Bio-1: Wetland Habitat Mitigation Measures. Mitigation for unavoidable impacts to sensitive wetland habitats would be accomplished by: (1) creating or restoring habitat of equal value/type in the watershed or vicinity of the project and (2) enhancing degraded wetland habitats in the project

watershed/vicinity through the removal of exotic plant species. The City also requires that unavoidable wetland impacts within the Coastal Overlay Zone be mitigated in the Coastal Overlay Zone (City of San Diego 2002).

Implementation of a wetland creation/restoration/enhancement plan for the W-19 Mitigation Site is the principal proposed mitigation for impacts to wetland communities. The restoration plan was finalized as part of the project's Habitat Monitoring and Mitigation Plan (HMMP). The final HMMP was issued to Caltrans on November 2020 (AECOM 2020).

The FEIR included specific requirements for each of the alternatives. The requirement for the proposed project is presented below.

Current 2022 Footprint. Mitigation requirements for impacts of this alternative to vegetation communities are listed in Table 4.2. Mitigation for 4.10 acres of impacts to wetland habitats would require 15.63 acres of mitigation. In addition, 2.22 acres of mitigation would be required for implementing the proposed restoration plan, for a total requirement of 17.85 acres. Because a total acreage of 28.4 acres would be available for mitigation at the Caltrans-managed W-19 mitigation site, as of the November 2023 W-19 mitigation credit ledger (Appendix E), the total mitigation would exceed City requirements for road and bridge improvements by 10.55 acres.

Bio-2: Upland Habitat Mitigation Measures. Impacts to sensitive upland habitats, including acreage of disturbed Diegan coastal sage scrub associated with road and bridge improvement (Table 4-2) would be mitigated through the San Dieguito Lagoon W-19 Restoration Site using appropriate City tier and ratio. Implementation of this measure will require concurrence from the Wildlife Agencies per the conditions of the W-19 Purchase Agreement.

Bio-3: Additional Vegetation Communities Mitigation Measures. The project footprint would be demarcated prior to construction in order to avoid encroachment into surrounding sensitive areas. Furthermore, a qualified biologist would monitor construction activities for the duration of the project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat outside of the project footprint.

5.2.2 Mitigation for Impacts to Sensitive Plant Species

Bio-4: General Measures. Prior to removal of vegetation, orange snow fencing would be installed to demarcate the project footprint in order to avoid encroachment into surrounding sensitive areas. Furthermore, a qualified biologist would monitor construction activities for the duration of the project to ensure that practicable measures are being employed to avoid incidental disturbance of special-status species outside of the project footprint. Measures for specific sensitive plant species are summarized below.

Bio-5: Palmer's Sagewort. Palmer's sagewort (*Artemisia palmeri*) would be included in the plant palette used in the creation and enhancement of southern willow scrub/mule-fat scrub in the W-19 Mitigation Site. Final success criteria for the W-19 Mitigation Site will require the presence of Palmer's sagewort prior to final site signoff.

Bio-6: San Diego Sunflower. Habitat-based mitigation would be provided for impacts to disturbed Diegan coastal sage scrub, the vegetation community on site in which the San Diego sunflower (*Bahiopsis laciniata*) is found, at a 1:1 ratio.

Bio-7: San Diego Marsh-Elder. Within the W-19 Mitigation Site, San Diego marsh-elder occurring within areas to be enhanced would be flagged or fenced to ensure that these individuals are not removed by work crews and are instead incorporated into the enhancement areas. San Diego marsh-elder would be included in the plant palette used in the creation and enhancement of southern willow scrub/mulefat scrub in the W-19 Mitigation Site. Final success criteria for the W-19 Mitigation Site will require the presence of San Diego marsh-elder prior to final site signoff.

Bio-8: Southwestern Spiny Rush. Within the W-19 Mitigation Site, southwestern spiny rush occurring within areas to be enhanced would be flagged or fenced to ensure that these individuals are not removed by work crews and are instead incorporated into the enhancement areas. Southwestern spiny rush would be included in the plant palette used in the creation of coastal freshwater marsh in the W-19 Mitigation Site. Final success criteria for the W-19 Mitigation Site will require the presence of southwestern spiny rush prior to final site signoff. Furthermore, habitat-based mitigation would be offered for impacts to coastal freshwater marsh and mulefat scrub supporting southwestern spiny rush.

5.2.3 Mitigation for Impacts to Sensitive Wildlife Species

Bio-9: General Mitigation Measures. Habitat-based mitigation would occur at mitigation ratios established by the City in the Biology Guidelines (City of San Diego 2002), including 4:1 for Clark's marsh wren habitat, 3:1 for yellow-breasted chat habitat, 4:1 for light-footed Ridgway's rail habitat, and 3:1 for least Bell's vireo habitat.

On the W-19 Mitigation Site, habitat-based mitigation for species that occupy upland habitats, such as white-tailed kite, would be accomplished at a 2:1 ratio through purchase of credits from Cornerstone Lands. Habitat-based mitigation for species that occupy disturbed, isolated wetland habitats on the W-19 Mitigation Site would be provided through conversion to higher quality wetlands at a 1:1 ratio.

In order to avoid direct impacts to nesting birds, removal of vegetation for all areas, including bridge/road construction and earthwork required for the W-19 Mitigation Site preparation, would occur outside of the breeding season for birds (typically defined as February 1 to September 15). Typically, if a preconstruction nesting bird survey determines that nesting birds do not occur in the vicinity of the site (typically 300 feet for passerine birds and 500 feet for raptors), removal of vegetation can occur within the breeding season for avian species. However, for this project, the presence of least Bell's vireo precludes the removal of vegetation around a 300-foot buffer from the edge of occupied habitat from February 1 through September 30. All areas of disturbed southern willow scrub occurring along the San Dieguito River are considered occupied by least Bell's vireo.

If vegetation removal is to occur from January to February 1, a preconstruction nesting bird survey for raptors and other early nesting species would be conducted. If a nest is found, methods consistent with the City's Biology Guidelines, the City's MSCP Subarea Plan and state and federal protocol would be implemented to avoid impacts. This would consist of a no-work buffer zone placed around the nest until the adults are no longer using it or the young have fledged. The specific buffer width would be determined by a qualified biologist at the time of discovery consistent with the City's Biology Guidelines, the City's MSCP Subarea Plan and state and federal protocol. According to the City of San Diego Biology Guidelines (City of San Diego 2002), for areas within the MHPA, a 900-foot buffer would be placed around any nesting site of a northern harrier.

Bio-10: Least Bell's Vireo Mitigation Measures. Habitat-based mitigation would be provided to compensate for impacts to occupied least Bell's vireo habitat. In the project area, potential least Bell's vireo habitat consists of disturbed southern willow scrub occurring in association with the San Dieguito River. To offset anticipated project impacts to this habitat, disturbed southern willow scrub would be created and enhanced at a ratio greater than 3:1. Mitigation for impacts to tamarisk scrub would also be provided because tamarisk scrub is situated adjacent to disturbed southern willow scrub and may be utilized as foraging habitat by least Bell's vireo. Mitigation would be accomplished through implementation of the conceptual restoration plan within the W-19 Mitigation Site, which is in the San Dieguito River watershed.

Bio-11: Ridgway's Rail Mitigation Measures. Habitat-based mitigation would be provided for the loss of suitable/occupied light-footed Ridgway's rail habitat. In the project area, potential light-footed Ridgway's rail habitat consists of coastal freshwater marsh and riparian habitats within the San Dieguito River. To offset anticipated project impacts to this habitat, coastal freshwater marsh would be created or enhanced at the W-19 Mitigation Site, within the San Dieguito River watershed, at a 4:1 ratio. Thus, the goal of "no net loss" of wetland habitat from the project would be achieved. Mitigation 4:1 ratios are based on the sensitivity of the light-footed Ridgway's rail, as recommended by CDFW and USFWS in multi-agency coordination meetings held in 2005.

In order to further avoid and minimize impacts to light-footed Ridgway's rail the following general and specific measures would be implemented:

I. General Ridgway's Rail Measures

A. Staging and equipment storage areas, and equipment maintenance will be located outside of the river corridor and all potential habitat areas.

B. A qualified biologist will train construction crews (including utility personnel) to avoid unnecessary impacts to the biological resources by briefing them on resource protection measures. The project biologist and crew must be familiar with the identification and life history/habits of light-footed Ridgway's rail.

C. Prior to the start of construction, a qualified project biologist will supervise installation of orange construction fencing or equivalent along the limits of disturbance within and Surrounding sensitive habitats as shown on the approved construction plans. Temporary fencing will be removed after project completion.

D. The project biologist will monitor all phases of construction to minimize impacts on sensitive species, check that wildlife is not entrapped, verify that the boundary fencing is maintained in good condition, and ensure that construction activities do not encroach into biologically sensitive areas beyond the approved limits of construction.

E. A wildlife corridor will be maintained during all construction within the river corridor during non-breeding season. Should the berm option be exercised, the wildlife corridor will consist of a spanned low flow channel of the river, approximately 40 feet wide. Orange construction fencing will be installed parallel to the low flow channel to discourage wildlife from accessing the construction areas approved in the plans.

F. Construction lighting in upland areas will be the lowest illumination necessary, and directed away, or shielded from the river corridor.

G. The project site will be kept as clean of debris as possible to avoid attracting predators of sensitive wildlife. All food-related trash items will be enclosed in sealed containers and regularly removed from the site.

H. Pets of project personnel will not be allowed on the project site.

I. Disposal or temporary placement of excess fill, brush, or other debris will not be allowed in Waters of the U.S. or within their banks.

II. Specific Ridgway's Rail Measures

A. Since construction within and adjacent to the river corridor would occur during one Ridgway's rail breeding season, the City has committed to preparing a Noise Abatement Plan, in order to minimize noise impacts on the species during one breeding season.

B. The goal of the Noise Abatement Plan will be to minimize and attenuate construction noise within occupied Ridgway's rail habitat to 60 dBA (1-hour) at the river corridor (or ambient, whichever is greater) during the light-footed Ridgway's rail breeding season. If the noise limit is exceeded, the noise will be reduced by using temporary noise measures such as plywood barriers, equipment mufflers, or sound blankets.

C. Outside of the breeding season, construction in the river corridor will be limited to daylight hours. No temporary lighting will be installed for construction at night.

D. Once the Ridgway's rail breeding season has ended (i.e., on October 1), all vegetation within the approved limits of disturbance will be removed prior to the beginning of construction to eliminate the potential for rails to seek vegetative cover within the work area. The project biologist will monitor vegetation removal activities to avoid impacts to rails during this process. Should any rails be detected in the limits of disturbance, vegetation removal activities will be halted temporarily while by the project biologists flushes the rail(s) from the area to be cleared into existing emergent vegetation west and east of the bridge. As part of daily monitoring, the project biologist shall evaluate the response of the fully protected species that come near the project site and implement the appropriate response actions. Biological monitors will notify the construction manager of any activities that may harm or harass a fully protected species and recommend suspending those activities so that the key personnel may be notified and apprised of the situation and the potential conflict can be resolved.

E. A wildlife corridor will be maintained during all construction within the river corridor during non-breeding season to allow east/west movement by rails. For the berm option, the wildlife corridor would consist of a low flow channel of the river, approximately 40 feet wide. Orange construction fencing will be installed parallel to the low flow channel to discourage Ridgway's rails from accessing the construction areas approved in the plans. The trestle option would provide a series of openings across the width of the river.

F. These measures have been developed in an effort to prevent Ridgway's rails from being injured or killed by construction activities within the fenced construction footprint by removing vegetation that might provide cover; fencing to discourage access by the Ridgway's rail; and monitoring to determine the effectiveness of these measures. Should earthen berms be employed for access across the San Dieguito River, a minimum of one 40-foot-wide corridor opening will be provide via installation of a construction bridge to allow river flow and rails and other species to move east and west along the river corridor.

G. The river corridor is defined as all water and wetland vegetation occurring between the banks of the river, similar to area delineated as being CDFW jurisdictional. Where those banks are steep and/or armored, such as the area immediately upstream of the existing bridge, this definition is more obvious. Where the banks are less steep and vegetation exists on the banks, this definition may be less obvious; however, once upland habitats or developed areas occur, these are considered outside of the corridor. Thus, the polo fields and golf course to the east of the bridge are not considered within the river corridor, nor are the Horse Park or fallow agricultural fields to the west of the bridge.

H. Wetland regulations that require no-net-loss of wetlands would provide additional protection for this species. The proposed project conforms to the conditions of coverage established by the MSCP for this species because proposed mitigation would result in no net loss of wetlands. This species is covered by the MSCP because 93 percent of its potential habitat would be preserved under this plan. Although covered by the MSCP, the federal MSCP permit does not authorize harm or lethal take for the species. Also, light-footed Ridgway's rail is a fully protected species; therefore, "take" of this species cannot be authorized by the state.

5.2.4 Mitigation for Invasive Species

Bio-12: Invasive Species Mitigation Measures. To ensure the project does not promote the introduction of invasive species to the surrounding undeveloped areas, construction equipment would be cleaned of mud or other debris that may contain invasive plants and/or seeds and would be inspected to reduce the potential of spreading noxious weeds before mobilizing to the site and before leaving the site, during the course of construction. Also, trucks with loads carrying vegetation would be covered, and vegetation materials removed from the site would be disposed of in accordance with applicable laws and regulations. In addition, invasive species will be monitored during the protracted construction period and removed or treated in an environmentally sound manner.

5.2.5 Additional Mitigation Measures

Bio-13: Mitigation, Monitoring and Reporting Conditions for Least Bell's Vireo. The following Mitigation, Monitoring and Reporting conditions are required by the City for potential impacts to habitats occupied by sensitive avian species. The measures for State Endangered/Federally Endangered least Bell's vireo, which is the only species applicable to the project, are provided below.

Prior to the preconstruction meeting, the City Manager (or appointed designee) shall verify that the following project requirements regarding the least Bell's vireo are shown on the construction plans:

I. NO CLEARING, GRUBBING, GRADING, OR OTHER CONSTRUCTION ACTIVITIES SHALL OCCUR BETWEEN MARCH 15 AND SEPTEMBER 15, THE BREEDING SEASON OF THE LEAST BELL'S VIREO, UNTIL THE FOLLOWING REQUIREMENTS HAVE BEEN MET TO THE SATISFACTION OF THE CITY MANAGER:

A. A QUALIFIED BIOLOGIST (POSSESSING A VALID ENDANGERED SPECIES ACT SECTION 10(a)(1)(A) RECOVERY PERMIT) SHALL SURVEY THOSE WETLAND AREAS THAT WOULD BE SUBJECT TO CONSTRUCTION NOISE LEVELS EXCEEDING 60 DECIBELS [dB(A)] HOURLY AVERAGE FOR THE PRESENCE OF THE LEAST BELL'S VIREO. SURVEYS FOR THE THIS SPECIES 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 CONSTRUCTION. IF THE LEAST BELL'S VIREO IS PRESENT, THEN THE FOLLOWING CONDITIONS MUST BE MET:

1. BETWEEN MARCH 15 AND SEPTEMBER 15, NO CLEARING, GRUBBING, OR GRADING OF OCCUPIED LEAST BELL'S VIREO HABITAT SHALL BE PERMITTED. AREAS RESTRICTED FROM SUCH ACTIVITIES SHALL BE STAKED OR FENCED UNDER THE SUPERVISION OF A QUALIFIED BIOLOGIST; AND
 2. SINCE CONSTRUCTION CANNOT AVOID THE BREEDING SEASON ON THE LEAST BELL'S VIREO, THE CITY HAS COMMITTED TO PREPARING A NOISE ABATEMENT PLAN, WHICH MUST BE APPROVED BY THE CITY MANAGER AT LEAST TWO WEEKS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION ACTIVITIES. PRIOR TO THE COMMENCEMENT OF ANY 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
 3. 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 ACCORDING TO THE CITY'S NOISE ABATEMENT PLAN, NOISE MONITORING SHALL BE CONDUCTED AT THE EDGE OF THE OCCUPIED HABITAT AREA 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, INCLUDING MEASURES DEVELOPED IN THE CITY'S NOISE ABATEMENT PLAN. SUCH MEASURES MAY INCLUDE, BUT ARE NOT LIMITED TO, LIMITATIONS ON THE PLACEMENT OF CONSTRUCTION EQUIPMENT AND THE SIMULTANEOUS USE OF EQUIPMENT.
- B. IF LEAST BELL'S VIREO 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 15 AND SEPTEMBER 15 AS FOLLOWS:

1. IF THIS EVIDENCE INDICATES THE POTENTIAL IS HIGH FOR LEAST BELL'S VIREO TO BE PRESENT BASED ON HISTORICAL RECORDS OR SITE CONDITIONS, THEN CONDITION A.III SHALL BE ADHERED TO AS SPECIFIED ABOVE.
2. IF THIS EVIDENCE CONCLUDES THAT NO IMPACTS TO THIS SPECIES ARE ANTICIPATED, NO MITIGATION MEASURES WOULD BE NECESSARY.

Bio-14: Biological Resource Protection During Construction The following general biological construction protection measures are used within the City of San Diego for protection of ESL, MHPA, ESA species, and CEQA related biological resources.

I. Prior to Construction

A. Biologist Verification -The owner/permittee shall provide a letter to the City's Mitigation Monitoring Coordination (MMC) section stating that a Project Biologist (Qualified Biologist) as defined in the City of San Diego's Biological Guidelines (2012), has been retained to implement the project's biological monitoring program. The letter shall include the names and contact information of all persons involved in the biological monitoring of the project.

B. Preconstruction Meeting - The Qualified Biologist shall attend the preconstruction meeting, discuss the project's biological monitoring program, and arrange to perform any follow up mitigation measures and reporting including site-specific monitoring, restoration or revegetation, and additional fauna/flora surveys/salvage.

C. Biological Documents - The Qualified Biologist shall submit all required documentation, to MMC verifying that any special mitigation reports including but not limited to, maps, plans, surveys, survey timelines, or buffers are completed or scheduled per City Biology Guidelines, Multiple Species Conservation Program (MSCP), Environmentally Sensitive Lands Ordinance (ESL), project permit conditions; California Environmental Quality Act (CEQA); endangered species acts (ESAs); and/or other local, state or federal requirements.

D. BCME -The Qualified Biologist shall present a Biological Construction Mitigation/Monitoring Exhibit (BCME) which includes the biological documents in C above. In addition, include: restoration/revegetation plans, plant salvage/relocation requirements (e.g., coastal cactus wren plant salvage, burrowing owl exclusions), 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 ADD/MMC. The BCME shall include a site plan, written and graphic depiction of the project's biological mitigation/monitoring program, and a schedule. The BCME shall be approved by MMC and referenced in the construction documents.

E. Avian Protection Requirements - To avoid any direct impacts to raptors and/or any native/migratory birds, removal of habitat that supports active nests in the proposed area of disturbance should occur outside of the breeding season for these species (February 1 to September 15). If removal of habitat in the proposed area of disturbance must occur during the breeding season, the Qualified Biologist shall conduct a pre-construction survey to determine the presence or absence of nesting birds on the proposed area of disturbance. The pre-construction survey shall be conducted within 10 calendar days prior to the start of construction activities (including removal of vegetation). The applicant shall submit the results of the pre-construction survey to City DSD for review and approval prior to initiating any construction activities. If nesting birds are detected, a letter report or mitigation plan in conformance with the City's Biology Guidelines and applicable State and Federal Law (i.e. appropriate follow up surveys, monitoring schedules, construction and noise barriers/buffers, etc.) shall be prepared and include proposed measures to be implemented to ensure that take of birds or eggs or disturbance of breeding activities is avoided. The report or mitigation plan shall be submitted to the City for review and approval and implemented to the satisfaction of the City. The City's MMC Section and Biologist shall verify and approve that all measures identified in the report or mitigation plan are in place prior to and/or during construction.

F. Resource Delineation - Prior to construction activities, the Qualified Biologist shall supervise the placement of orange construction fencing or equivalent along the limits of

disturbance adjacent to sensitive biological habitats and verify compliance with any other project conditions as shown on the BCME. This phase shall include flagging plant specimens and delimiting buffers to protect sensitive biological resources (e.g., habitats/flora & fauna species, including nesting birds) during construction. Appropriate steps/care should be taken to minimize attraction of nest predators to the site.

G. Education –Prior to commencement of construction activities, the Qualified Biologist shall meet with the owner/permittee or designee and the construction crew and conduct an on-site educational session regarding the need to avoid impacts outside of the approved construction area and to protect sensitive flora and fauna (e.g., explain the avian and wetland buffers, flag system for removal of invasive species or retention of sensitive plants, and clarify acceptable access routes/methods and staging areas, etc.).

II. During Construction

A. Monitoring- All construction (including access/staging areas) shall be restricted to areas previously identified, proposed for development/staging, or previously disturbed as shown on “Exhibit A” and/or the BCME. The Qualified Biologist shall monitor construction activities as needed to ensure that construction activities do not encroach into biologically sensitive areas, or cause other similar damage, and that the work plan has been amended to accommodate any sensitive species located during the preconstruction surveys. 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 1st day of monitoring, the 1st 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). If active nests or other previously unknown sensitive resources are detected, all project activities that directly impact the resource shall be delayed until species specific local, state or federal regulations have been determined and applied by the Qualified Biologist.

III. Post Construction Measures

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

Conformance with City of San Diego Multiple Species Conservation Program and Significance Determination

6.1 Multiple Species Conservation Program

Project conformance with the MSCP is discussed in Chapter 5 of the NES. In particular, Section 5.15 of the NES discusses the 2015 proposed Project and introduces relevant portions of the MSCP subarea plan.

Section 5.14 of the NES provides a discussion of the MSCP as it applies to the proposed Project. In particular, the NES addresses applicable land use considerations, land use–adjacency guidelines, general management directives, and the framework management plan.

The City of San Diego also requires that the current Project conform to conditions of coverage for species present in the project area that are considered covered by the MSCP. *Covered species* are those that are considered adequately protected within the City of San Diego, provided that they are conserved according to the conditions of coverage detailed in the City of San Diego’s subarea plan. Three covered species known to occur in the project area (i.e., RIRA, LBVI, and northern harrier) and their conditions of coverage are addressed in Section 5.14.1 of the NES.

6.2 Significance Determination

Section 5.10 of the NES states that, although the Project has the potential to result in significant impacts on biological resources, these have been mitigated to a level below significant. Section 5.13 of the NES provides a discussion of the City of San Diego’s ESL regulations relative to the Project. The following provides an additional analysis of project impact significance under CEQA.

The Project would result in significant impacts if it were to result in any of the following:

1. A substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in the MSCP or other local or regional plans, policies, or regulations, or by the CDFW or USFWS.

Based on the implementation of avoidance and minimization measures described in Sections 4.3 and 4.4 of the NES, the Project would not have a substantive effect on special-status species. Project effects would be minimized by demarcating the locations of four special-status plant species to avoid unnecessary encroachment. In addition, construction monitoring would be provided to avoid incidental disturbance of these species. Potential impacts on special-status wildlife species would be avoided and minimized through the restriction of mitigation and all construction-related activities during nesting season, the creation of buffers around nesting areas, and the installation of exclusionary fencing along the perimeter of the temporary work corridor within the river. Also, clearance surveys for RIRA would be conducted daily during installation of the fence and during removal of vegetation within the river.

2. A substantial adverse impact on any Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats as identified in the Biology Guidelines of the Land Development manual or other

sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS.

Nine natural communities of special concern are present in the BSA and described in Section 4.1 of the NES. Based on that discussion, no substantive effects on Tier I, II, III, or IIIb habitats or defined sensitive natural communities are anticipated from the current Project. The Project would result in temporary and permanent impacts on a total of 1.34 acres of coastal sage scrub, a Tier II habitat. Mitigation for these impacts would be accomplished through purchase of credits from the City's Cornerstone Lands. This would ensure the preservation of high-quality Tier II habitat to offset project impacts and reduce impacts to a level below significant.

3. A substantial adverse impact on wetlands (including, but not limited to, marsh, vernal pool, riparian, etc.) through direct removal, filling, hydrological interruption, or other means.

Based on the description of proposed project impacts and mitigation described in Section 4.2 of the NES and in Chapter 5 of this document, the Project is not expected to have a substantive effect on federally protected wetlands. The City proposes to implement a wetland creation/enhancement plan at the W-19 Mitigation Site. Creation and enhancement of wetlands would be accomplished at ratios between 2:1 and 4:1, in order to achieve a net gain of jurisdictional habitat and ensure no-net-loss of wetlands. Proposed mitigation is described in Section 4.2.4 of the NES.

4. Interfering substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, including linkages identified in the MSCP Plan, or impede the use of native wildlife nursery sites.

Based on the implementation of avoidance and minimization measures described in Sections 4.4 and 5.12 of the NES, the Project is not expected to have a substantive effect on the movements of native resident or migratory fish species, migratory wildlife corridors, or use of native wildlife-nursery sites.

5. A conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan, either within the MSCP plan area or in the surrounding region.

Based on Section 5.14 of the NES, the Project is not expected to conflict with the provisions of the City's MSCP or other approved local, regional or state habitat conservation plan. The discussion of project effects in the NES included numerous overlapping alignments in the same vicinity as the current Project. The MSCP conformance described in Section 5.14 of the NES applies equally to the current Project.

6. Introducing land use within an area adjacent to the MHPA that would result in adverse edge effects.

The proposed Project involves construction of a road and bridge widening for an existing facility that is currently situated adjacent to the MHPA. Section 5.15 of the NES addresses wetland buffers and project compliance with MSCP guidelines. MHPA was delineated immediately west of the existing bridge (but not to the east); the proposed bridge alignment is shifted to the east which would move the bridge away from MHPA. Small, temporary impacts within the MHPA would not result in new edge effects. These guidelines include provisions that ensure that new land uses would not result in edge effects on biological resources.

7. A conflict with any local policies or ordinances protecting biological resources.

Sections 5.13 through 5.14 of the NES address local ordinances or policies that apply to the biological resources occurring within the project area. The Project complies with the applicable policies or regulations.

8. An introduction of invasive species of plants into a natural open space area.

Section 5.14 of the NES addresses project compliance with the MSCP Land Use Adjacency Guidelines. These guidelines require the use of native plants in order to avoid the introduction of nonnative species into natural open-space areas.

Based on this evaluation, anticipated project impacts on biological resources from the Project would be considered not significant, or Less than Significant with Mitigation Incorporated, in accordance with CEQA.

7.1 Acknowledgements

7.1.1 City of San Diego

- Karl Lintvedt – Associate Planner
- Meghan Bowen – Environmental Biologist

7.1.2 ICF

- Lyndon Quon – Senior Biologist, Project Manager
- Kelly Bayne – Senior Biologist, author
- Dale Ritenour – Senior Biologist, author
- Tamar Love Grande – Editor and Publications Specialist

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Appendix A

Figures

1. Project Location Map
2. Vegetation Communities
3. Special Status Species
4. Original 2015/2016 Plan vs Current 2022 Footprint



- Permanent Impact
- Temporary Impact
- Temporary Staging Impact

Source: ICF; ESRI 2021

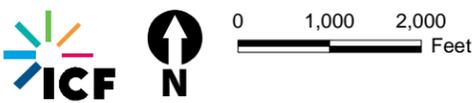


Figure 1
Project Location Map



- | | | | |
|---|--|--|--|
| <ul style="list-style-type: none"> Survey Area Permanent Impact Temporary Impact Temporary Staging Impact MHPA <p>Vegetation Community</p> <ul style="list-style-type: none"> FWM - Coastal and Valley Freshwater Marsh DEV - Developed | <ul style="list-style-type: none"> CSS - Diegan Coastal Sage Scrub CSS-d - Diegan Coastal Sage Scrub (Disturbed) BG - Disturbed (Bare Ground) RUD - Disturbed (Ruderal) MFS-d - Disturbed Mulefat Scrub DW - Disturbed Wetland EW - Eucalyptus Woodland | <ul style="list-style-type: none"> MFS - Mule Fat Scrub NNG - Non-Native Grasslands NNW - Nonnative Woodland OW - Open Water SAWRF - Southern Arroyo Willow Riparian Forest SAWRF-d - Southern Arroyo Willow Riparian Forest (disturbed) | <ul style="list-style-type: none"> CSM - Southern Coastal Salt Marsh CSM-d - Southern Coastal Salt Marsh (Disturbed) MAS - Southern coastal salt marsh – alkali sink SMG - Southern coastal salt marsh – saltgrass dominated TAM - Tamarisk Scrub |
|---|--|--|--|

Source: ICF; ESRI 2022

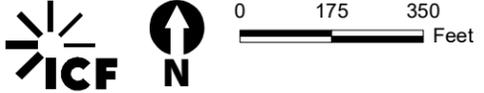
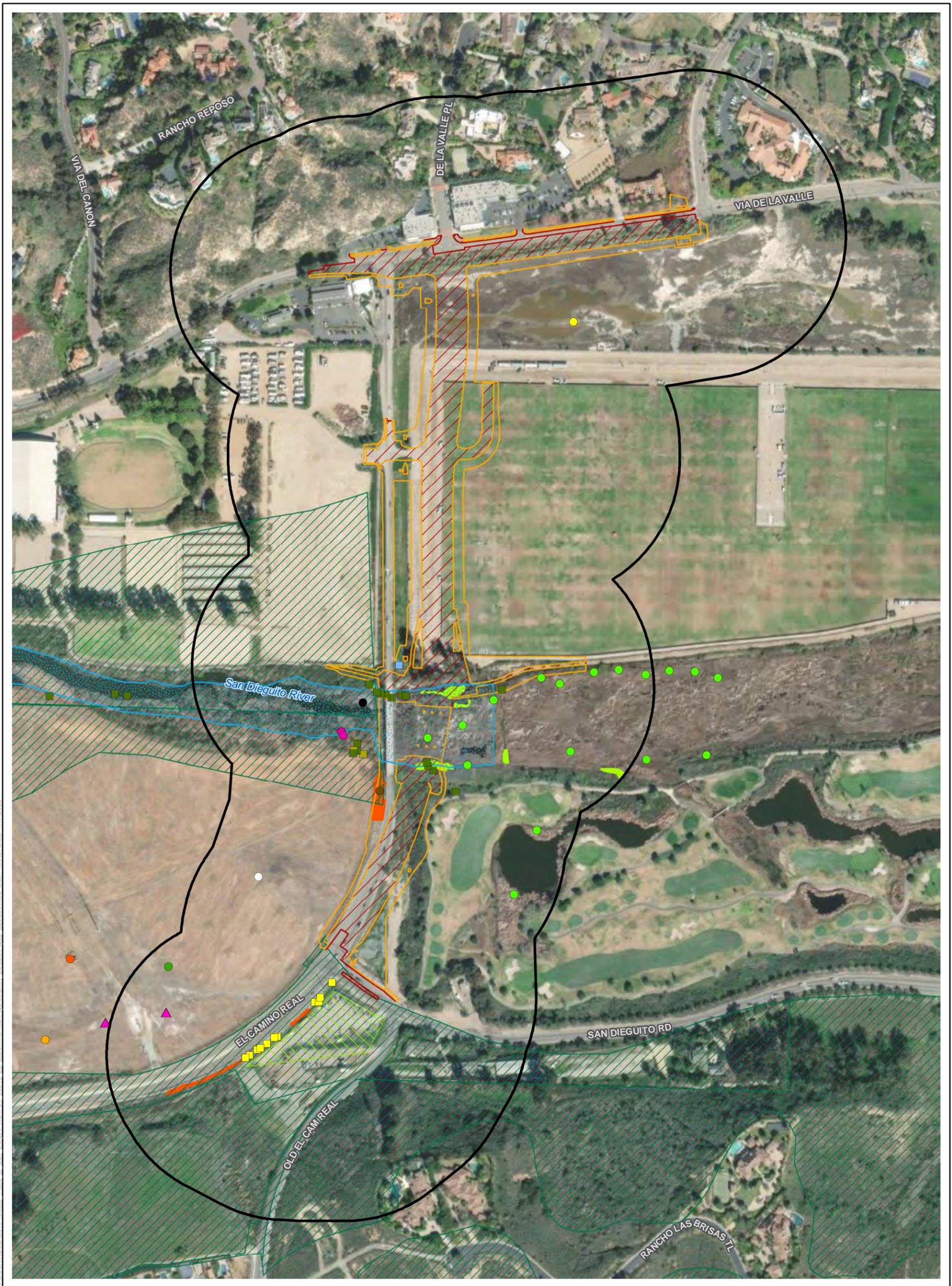


Figure 2
Vegetation Communities

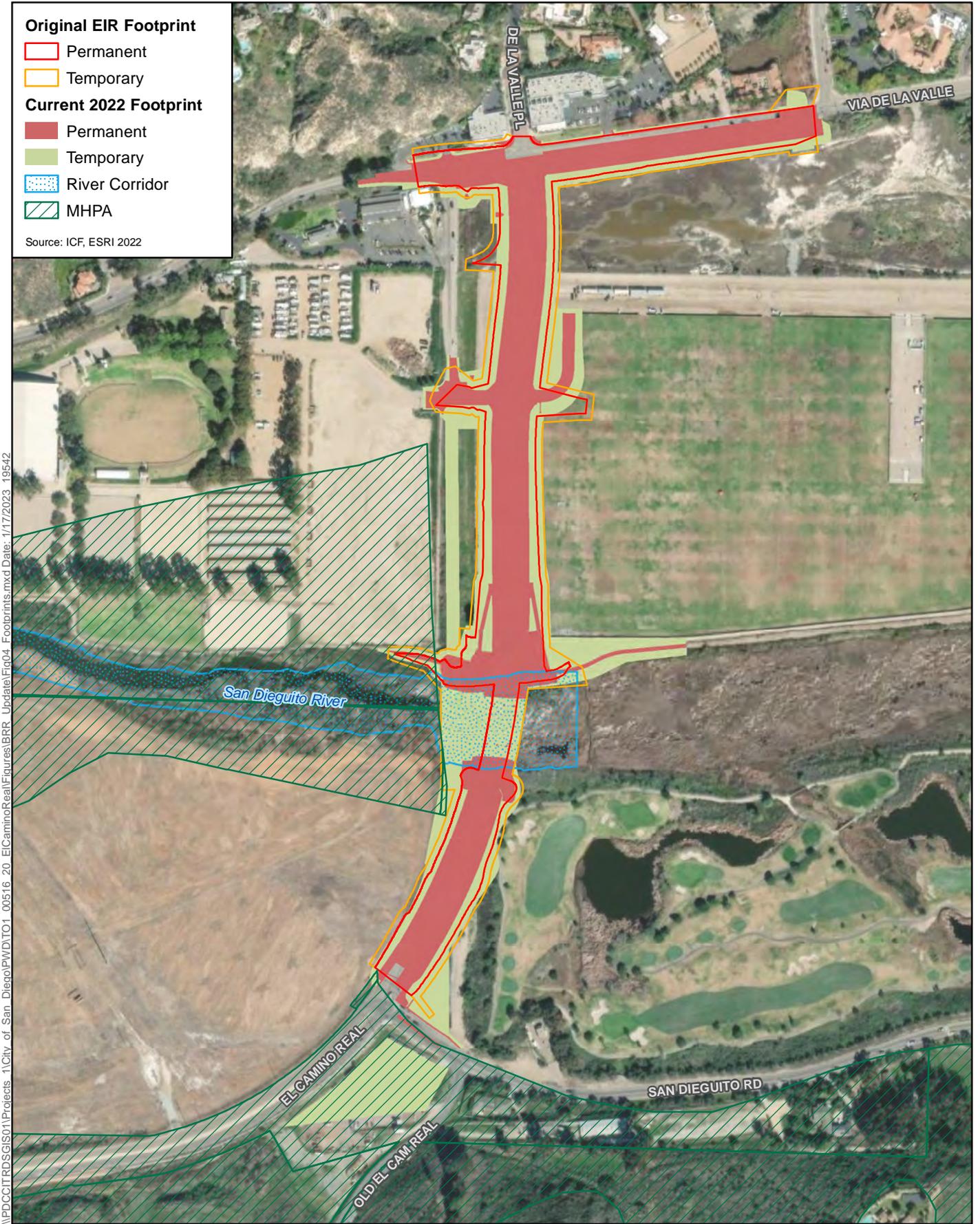


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<ul style="list-style-type: none"> Survey Area Permanent Impact Temporary Impact Temporary Staging Impact MHPA River Corridor <p>Avian Observations</p> <ul style="list-style-type: none"> American Peregrine Falcon (FP) Brown-headed cowbird 	<ul style="list-style-type: none"> Clark's Marsh Wren (SSC) Cooper's Hawk (WL) Double-crested Cormorant (WL) Least Bell's Vireo (FE, SE) Light-footed Ridgway's Rail (FE, SE, FP) Northern Harrier (SSC) White-faced Ibis (WL) White-tailed Kite (FP) Belding's Savannah Sparrow (CA-E) (Incidental) 	<p>Rare Plant Points (CRPR Rank)</p> <ul style="list-style-type: none"> <i>Artemisia palmeri</i> (4.2) <i>Viguiera laciniata</i> (4.2) <i>Iva hayesiana</i> (2B.2) <i>Juncus acutus</i> (4.2) 	<p>Rare Plant Polygons</p> <ul style="list-style-type: none"> <i>Viguiera laciniata</i> (4.2) <i>Juncus acutus</i> (4.2)
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Source: ICF; ESRI 2022

Figure 3
Special Status Species



\PDC\TRD\SIG\S01\Projects 1\City of San Diego\PWD\TO1_005116_20_ElCaminoReal\Figures\BRR_Update\Fig04_Footprints.mxd Date: 1/17/2023 19542

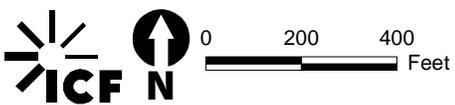


Figure 4
Original 2015/2016 Plan vs Current 2022 Footprint

Appendix B

2021 Belding's Savannah Sparrow Survey Report



July 16, 2021

Karl Lintvedt
Associate Planner
Environmental & Permitting Support Section
City of San Diego Engineering & Capital Projects Department

Subject: Results of 2021 Belding's Savannah Sparrow Surveys for the El Camino Real Bridge Replacement Project, City of San Diego, California

Dear Mr. Lintvedt:

This letter provides the results of Belding's Savannah Sparrow (*Passerculus sandwichensis beldingi*, BSSP) surveys conducted on behalf of the City of San Diego for the El Camino Real Bridge Replacement Project. The bridge and road improvement project is located near the City of San Diego's northern limits where El Camino Real crosses the San Dieguito River. The project includes a realignment of El Camino Real slightly to the east from its intersection with San Dieguito Road, north to its intersection with Via De La Valle, with some improvements to Via De La Valle at its intersection with El Camino Real. The survey area includes a 500-foot buffer from proposed project work areas.

Species Account and Methodology

The BSSP is a state-listed Endangered, non-migratory resident of southern California coastal salt marshes, and ranges from Santa Barbara County, south into northern Baja California (Unitt 2004). Suitable habitat for BSSP is primarily southern coastal salt marsh dominated by pickleweed (*Salicornia virginica*), in which they nest and forage (Unitt 2004). Foraging often takes them well away from nesting areas (Bradley 1973, Massey 1979). Vegetation mapping in 2020 by ICF indicated there are two primary areas of suitable habitat for the species (Figure 1), one found in southwestern corner of the survey area (approximately 1.6 acres of southern coastal salt marsh and associated alkali vernal marsh), and one in the northeastern portion of the survey area (approximately 5.3 acres of southern coastal salt marsh and associated alkali vernal marsh). These areas were verified as suitable habitat during the initial survey visit.

Surveys were conducted by ICF biologist Brian Lohstroh according to the California Department of Fish and Wildlife's 2001 survey recommendations, which include conducting up to five survey visits between mid-February and the end of April. Survey visits should occur between the hours 0600 and 1000 during brisk mornings and repeated up to five times if the species is not detected. No audio playback was broadcast within the habitat during the 2021 surveys. Surveys consisted of conducting meandering transects within suitable habitat, pausing frequently to observe and listen for BSSP. Observations were conducted with the aid of binoculars and a spotting scope.



Results and Discussion

No BSSP was detected within the project survey area during the 2021 focused surveys, but several other special status avian species were detected as indicated on Figure 1. A total of 47 avian species were detected during the BSSP focused surveys. Survey dates and conditions area provided in Table 1 and avian species detected area provided in Table 2, below.

One BSSP individual was incidentally observed at two locations within the southwestern habitat patch during separate light-footed Ridgeway's rail focused surveys that were conducted during the same time frame as the BSSP focused surveys. No territorial or breeding behavior was observed, so it is likely these observations represented a foraging individual that entered the survey area from other offsite habitat areas. It was not observed during subsequent focused BSSP surveys. The southwestern habitat patch within the survey area where BSSP was observed is relatively small and isolated. A large BSSP population occurs approximately 2000 feet to the northwest, associated with the San Dieguito Lagoon.

Please contact me at (858) 750-9300 or via email if you have any questions about these surveys.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian Lohstroh", with a long, sweeping flourish extending to the right.

Brian Lohstroh
Senior Biologist
ICF
brian@lohstrohbio.com

Literature Cited

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Table 1 Survey Dates and Conditions

Date	Time on site	Temp (°F)	Sky Cover (%)	Wind Speed (MPH)	Personnel
17-Feb-21	0700-1000	47-60	10	0-4	B. Lohstroh
02-Mar-21	0630-1000	39-64	10-0	0-2	B. Lohstroh
17-Mar-21	0730-1000	43-54	10-0	0-4	B. Lohstroh
31-Mar-21	0700-1000	52-68	0	0-3	B. Lohstroh
14-Apr-21	0645-1000	54-61	60	1-5	B. Lohstroh



Table 2. Avian Species Detected

Common Name	Scientific Name
Gadwall	<i>Anas strepera</i>
Mallard	<i>Anas platyrhynchos</i>
Green-winged Teal	<i>Anas crecca</i>
Eurasian Collared-Dove	<i>Streptopelia decaocto</i>
Anna's Hummingbird	<i>Calypte anna</i>
Selasphorus Hummingbird	<i>Selasphorus</i> sp.
Light-footed Ridgways Rail (FE, SE, FP)	<i>Rallus obsoletus levipes</i>
Killdeer	<i>Charadrius vociferus</i>
Greater Yellowlegs	<i>Tringa melanoleuca</i>
Double-crested Cormorant (WL)	<i>Phalacrocorax auritus</i>
White-faced Ibis (WL)	<i>Plegadis chihi</i>
White-tailed Kite (FP)	<i>Elanus leucurus</i>
Northern Harrier (SSC)	<i>Circus cyaneus</i>
Cooper's Hawk (WL)	<i>Accipiter cooperii</i>
Red-shouldered Hawk	<i>Buteo lineatus</i>
Red-tailed Hawk	<i>Buteo jamaicensis</i>
Nuttall's Woodpecker	<i>Picooides nuttallii</i>
Downy Woodpecker	<i>Picooides pubescens</i>
American Kestrel	<i>Falco sparverius</i>
American Peregrine Falcon (FP)	<i>Falco peregrinus anatum</i>
Black Phoebe	<i>Sayornis nigricans</i>
Say's Phoebe	<i>Sayornis saya</i>
Cassin's Kingbird	<i>Tyrannus vociferans</i>
Least Bell's Vireo (FE, SE)	<i>Vireo bellii pusillus</i>
California Scrub-Jay	<i>Aphelocoma californica</i>
American Crow	<i>Corvus brachyrhynchos</i>
Bushtit	<i>Psaltriparus minimus</i>
Clark's Marsh Wren (SSC)	<i>Cistothorus palustris clarkae</i>
Bewick's Wren	<i>Thryomanes bewickii</i>
Wrentit	<i>Chamaea fasciata</i>
Western Bluebird	<i>Sialia mexicana</i>
California Thrasher	<i>Toxostoma redivivum</i>
Northern Mockingbird	<i>Mimus polyglottos</i>
European Starling	<i>Sturnus vulgaris</i>
House Sparrow	<i>Passer domesticus</i>
House Finch	<i>Haemorhous mexicanus</i>
Lesser Goldfinch	<i>Spinus psaltria</i>
Lawrence's Goldfinch	<i>Spinus lawrencei</i>
Common Yellowthroat	<i>Geothlypis trichas</i>
Yellow-rumped Warbler	<i>Setophaga coronata</i>
Spotted Towhee	<i>Pipilo maculatus</i>
California Towhee	<i>Melospiza crissalis</i>
Song Sparrow	<i>Melospiza melodia</i>
Red-winged Blackbird	<i>Agelaius phoeniceus</i>
Great-tailed Grackle	<i>Quiscalus mexicanus</i>
Brown-headed Cowbird	<i>Molothrus ater</i>
Hooded Oriole	<i>Icterus cucullatus</i>
FE: Federally listed Endangered	
SE: California listed Endangered	
FP: California Fully Protected Species	
WL: California Watch List Species	
SSC: California Species of Special Concern	

Appendix C

**2021 Least Bell's Vireo and Southwestern Willow
Flycatcher Presence/Absence Survey Results**

September 24, 2021

Ms. Stacey Love
Recovery Permit Coordinator
Carlsbad Fish and Wildlife Office
U.S. Fish and Wildlife Service
2177 Salk Avenue, Ste. 250
Carlsbad, CA 92008

Subject: 45-Day Report – Least Bell’s Vireo and Southwestern Willow Flycatcher Presence/Absence Survey Results for the El Camino Real Bridge Improvements Project, City of San Diego, California

Dear Ms. Love:

This letter report documents the results of protocol presence/absence surveys for least Bell's vireo (*Vireo bellii pusillus*, LBVI) and southwestern willow flycatcher (*Empidonax traillii extimus*, SWFL) conducted by Balk Biological, Inc. for the El Camino Real Bridge Improvements Project during the 2021 survey period. These surveys were conducted on behalf of the City of San Diego to assess potential impacts resulting from proposed bridge and road improvements.

Location and Environmental Setting

The site is located where El Camino Real crosses the San Dieguito River at the northern extent of the City of San Diego, California. (Figure 1, USGS Del Mar quadrangle). Surveys for and LBVI and SWFL were conducted within suitable riparian habitat approximately 500 feet from work areas. The approximately 160-acre survey area, determined based on a 500-foot buffer around proposed work areas, supports approximately 30 acres of suitable riparian habitat that was surveyed, primarily associated with the San Dieguito River (Figure 2).

Riparian habitat within the survey area suitable for LBVI and SWFL consists of willow riparian forest, mule fat scrub and tamarisk scrub (Figure 2). The riparian forest onsite is present along the primary channel of the San Dieguito River and is dominated by arroyo willows (*Salix lasiolepis*) and black willows (*Salix gooddingii*). A large patch of mule fat scrub dominated by mule fat (*Baccharis salicifolia*) is present in the southwestern portion of the survey area. Tamarisk scrub dominated by tamarisk (*Tamarix ramosissima*) is present along the south bank of the San Dieguito River channel in the western portion of the survey area. Surface water was present within the San Dieguito River for the entire duration of the surveys.

Additional habitats present within the survey area include freshwater marsh, coastal sage scrub, disturbed wetland, salt marsh, eucalyptus woodlands, disturbed habitat and developed areas, including an adjacent golf course (Figure 2).

Methods

Least Bell's Vireo

Surveys were conducted following the guidance in the Least Bell's Vireo Survey Guidelines (U.S. Fish and Wildlife Service [USFWS] 2001). Surveys were conducted by an avian biologist familiar with the song, calls, scolds, and plumage characteristics of adult and juvenile LBVI. Balk Biological biologist Brian Lohstroh conducted eight presence/absence surveys for least Bell's vireo within the survey area. Surveys were conducted in morning hours when vireos are most active and included frequent stops to look for individuals and listen for vocalizations. All vireo detections (vocalization points, areas used for foraging, *etc.*) were recorded to estimate location and extent of territories.

Southwestern Willow Flycatcher

A total of five protocol SWFL surveys were conducted following the latest protocol established by the USFWS for permitted biologists (Sogge *et al.* 2010). Balk Biological biologist Brian Lohstroh (TE-063608-6), conducted one survey within the first survey period (May 15–31), two within the second survey period (June 1–24), and two within the third survey period (June 22–July 17). Successive surveys were conducted at least five days apart, with each survey concluding before 10 a.m. Surveys included thorough coverage of all potentially suitable habitats, which consisted of slowly walking with frequent stops to observe, listen, and play recordings of SWFL vocalizations. Recordings were played at regular intervals and only while stationary and after first observing and listening for any potential SWFL.

Per updated guidance from the USFWS, SWFL surveys were not conducted concurrently with LBVI surveys; a SWFL survey pass was conducted first, followed by a LBVI survey pass of the survey area. Trainee Tara Baxter accompanied Mr. Lohstroh during the first two SWFL survey visits. For all species, surveys were not conducted during inclement weather such as extreme hot or cold temperatures, fog, high winds, or rain.

Results and Discussion

At least five LBVI territories were detected within the survey area and no SWFL were confirmed present within the survey area. One migrant willow flycatcher (*Empidonax traillii* sp., WIFL) was detected within the survey area. A total of 71 avian species were detected within the survey area, including several other special status species. Survey dates and conditions are provided in Table 1 and a list of avian species detected is provided in Table 2. Special status species observations are provided on Figure 2.

Least Bell's Vireo

LBVI were detected throughout the survey period, with singing, territorial males observed at nine distinct locations over the course of the surveys, as shown in Table 3 and Figure 2. On average, five LBVI territories were detected within and immediately adjacent to the survey area during most of the survey visits, with the number of distinct locations where LBVI were detected calling during a given survey visit ranging from three to six. Consistently occupied territories within the survey area included territory numbers 1, 2, 4, 5, and 6 and these locations are indicated on Figure 1 and Figure 2. LBVI-occupied habitat occurred primarily on the western side of El Camino Real, with the nearest singing male detected approximately 150 feet west of the El Camino Real Bridge. The one exception to this was LBVI 8, located on the east side of the El Camino Real, in the southern portion of the survey area. LBVI fledglings were also detected during the June 11 and June 25 survey visits (Table 3), indicating successful breeding within the survey area.

Southwestern Willow Flycatcher

No SWFL were detected within the survey area. One migrant WIFL was detected during the first SWFL survey visit on May 18, but no WIFL were detected during subsequent survey visits or during the third SWFL protocol survey period. Additionally, the WIFL detected responded to the recorded SWFL vocalization with 'fitz-bew' calls of cadence and pitch consistent with the northwestern subspecies (*Empidonax traillii brewsteri*). The migrant was also detected within a relatively isolated, narrow band of sparse willows on the east side of El Camino Real; habitat not typically associated with known SWFL breeding locales.

Habitat within the survey area is marginally suitable for SWFL, with only a relatively narrow band of riparian forest that occurs along the primary channel of the San Dieguito River. Much of the habitat within the survey area consists of lower-growing, dense riparian scrub that does not provide the requisite canopy structure. In addition, constant, relatively loud ambient noise from vehicles crossing the El Camino Real Bridge is also likely a factor limiting the presence of SWFL within the survey area, especially during the morning commute hours.

If you have any questions about these surveys, please contact me at (858) 750-9300 or at the email below.

I certify that the information in this survey report and attached exhibits fully and accurately represent my work.

Sincerely,



Brian Lohstroh
TE-063608-6
Senior Biologist
Balk Biological Consulting
blohstroh@balkbiological.com

Attachments: Table 1. Survey Dates and Conditions
Table 2. Avian Species Detected
Table 3. LBVI Observation Summary
Figure 1. Survey Area, LBVI Territories and WIFL Migrant
Figure 2. Biological Resources
Representative Site Photos
WIFL Survey Form

References

- Sogge, M. K., D. Ahlers, and S. J. Sferra. 2010. A Natural History Summary and Survey Protocol for the Southwestern Willow Flycatcher. U.S. Geological Survey Techniques and Methods 2A-10, 38 pp.
- U.S. Fish and Wildlife Service. 2001. Least Bell's Vireo Survey Guidelines. Report from Carlsbad, California, Field Office. January 19. 3 pp.

**Table 1. Survey Dates and Conditions
El Camino Real Bridge LBVI and SWFL Surveys**

Date	Survey Type	Time on site	Temp (°F)	Sky Cover (%)	Wind Speed (MPH)	Personnel
15-Apr-21	LBVI 1	0630-1000	46-61	10-15	0-3	B. Lohstroh
26-Apr-21	LBVI 2	0615-1000	55-55	100-100	1-8	B. Lohstroh
08-May-21	LBVI 3	0600-0900	61-64	100-100	0-3	B. Lohstroh
18-May-21	LBVI 4/SWFL 1	0600-0900*	59-64	100-100	0-4	B. Lohstroh, T. Baxter
01-Jun-21	LBVI 5/SWFL 2	0600-0930*	61-63	100-100	0-4	B. Lohstroh, T. Baxter
11-Jun-21	LBVI 6/SWFL 3	0600-1000*	54-66	0-0	0-1	B. Lohstroh
25-Jun-21	LBVI 7/SWFL 4	0600-0900*	61-66	100-100	0-5	B. Lohstroh
06-Jul-21	LBVI 8/SWFL 5	0545-0930*	64-68	100-20	0-5	B. Lohstroh

*SWFL survey pass was conducted first, followed by a LBVI survey pass

**Table 2. Avian Species Detected
El Camino Real Bridge LBVI and SWFL Surveys**

Common Name	Scientific Name	Status
Mallard	<i>Anas platyrhynchos</i>	
Ruddy Duck	<i>Oxyura jamaicensis</i>	
California Quail	<i>Callipepla californica</i>	
Pied-billed Grebe	<i>Podilymbus podiceps</i>	
Eurasian Collared-Dove*	<i>Streptopelia decaocto</i>	
Mourning Dove	<i>Zenaida macroura</i>	
Anna's Hummingbird	<i>Calypte anna</i>	
Selasphorus Hummingbird	<i>Selasphorus</i> sp.	
Light-footed Ridgway's Rail	<i>Rallus obsoletus levipes</i>	FE, SE, FP
Common Gallinule	<i>Gallinula galeata</i>	
American Coot	<i>Fulica americana</i>	
Killdeer	<i>Charadrius vociferus</i>	
Forster's Tern	<i>Sterna forsteri</i>	
Double-crested Cormorant	<i>Phalacrocorax auritus</i>	WL
Great Egret	<i>Ardea alba</i>	
Snowy Egret	<i>Egretta thula</i>	
Green Heron	<i>Butorides virescens</i>	
Black-crowned Night-Heron	<i>Nycticorax nycticorax</i>	
White-tailed Kite	<i>Elanus leucurus</i>	FP
Cooper's Hawk	<i>Accipiter cooperii</i>	WL
Red-shouldered Hawk	<i>Buteo lineatus</i>	
Red-tailed Hawk	<i>Buteo jamaicensis</i>	
Nuttall's Woodpecker	<i>Picoides nuttallii</i>	
American Kestrel	<i>Falco sparverius</i>	
Western Wood-Pewee	<i>Contopus sordidulus</i>	
Willow Flycatcher (migrant)	<i>Empidonax traillii</i> sp.	SE
Pacific-slope Flycatcher	<i>Empidonax difficilis</i>	
Black Phoebe	<i>Sayornis nigricans</i>	
Say's Phoebe	<i>Sayornis saya</i>	
Ash-throated Flycatcher	<i>Myiarchus cinerascens</i>	
Cassin's Kingbird	<i>Tyrannus vociferans</i>	
Least Bell's Vireo	<i>Vireo bellii pusillus</i>	FE, SE
Warbling Vireo	<i>Vireo gilvus</i>	
California Scrub-Jay	<i>Aphelocoma californica</i>	
American Crow	<i>Corvus brachyrhynchos</i>	
Common Raven	<i>Corvus corax</i>	
Tree Swallow	<i>Tachycineta bicolor</i>	
Northern Rough-winged Swallow	<i>Stelgidopteryx serripennis</i>	
Cliff Swallow	<i>Petrochelidon pyrrhonota</i>	

**Table 2. Avian Species Detected (Continued)
El Camino Real Bridge LBVI and SWFL Surveys**

Common Name	Scientific Name	Status
Barn Swallow	<i>Hirundo rustica</i>	
Bush-tit	<i>Psaltriparus minimus</i>	
House Wren	<i>Troglodytes aedon</i>	
Clark's Marsh Wren	<i>Cistothorus palustris clarkae</i>	SSC
Bewick's Wren	<i>Thryomanes bewickii</i>	
Blue-gray Gnatcatcher	<i>Polioptila caerulea</i>	
Wren-tit	<i>Chamaea fasciata</i>	
Western Bluebird	<i>Sialia mexicana</i>	
California Thrasher	<i>Toxostoma redivivum</i>	
Northern Mockingbird	<i>Mimus polyglottos</i>	
European Starling*	<i>Sturnus vulgaris</i>	
Scaly-breasted Munia*	<i>Lonchura punctulata</i>	
House Finch	<i>Haemorhous mexicanus</i>	
Lesser Goldfinch	<i>Spinus psaltria</i>	
Lawrence's Goldfinch	<i>Spinus lawrencei</i>	
Orange-crowned Warbler	<i>Oreothlypis celata</i>	
Common Yellowthroat	<i>Geothlypis trichas</i>	
Yellow Warbler	<i>Setophaga petechia</i>	SSC
Townsend's Warbler	<i>Setophaga townsendi</i>	
Wilson's Warbler	<i>Cardellina pusilla</i>	
Yellow-breasted Chat	<i>Icteria virens</i>	SSC
Spotted Towhee	<i>Pipilo maculatus</i>	
California Towhee	<i>Melospiza crissalis</i>	
Song Sparrow	<i>Melospiza melodia</i>	
White-crowned Sparrow	<i>Zonotrichia leucophrys</i>	
Black-headed Grosbeak	<i>Pheucticus melanocephalus</i>	
Blue Grosbeak	<i>Passerina caerulea</i>	
Red-winged Blackbird	<i>Agelaius phoeniceus</i>	
Brewer's Blackbird	<i>Euphagus cyanocephalus</i>	
Great-tailed Grackle	<i>Quiscalus mexicanus</i>	
Brown-headed Cowbird	<i>Molothrus ater</i>	
Hooded Oriole	<i>Icterus cucullatus</i>	

*Introduced Species

FE: Federally Listed as Endangered

SE: California Listed as Endangered

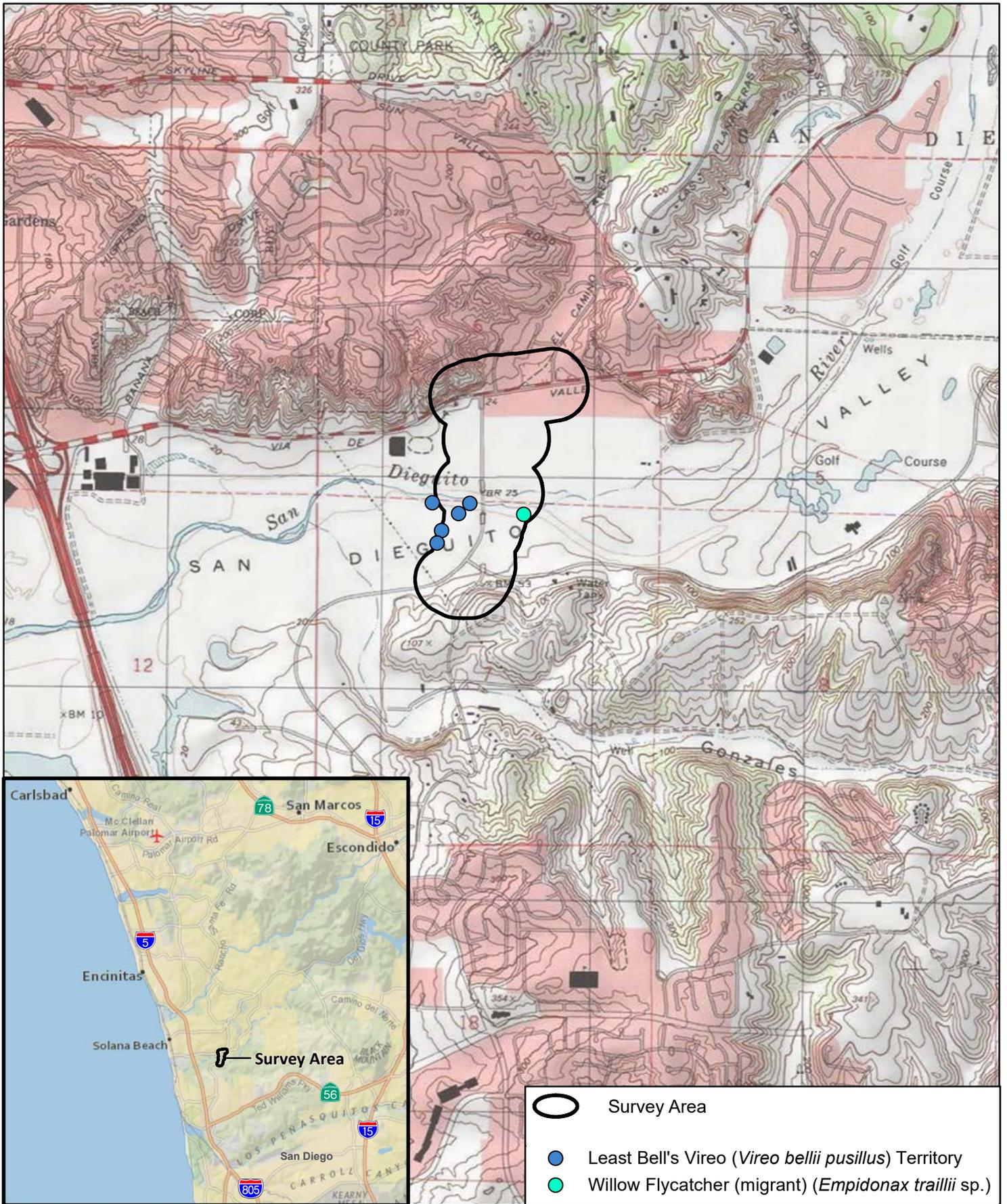
FP: California Fully Protected Species

WL: California Watch List Species

SSC: California Species of Special Concern

**Table 3. LBVI Observation Summary
El Camino Real Bridge LBVI and SWFL Surveys**

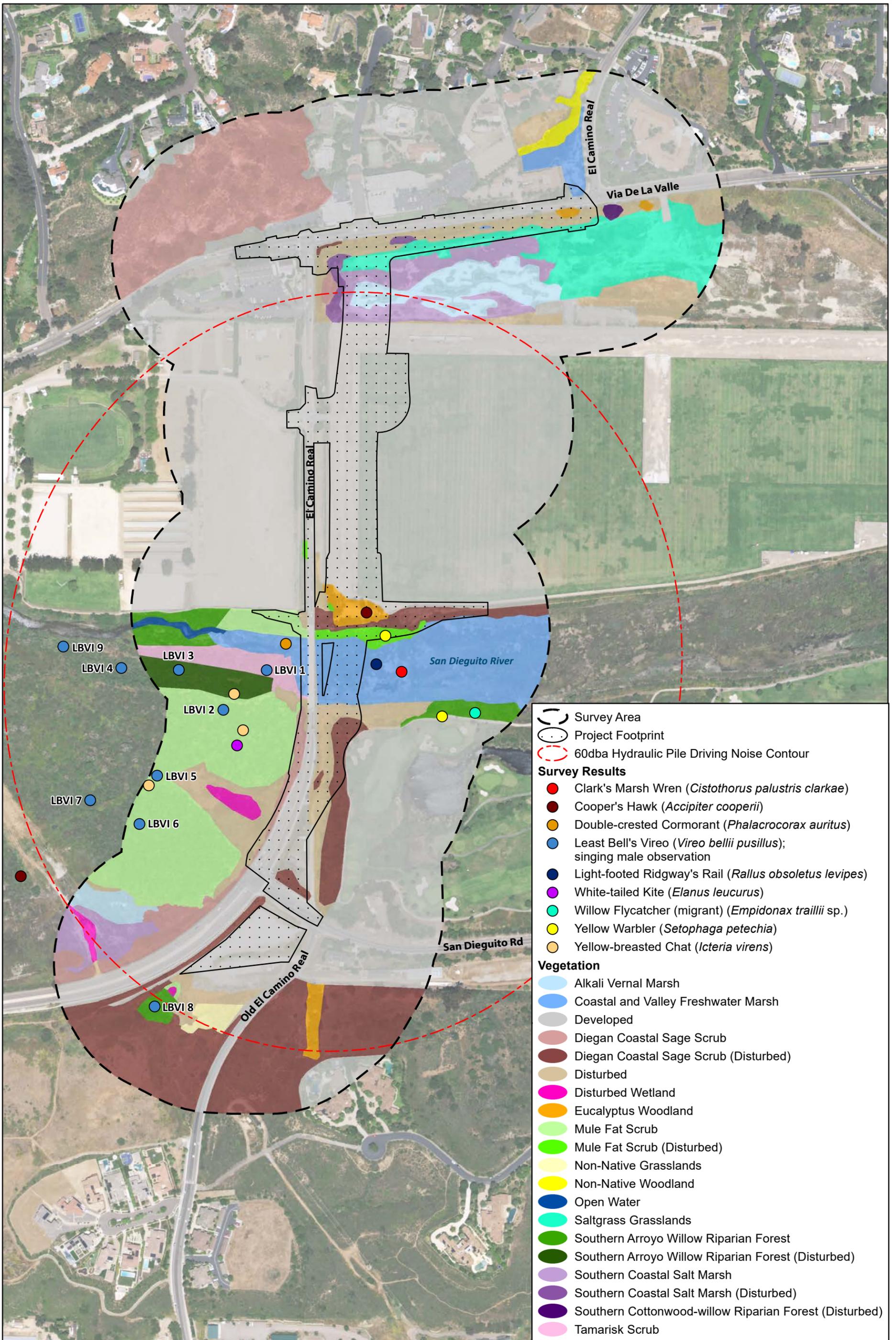
Date	Survey No.	No. Males	No. Females	No. Fledges	No. Territories	Location Nos.	Comments
15-Apr-21	LBVI 1	5	1	0	5	1, 2, 3, 4, 5	All LBVI detections west of bridge/El Camino Real
26-Apr-21	LBVI 2	5	0	0	5	1, 2, 4, 5, 6	One LBVI male calling from new location
08-May-21	LBVI 3	3	0	0	3	1, 6, 5	LBVI calling infrequently
18-May-21	LBVI 4	3	0	0	3	1, 6, 5	LBVI calling infrequently (WIFL migrant detected)
01-Jun-21	LBVI 5	5	0	0	5	1, 2, 4, 5, 6,	LBVI calling infrequently
11-Jun-21	LBVI 6	6	1	1	6	1, 2, 4, 7, 8, 9	LBVI obs. in new locations, 1 add'l territory at edge of SA
25-Jun-21	LBVI 7	4	0	2	4	1, 2, 4, 9	LBVI shifting locations slightly
06-Jul-21	LBVI 8	5	0	0	5	1, 2, 5, 7, 9	LBVI calling males



Source: USGS 7.5' Quadrangles (Del Mar); Regional Map: National Geographic, Esri

Figure 1

Survey Area, LBVI Territories and WIFL Migrant



Source: ICF; Aerial Photo: NAIP 2020

Figure 2

Biological Resources and LBVI Habitat Usage

El Camino Real Bridge Improvements Project

Representative Photographs El Camino Real Bridge LBVI and SWFL Surveys



Photo 1. View facing northwest from the south bank of San Dieguito River, west of the El Camino Real Bridge. Tamarisk scrub, willows and cattails are visible adjacent the river channel. Least Bell's Vireo were detected in this area during several survey visits (Location 1).



Photo 2. View facing south from the north bank of San Dieguito River, east of the El Camino Real Bridge (at right). Coastal sage scrub is in the foreground, with mulefat scrub, tamarisk scrub, and freshwater marsh in background. A migrant willow flycatcher was detected in a small patch of willows on the south bank, visible at upper left.

Representative Photographs
El Camino Real Bridge LBVI and SWFL Surveys



Photo 3. Small patch of willows in southern portion of survey area, south of El Camino Real. A least Bell's vireo was detected within this area during the June 11, 2021 survey visit (Location 8).



Photo 4. View facing north from the south bank of the San Dieguito River, east of the El Camino Real Bridge, at center-left. Freshwater marsh dominates this area.

Willow Flycatcher (WIFL) Survey and Detection Form (revised April 2010)

Site Name El Camino Real Bridge Improvements Project State CA County San Diego
 USGS Quad Name Del Mar Elevation 3 (meters)
 Creek, River, Wetland, or Lake Name San Dieguito River

Is copy of USGS map marked with survey area and WIFL sightings attached (as required)? Yes No

Survey Coordinates: Start: E 478771 N 3648916 UTM Datum WGS84 (See instructions)
 Stop: E 478228 N 3648914 UTM Zone 11 S

If survey coordinates changed between visits, enter coordinates for each survey in comments section on back of this page.

**** Fill in additional site information on back of this page ****

Survey # Observer(s) (Full Name)	Date (m/d/y) Survey time	Number of Adult WIFLs	Estimated Number of Pairs	Estimated Number of Territories	Nest(s) Found? Y or N If Yes, number of nests	Comments (e.g., bird behavior; evidence of pairs or breeding; potential threats [livestock, cowbirds, <i>Diorhabda</i> spp.]). If <i>Diorhabda</i> found, contact USFWS and State WIFL coordinator	GPS Coordinates for WIFL Detections (this is an optional column for documenting individuals, pairs, or groups of birds found on each survey). Include additional sheets if necessary.			
							# Birds	Sex	UTM E	UTM N
Survey # 1 Observer(s) B. Lohstroh Tara Baxter	Date 5/18/21	1	0	0	N	8 BHCO	# Birds	Sex	UTM E	UTM N
	Start 0600						1	U	478667	3648826
	Stop 0730									
	Total hrs 1.5									
Survey # 2 Observer(s) B. Lohstroh Tara Baxter	Date 6/1/21	0	0	0	N	7 BHCO	# Birds	Sex	UTM E	UTM N
	Start 0600									
	Stop 0745									
	Total hrs 1.75									
Survey # 3 Observer(s) B. Lohstroh	Date 6/11/21	0	0	0	N	5 BHCO	# Birds	Sex	UTM E	UTM N
	Start 0630									
	Stop 0800									
	Total hrs 2									
Survey # 4 Observer(s) B. Lohstroh	Date 6/25/21	0	0	0	N	3 BHCO	# Birds	Sex	UTM E	UTM N
	Start 0600									
	Stop 0730									
	Total hrs 1.5									
Survey # 5 Observer(s) B. Lohstroh	Date 7/6/21	0	0	0	N	1 BHCO	# Birds	Sex	UTM E	UTM N
	Start 0545									
	Stop 0800									
	Total hrs 2.25									
Overall Site Summary Totals do not equal the sum of each column. Include only resident adults. Do not include migrants, nestlings, and fledglings. Be careful not to double count individuals. Total Survey Hrs 9		Total Adult Residents	Total Pairs	Total Territories	Total Nests	Were any Willow Flycatchers color-banded? Yes ___ No <input checked="" type="checkbox"/> If yes, report color combination(s) in the comments section on back of form and report to USFWS.				
		0	0	0	0					

Reporting Individual Brian Lohstroh Date Report Completed 8/2021
 US Fish and Wildlife Service Permit # TE-063608-6 State Wildlife Agency Permit # 801197-03

Submit form to USFWS and State Wildlife Agency by September 1st. Retain a copy for your records.

Fill in the following information completely. Submit form by September 1st. Retain a copy for your records.

Reporting Individual Brian Lohstroh Phone # 858-750-9300
 Affiliation Balk Biological E-mail blohstroh@balkbiological.com
 Site Name El Camino Real Bridge Improvements Project Date Report Completed 8/2021

Was this site surveyed in a previous year? Yes ___ No ___ Unknown x
 Did you verify that this site name is consistent with that used in previous years? Yes ___ No ___ Not Applicable x
 If site name is different, what name(s) was used in the past? _____
 If site was surveyed last year, did you survey the same general area this year? Yes ___ No ___ If no, summarize below.
 Did you survey the same general area during each visit to this site this year? Yes x No ___ If no, summarize below.

Management Authority for Survey Area: Federal ___ Municipal/County x State ___ Tribal ___ Private ___
 Name of Management Entity or Owner (e.g., Tonto National Forest) City of San Diego

Length of area surveyed: 0.55 (km)

Vegetation Characteristics: Check (only one) category that best describes the predominant tree/shrub foliar layer at this site:

- Native broadleaf plants (entirely or almost entirely, > 90% native)
 Mixed native and exotic plants (mostly native, 50 - 90% native)
 Mixed native and exotic plants (mostly exotic, 50 - 90% exotic)
 Exotic/introduced plants (entirely or almost entirely, > 90% exotic)

Identify the 2-3 predominant tree/shrub species in order of dominance. Use scientific names.

S. gooddingii, Salix lasiolepis, Tamarix spp.

Average height of canopy (Do not include a range): 4 (meters)

Attach the following: 1) copy of USGS quad/topographical map (REQUIRED) of survey area, outlining survey site and location of WIFL detections; 2) sketch or aerial photo showing site location, patch shape, survey route, location of any detected WIFLs or their nests; 3) photos of the interior of the patch, exterior of the patch, and overall site. Describe any unique habitat features in Comments.

Comments (such as start and end coordinates of survey area if changed among surveys, supplemental visits to sites, unique habitat features. Attach additional sheets if necessary.

Traffic noise at bridge.

Territory Summary Table. Provide the following information for each verified territory at your site.

Territory Number	All Dates Detected	UTM E	UTM N	Pair Confirmed? Y or N	Nest Found? Y or N	Description of How You Confirmed Territory and Breeding Status (e.g., vocalization type, pair interactions, nesting attempts, behavior)

Attach additional sheets if necessary

Appendix D

2021 Light-footed Ridgway's Rail Survey Report

RESULTS OF THE 2021 LIGHT-FOOTED RIDGWAY'S RAIL SURVEYS FOR THE EL CAMINO REAL BRIDGE REPLACEMENT PROJECT

PREPARED FOR:

Ms. Sally Brown
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PREPARED BY:

Antonette Gutierrez
ICF
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June 2021



ICF. 2021. Results of the ICF 2021 Light-footed Ridgway's Rail Surveys for the El Camino Real Bridge Replacement Project, San Diego County, California. Prepared for the City of San Diego; San Diego, CA. June.

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Chapter 1

Introduction

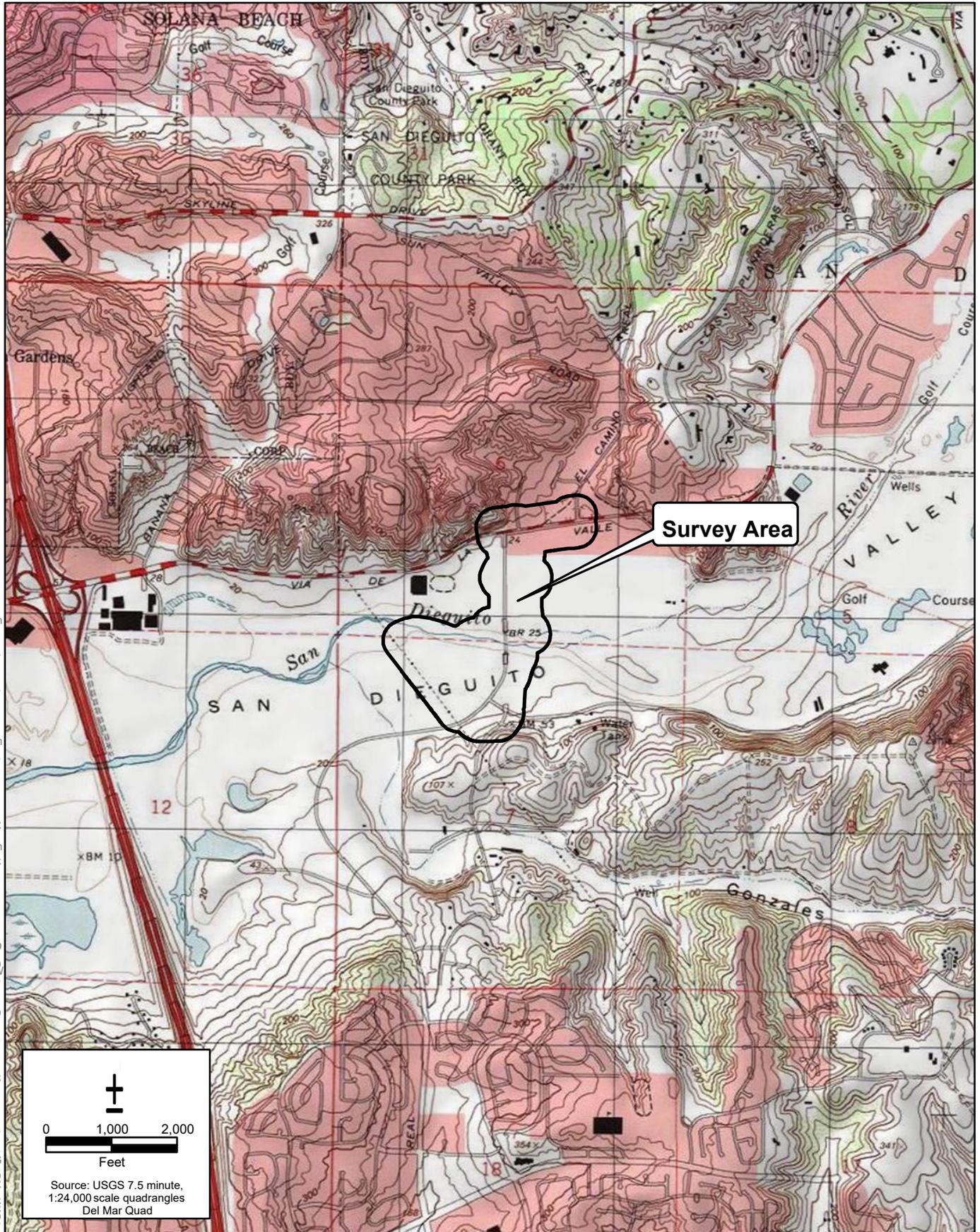
ICF was retained by the City of San Diego to perform surveys for light-footed Ridgway's rail (*Rallus obsoletes levipes*; RIRA) for the proposed El Camino Real Bridge Replacement Project (Project) in the City of San Diego. This report documents the results of the 2021 RIRA focused surveys conducted at the site.

The Project is located along sections of Via de la Valle, San Dieguito and El Camino Real Roads and includes two main areas: 1) within the main stem of the San Dieguito River and 2) within disturbed salt marsh habitat along San Dieguito Road (Figure 1). The site can be found on the USGS 7.5-minute quad map Del Mar (Figure 2) and ranges in elevation from approximately 14 feet at the southwestern edge of the site to approximately 50 feet above mean sea level at the extreme northeastern corner.

The light-footed Ridgway's (formerly Clapper) Rail is a sedentary marsh bird that can be found year-round in the coastal marshes of southern California and northern Baja, Mexico (Grinnell and Miller 1944). This subspecies was listed as endangered in October 1970 by the USFWS and endangered and fully protected in 1971 by CDFW. The listings were prompted by a large decline in population which was attributed, almost exclusively, to habitat loss and degradation.

Historically the RIRA nests in salt marsh habitat and almost exclusively in cordgrass. The rails build their nests attached to the cordgrass, enabling the nests to rise and lower with the tides (Massey et al. 1984). The Ridgway's rail is an opportunistic forager that eats primarily invertebrates such as beetles, snails, crayfish, decapods, and isopods (USFWS 1985). Nesting starts in mid-March and extends into August. Both parents share in the incubation and rearing of the chicks.

In recent years, with the loss of habitat and habitat quality the rail has taken advantage of freshwater marsh in some areas. The rails began by moving into the reeds, mostly cattails and bulrushes, immediately adjacent to the saltwater marsh in areas where the marsh is dense enough it protects the rail from predation and human activity and can be used to anchor their nests in much the same manner as they do with cordgrass. In some areas, such as the San Dieguito River, the rail has moved upriver and is nesting entirely in freshwater marsh habitat.



0 100 200 300 400 500 600 700 800 900 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300 2400 2500 2600 2700 2800 2900 3000 3100 3200 3300 3400 3500 3600 3700 3800 3900 4000 4100 4200 4300 4400 4500 4600 4700 4800 4900 5000 5100 5200 5300 5400 5500 5600 5700 5800 5900 6000 6100 6200 6300 6400 6500 6600 6700 6800 6900 7000 7100 7200 7300 7400 7500 7600 7700 7800 7900 8000 8100 8200 8300 8400 8500 8600 8700 8800 8900 9000 9100 9200 9300 9400 9500 9600 9700 9800 9900 10000

Source: USGS 7.5 minute, 1:24,000 scale quadrangles Del Mar Quad

Chapter 2 Methods

The methodology of the focused surveys for RIRA were based on Standardized North American Marsh Bird Monitoring Protocol (Conway 2011) and Survey Guidelines to Determine Presence/Absence of the Light-footed Clapper Rail in Southern California; Recommendations of the Clapper Rail Study Team (Konecny *et al.* 2009). Eight 100-meter circular plots were established within the study area to cover potential suitable RIRA habitat within the survey area and approximately within 500 feet around the impact areas within suitable RIRA habitat. Passive (listening) and active (call playback) RIRA surveys were conducted between February 24 and May 11, 2021, during the optimum time when the highest frequency of RIRA calls is likely to occur. Antonette Gutierrez (RIRA permit #TE-50992B-1) conducted a total of six surveys for RIRA (Table 1.) Three surveys for RIRA at each station were conducted at dusk and the three surveys started at dawn. Dawn surveys began at or just before sunrise and proceed for no more than three hours after sunrise. The dusk surveys began two hours before sunset and continue until dark. Passive listening was first conducted to detect spontaneous calls from rails followed by recorded vocalizations if RIRA was not detected in the area. Recorded vocalizations included a series of 3 calls and were played once at each station. If RIRA were found to be present, call back vocalizations ceased. If rail calls were detected they were recorded, noting the call type, location, and time on a detailed map of the marsh. The call types were coded as C = clapper/clatter, D = duet, K = kek, B=kek-burr, KH =kek-hurrah, SK = squawk and V = visual sighting. Other species identified during the surveys were also recorded (Appendix A).

Table 1. Survey Dates and Conditions

Date	Time Onsite	Temp (°F)	Sky	Wind (MPH)	Personnel	
24-Feb-2021	Start	0600	50	Clear	0	A. Gutierrez
	End	0845	53	Partly cloudy	1	
4-March-2021	Start	0550	50	Clear	0	A. Gutierrez
	End	0840	53	Clear	0	
23-March-2021	Start	1700	61	Partly cloudy	3	A. Gutierrez
	End	1920	57	Partly cloudy	0	
4-April-2021	Start	0600	54	overcast	0	A. Gutierrez
	End	0830	55	overcast	1	
22-April-2021	Start	1730	62	overcast	1	A. Gutierrez
	End	1940	61	overcast	2	
11-May-2021	Start	1738	63	overcast	2	A. Gutierrez
	End	1945	61	overcast	1	

Fifteen RIRA were detected within the project site boundary and at least four RIRA were detected within 500 feet of the project site boundary during the surveys in 2021 (Figure 3). RIRA detected during surveys included at least 3 pairs and 13 individuals and were limited to the habitats at and adjacent to stations 3 and 4 (Table 2).

RIRA suitable habitat within the study area consists of poor to good quality habitat and low, medium, and high-quality habitat to support nesting and/or foraging RIRA. The habitat communities represented within the study area include southern coastal marsh, disturbed wetland, and coastal and valley freshwater marsh (Figure 3).

Southern Coastal Marsh

The southern coastal marsh within the study area is dominated by salicornia species including salt marsh pickleweed (*Salicornia pacifica*), Parish's glasswort (*Arthrocnemum subterminale*) and a saltgrass, (*Distichlis spicata*). Stations 6, 7, and a portion of 8 support an isolated habitat of low growing southern coastal marsh vegetation and salt ponds that are inundated for only part of the year. The habitat at these stations represents poor quality habitat to house RIRA; however, this vegetation may mature in the future and provide refugia for foraging RIRA. A portion of Station 1 supports medium quality southern coastal marsh habitat that abuts a larger area of the overall marsh system to the south and the San Dieguito River channel to the west and northwest. Although this area is well established it is disturbed by an access road for the electrical powerlines running west to east through the habitat. Additionally, a few ponded areas are found next to the southern coastal marsh at this location; however, these ponds do not support water year-round. Therefore, Station 1 has a low to moderate potential to support foraging RIRA and does not support suitable nesting habitat for this species. No RIRA were detected at Stations 1, 6, 7, or 8 during the 2021 surveys.

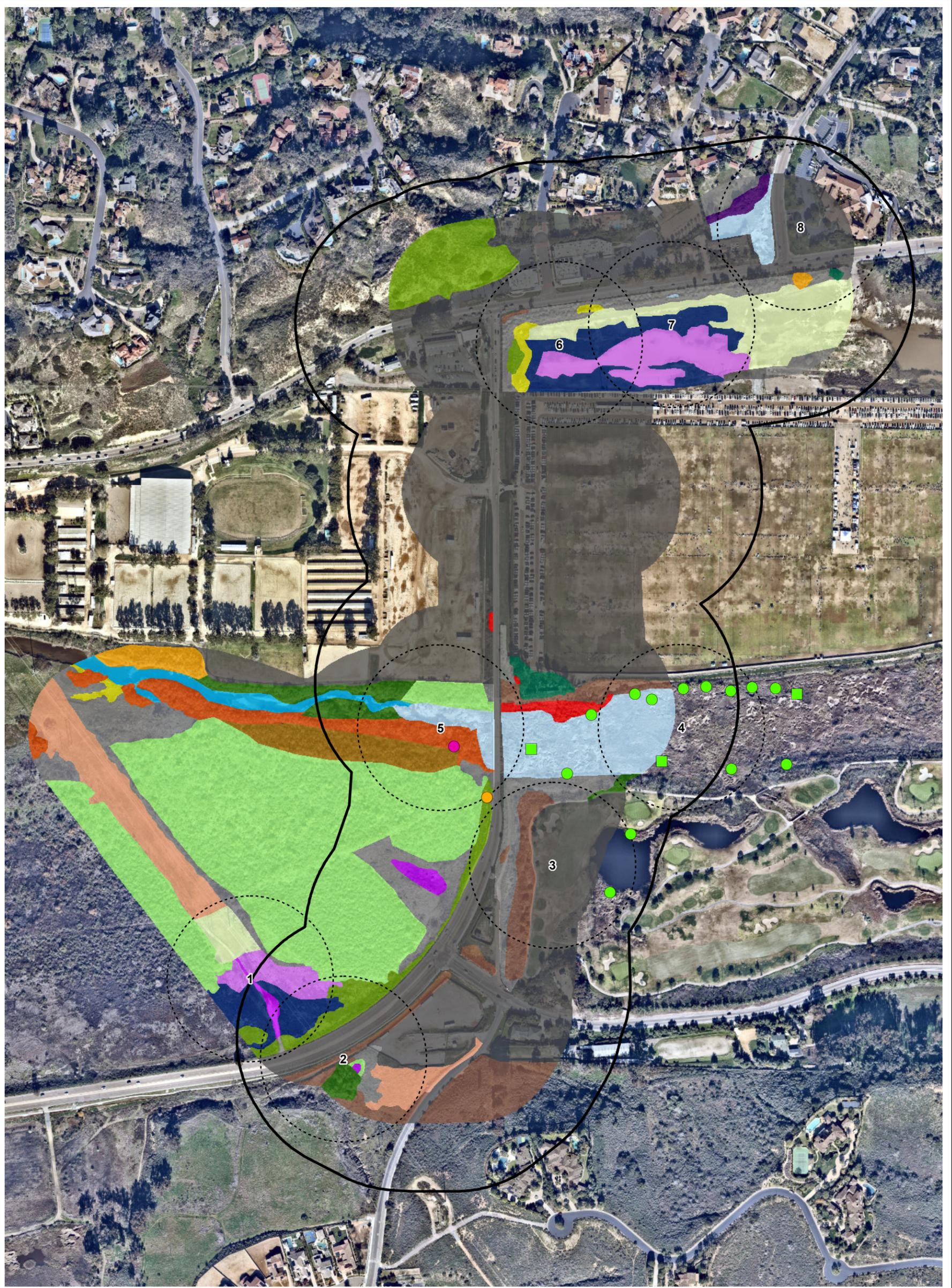
Disturbed Wetland

Disturbed wetland within the study area is characteristic of southern willow scrub and is dominated by arroyo willow (*Salix lasiolepis*) and mulefat (*Baccharis salicifolia*). Spiny rush (*Juncus acutus*) is found intermittently in this habitat, which is known to support RIRA. Stations 2 and 8 and a portion of Station 1 contain disturbed wetland. The habitat at Stations 2 and 8 represent poor quality habitat to house RIRA. These stations are isolated and surrounded by urban developed areas including housing, walkways, bridges, and roads. Station 1 is located on the periphery of higher quality suitable habitat that is known to support RIRA to the west and east; respectively (Zembel 2018/2019). Stations 2 and 8 have low potential to support nesting or foraging RIRA because they are isolated habitats surrounded by development. Station 1 has a low to moderate potential to support foraging RIRA. No RIRA were found at Stations 1, 2, or 8 during the 2021 RIRA surveys.

Coastal and Valley Freshwater Marsh

The coastal and valley freshwater marsh habitat is dominated by American bullrush (*Scirpus americanus*) and cattail (*Typha* spp.). There are a few tree species scattered throughout including arroyo willow and tamarisk (*Tamarix* sp.). Stations 3, 4, 5, and 8 support coastal and valley freshwater marsh. Stations 4 and 5 are part of the San Dieguito River where the coastal and valley freshwater marsh is well established, dense with cattails and provides water throughout the year. A bridge along El Camino Real Road separates Stations 4 and 5. A pond located within the Fairbanks Ranch Country Club Golf Course with cattails found along the periphery of the pond is found at Station 3. Station 8 is surrounded by development and has isolated habitat of rushes and cattails and represent moderate quality habitat to house RIRA. Stations 4 and 5 are contiguous with good quality suitable habitat that support RIRA to the east and west; respectively. RIRA was detected at Stations 3 and 4 and have good quality habitat for RIRA to nest and forage. No RIRA were found at Stations 5 or 8.

VPDC01T08GIS1\Projects_1\City of San Diego\FWDT01_00516_20_ElCaminoReal\Figures\Avian\FRR_June2021.mxd; User: 35528; Date: 6/22/2021



Source: ICF; ESRI 2021

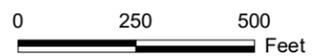


Figure 3
Ridgway's Rail Survey Results

Table 2
Summary of Light-Footed Ridgway's Rail Results

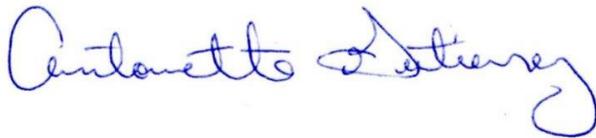
Survey Number	Estimated Number of Individuals Per Station								Raw Counts			
	Station 1	Station 2	Station 3	Station 4	Station 5	Station 6	Station 7	Station 8	Pairs	Individuals		
										Male	Female	Unknown
1	0	0	2	2	0	0	0	0	1	1	1	2
2	0	0	2	11	0	0	0	0	2	2	2	9
3	0	0	0	10	0	0	0	0	1	1	1	8
4	0	0	1	12	0	0	0	0	2	2	2	9
5	0	0	1	4	0	0	0	0	0	0	0	5
6	0	0	1	3	0	0	0	0	0	0	0	4

Chapter 4 References

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- Zembal, R. 2018/2019. Email correspondence with USFWS containing 2018/2019 Light-footed Ridgway's Rail survey results.

Chapter 5 Certifications

I certify that the information in this survey report and attached exhibits fully and accurately represents my work.



Antonette Gutierrez
USFWS Permit No. TE-50992-B

Appendix A

Avian Species Observed During RIRA Surveys

AVES	BIRDS
ACCIPITRIDAE	Hawks & eagles
<i>Buteo jamaicensis</i>	red-tailed hawk
<i>Buteo lineatus</i>	red-shouldered hawk
AEGITHALIDAE	Long-tailed tits
<i>Psaltriparus minimus</i>	Bushtit
ANATIDAE	Swans, Geese, and Ducks
<i>Anas americana</i>	American wigeon
<i>Anas platyrhynchos</i>	Mallard
<i>Branta bernicla</i>	Brant
<i>Oxyura jamaicensis</i>	rudy duck
ARDEIDAE	Hérons and Bitterns
<i>Ardea herodias</i>	great blue heron
<i>Ardea alba</i>	great egret
<i>Butorides virescens</i>	green heron
<i>Egretta thula</i>	snowy egret
<i>Ixobrychus exilis</i>	least bittern
<i>Nycticorax nycticorax</i>	black-crowned night heron
CARDINALIDAE	Cardinals & allies
<i>Pheucticus melanocephalus</i>	black-headed grosbeak
CHARADRIIDAE	Plovers and Relatives
<i>Charadrius vociferous</i>	Killdeer
COLUMBIDAE	Pigeons & doves
* <i>Columba livia</i>	rock pigeon
<i>Zenaida macroura</i>	mourning dove
CORVIDAE	Crows & jays
<i>Aphelocoma californica</i>	California scrub jay
<i>Corvus brachyrhynchos</i>	American crow
<i>Corvus corax</i>	common raven
EMBERIZIDAE	Sparrows & allies
<i>Melospiza melodia</i>	song sparrow
<i>Melozone crissalis</i>	California towhee
<i>Passerculus sandwichensis beldingi</i>	Belding's Savannah sparrow
<i>Pipilo maculatus</i>	spotted towhee
<i>Zonotrichia leucophrys</i>	white-crowned sparrow
ESTRILDIDAE	Waxbills and allies
<i>Lonchura punctulata</i>	Spice Finch
FALCONIDAE	Falcons

Appendix A Continued

<i>Falco sparverius</i>	American kestrel
FRINGILLIDAE	Finches & allies
<i>Haemorhous mexicanus</i>	house finch
<i>Spinus psaltria</i>	lesser goldfinch
HIRUNDINIDAE	Swallows
<i>Hirundo rustica</i>	barn Swallow
<i>Petrochelidon pyrrhonota</i>	cliff swallow
<i>Stelgidopteryx serripennis</i>	northern rough-winged swallow
<i>Tachycineta bicolor</i>	tree swallow
ICTERIDAE	New World blackbirds, orioles & allies
<i>Agelaius phoeniceus</i>	red-winged blackbird
<i>Icteria virens</i>	yellow-breasted chat
<i>Icterus cucullatus</i>	hooded oriole
<i>Quiscalus mexicanus</i>	great-tailed grackle
<i>Molothrus ater</i>	brown-headed cowbird
LARIDAE	Gulls and Terns
<i>Larus occidentalis</i>	western gull
MIMIDAE	Mockingbirds & thrashers
<i>Mimus polyglottos</i>	northern mockingbird
<i>Toxostoma redivivum</i>	California thrasher
ODONTOPHORIDAE	New World quails
<i>Callipepla californica</i>	California quail
PANDIONIDAE	Osprey
<i>Pandion haliaetus</i>	Osprey
PARULIDAE	Wood warblers & relatives
<i>Geothlypis trichas</i>	common yellowthroat
<i>Oreothlypis celata</i>	orange-crowned warbler
<i>Setophaga coronata</i>	Yellow-rumped warbler
<i>Setophaga petechia</i>	yellow warbler
PICIDAE	Woodpeckers & allies
<i>Picoides nuttallii</i>	Nuttall's woodpecker
PHALACROCORACIDAE	Cormorants
<i>Phalacrocorax auritus</i>	double-crested cormorant
PODICIPEDIDAE	Grebes
<i>Podilymbus podiceps</i>	pie-billed grebe
PTILIOGONATIDAE	Silky Flycatchers
<i>Phainopepla nitens</i>	Phainopepla
RALLIDAE	Rails, Gallinules, and Coots
<i>Porzana carolina</i>	sora
<i>Fulica americana</i>	American coot
<i>Rallus limicola</i>	Virginia rail

Appendix A Continued

<i>Rallus obsoletes levipes</i>	Light-footed Ridgway's rail
SCOLOPACIDAE	Sandpipers and Relatives
<i>Actitis macularius</i>	spotted sandpiper
<i>Calidris mauri</i>	Western sandpiper
<i>Numenius phaeopus</i>	whimbrel
<i>Numenius americanus</i>	long billed curlew
<i>Tringa melanoleuca</i>	greater yellowlegs
<i>Tringa semipalmata</i>	willet
STURNIDAE	Starlings & allies
* <i>Sturnus vulgaris</i>	European starling
SYLVIIDAE	True warblers & parrotbills
<i>Chamaea fasciata</i>	Wrentit
TROCHILIDAE	Hummingbirds
<i>Calypte anna</i>	Anna's hummingbird
<i>Selasphorus sasin</i>	Allen's hummingbird
TROGLODYTIDAE	Wrens
<i>Cistothorus palustris</i>	marsh wren
<i>Thryomanes bewickii</i>	Bewick's wren
TURDIDAE	Thrushes
<i>Sialia mexicana</i>	Western bluebird
TYRANNIDAE	Tyrant flycatchers
<i>Sayornis nigricans</i>	black phoebe
<i>Sayornis saya</i>	Say's phoebe
<i>Tyrannus verticalis</i>	western kingbird
<i>Tyrannus vociferans</i>	Cassin's kingbird
VIREONIDAE	Vireos
<i>Vireo bellii pusillus</i>	least Bell's vireo

REPTILIA	REPTILES
PHRYNOSOMATIDAE	Zebra-tailed, earless, fringe-toed, spiny, tree, side-blotched & horned lizards
<i>Sceloporus occidentalis longipes</i>	Great Basin fence lizard
<i>Uta stansburiana elegans</i>	western side-blotched lizard

MAMMALIA	MAMMALS
CANIDAE	Foxes, wolves & allies
<i>Canis latrans</i>	Coyote
CERVIDAE	Deer, elk & allies
<i>Odocoileus hemionus</i>	mule deer
CRICETIDAE	New World rats and mice & allies

Appendix A Continued

<i>Neotoma fuscipes</i>	dusky-footed woodrat
GEOMYIDAE	Gophers
<i>Thomomys bottae</i>	Botta's pocket gopher
LEPORIDAE	Rabbits & hares
<i>Sylvilagus audobonii</i>	desert cottontail
PROCYONIDAE	Raccoons & allies
<i>Procyon lotor</i>	Raccoon
SCIURIDAE	Squirrels
<i>Otospermophilus beecheyi</i>	California ground squirrel

* Non-native species

Appendix E

November 2023 W-19 Mitigation Credit Ledger

San Dieguito W19

Work West of Transmission Corridor

North Coast Corridor Projects Debiting Credits

			Total available credits	credit release 1 (15%) HMMP, LTMP, endowment, CE*	Credit Release 2 construction completed**	San Dieguito Double track	Agua Hedionda interim stabilization	Batiquitos Double track	Eastbrook to Shell DT	Del Mar Bluffs stabilization	Credits Available
Wetland Habitat	CDFW/CCC/ Acreage	JPA trail reserve									
Re-established Salt Marsh	59.3	2.74	56.56	8.48	8.48	2.33	1.08	4.45	0.3	0.28	0.044
Wetland Habitat	ACOE acreage										
Re-established Salt Marsh	59.3	2.74	56.56	8.48	8.48	2.42	1.08	1.14	1.26	0.17	2.414
Wetland Habitat	RWQCB acreage										
Re-established Salt Marsh	59.3	2.74	56.56	8.48	8.48	1.49	1.08	1.14	1.26	0.17	3.344
Upland Habitat	CCC/USFWS										
CSS Restored	28			4.20	4.20						
Upland Transition	18.8			2.82	2.82						

* All REMP agencies agreed after May 2022 REMP Working Group Meeting to release first credits 6/16/22

** Construction began December 2021, to be completed July 2024

San Dieguito Lagoon (W19) Restoration Project Phase 2
 El Camino Real Bridge Replacement Project
 Work east of transmission Corridor

Habitat Type	Acreage	Construction Begin	Construction end	FWS BO (Dec 2017)
Brackish Marsh re-establishment	16.2	Jan-22	11/10/2023	15.4
Riparian Restoration	4.0	Jan-22	11/10/2023	3.0
Riparian enhancement	3.5	Jan-22	11/10/2023	2.0
Coastal Sage Scrub re-establishment	4.6	Jan-22	11/10/2023	1.5