THE CITY OF SAN DIEGO

MITIGATED NEGATIVE DECLARATION

Project No. 669559
SCH No. N/A

SUBJECT: **Federal Boulevard De-Channelization and Trail Project**: The project proposes a SITE DEVELOPMENT PERMIT for the de-channelization (concrete-removal) of 1,885 linear feet (LF) of Chollas Creek, construction of 3,100 LF trail, and native landscaping around the trail and banks of the creek, on a site containing Environmentally Sensitive Lands (ESL). The proposed project would remove 2.26 acres of impermeable concrete channel, widen the channel, and construct 2.84 acres of channel lined with natural stone and native vegetation. A new retaining wall of varying heights (7 to 12 feet) would be installed along the southern side of the creek and the slope would be replanted. An existing bridge and reinforced concrete box (RCB) currently used to access a sewer manhole on the south side of the creek would be removed, and the sewer manhole would be removed and replaced with pipe. Concrete encasement would be installed along 65 LF of sewer Vitrified Clay Pipe (VCP), and a 60 LF 8" VCP would be relocated. Four stone drop structures and one concrete spillway and stone energy dissipator would be installed for grade stability in the creek. Five access ramps on the north side of the creek would be used for maintenance and stabilized with armor-flex (or equivalent) and native herbaceous vegetation. Proposed staging would occur on the northwest and east ends of the project area. After creek improvements occur, the northwest staging area would be revegetated with native shrubs and trees. A 3,100 LF asphalt trail with widths varying 5-12 feet would connect existing sidewalks to the west and east of the project. The project site is east of Interstate (I) 15 and Home Avenue, north of State Route (SR) 94, west of Sunshine Berardini Field, and south of Federal Boulevard in the City of San Diego. The project is not located within or adjacent to the Multi-Habitat Planning Area (MHPA). The project is located on right of way owned by the City of San Diego and California Department of Transportation (Caltrans) and requires a Caltrans Encroachment Permit. The project is located in the RM-1-1, RS-1-1 and RS-1-7 zone within City Heights in the Mid-City Communities Community Plan Area in Council District 9. The site is not included on any Government Code listing of hazardous waste sites. (Legal Description: Federal Blvd Right of Way, San Diego County Assessor's Map Book 541, Pages 25, 26, 61.) APPLICANT: Groundwork San Diego.

I. PROJECT DESCRIPTION:

See attached Initial Study.

II. ENVIRONMENTAL SETTING:

See attached Initial Study.

III. DETERMINATION:

The City of San Diego conducted an Initial Study which determined that the proposed project could have a significant environmental effect in the following areas(s): **Biology**. Subsequent revisions in the project proposal create the specific mitigation identified in Section V of this Mitigated Negative Declaration. The project as revised now avoids or mitigates the potentially significant environmental effects previously identified, and the preparation of an Environmental Impact Report will not be required.

IV. DOCUMENTATION:

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

V. MITIGATION, MONITORING AND REPORTING PROGRAM:

BIO-1 - The project will provide 1.4:1 mitigation within the channel; this will be accomplished through the installation of natural ungrouted stone within 1.52 acres of formerly concrete-lined channelized streambed, with an additional 0.58 acre of streambed created from the widening into the formerly developed concrete channel banks and disturbed land.

Vegetation Impact	**Impacts (acres)**	**Ratio**	**Wetland Mitigation (acres, location)**	**Revegetation[1] (acres, location)**
Disturbed Wetland	1.52	1.4:1	1.52	--
Southern Mixed chaparral	1.11	--	--	1.11 DCSS
Eucalyptus Woodland	0.36	--	--	0.36 DCSS
Disturbed/ Developed	2.61[1]	--	0.58 (widened channel)	0.17 DCSS (temporarily disturbed for wall construction)
Disturbed Concrete Lined Channel	0.74	--	0.01 (widened channel)	0.73 (former channel bank 0.7 now planted rock-lined slopes, 0.03 now planted access ramps)
Total	**6.34**	**--**	**2.11**	**2.37**

1. Revegetation will occur per the project's development plans and is not planted for the purpose of wetland mitigation.

Source: Biological Resources Report, Trestles 2021

VI. PUBLIC REVIEW DISTRIBUTION:

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

Federal
US Fish & Wildlife Service (23)
U.S. Environmental Protection Agency (19)
U.S. Army Corps of Engineers (26)

State
California Dept. of Fish & Wildlife (32)
State Clearinghouse (46)
Caltrans District 11 (31)
Regional Water Quality Control Board, Region 9 (44)

Local
Mayor Todd Gloria (11A)
Councilmember Elo-Rivera, District 9 (10A)
City Attorney's Office (93C)
Development Services Department
- DPM
- EAS
- Engineering
- Geology
- Landscaping
- Planning Review
- Transportation
- PUD Water & Sewer
- MMC, MS-1102B (77A)

Environmental Services Department (1102-A)
Parks and Recreation Department (77)
Transportation and Storm Water Department
Wetland Advisory Board (171)
City Heights/Weingart Branch Library (81G)

Other Interested parties
Sierra Club (165)
San Diego Audubon Society (167)
Mr. Jim Peugh (167A)
California Native Plant Society (170)
Endangered Habitats League (182A)
Mr. John Stump (451)
City Heights Business Improvement Association (285)
City Heights Area Planning Committee (287)
Ms. Theresa Quiroz (294)
Fox Canyon Neighborhood Association Inc (295)
Mr. William D Jones (296)

VII. RESULTS OF PUBLIC REVIEW:

( ) No comments were received during the public input period.

( ) Comments were received but did not address the accuracy or completeness of the draft environmental document. No response is necessary and the letters are incorporated herein.

( ) Comments addressing the accuracy or completeness of the draft environmental document were received during the public input period. The letters and responses are incorporated herein.

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

Jamie Kennedy
Senior Planner
Development Services Department

May 25, 2021
Date of Draft Report

Date of Final Report

Attachments: Initial Study Checklist
Figure 1: Vicinity Map
Figure 2: Site Plan

INITIAL STUDY CHECKLIST

1. Project title/Project number: Federal Boulevard De-Channelization and Trail Project / 669559

2. Lead agency name and address: City of San Diego, 1222 First Avenue, MS-501, San Diego, California 92101

3. Contact person and phone number: Jamie Kennedy / (619) 446-5445

4. Project location: The project site is east of Home Avenue, north of State Route (SR) 94, west of Sunshine Berardini Field, and south of Federal Boulevard in the City of San Diego, California. The project is the Mid-City Communities Plan Area in the City of San Diego, San Diego County, California, in Council District 9, within Right of Way owned by the City of San Diego and Caltrans (Figure 1).

5. Project Applicant/Sponsor's name and address: Groundwork San Diego. Leslie Reynolds, Executive Director. 5106 Federal Blvd. Suite 203, San Diego, CA 92105.

6. General/Community Plan designation: Right of Way

7. Zoning: RM-1-1 (Residential – Multiple Unit) , RS-1-1 and RS-1-7 (Residential – Single Unit)

8. Description of project (Describe the whole action involved, including but not limited to, later phases of the project, and any secondary, support, or off-site features necessary for its implementation.):

   The project proposes a SITE DEVELOPMENT PERMIT for the de-channelization (concrete-removal) of 1,885 LF of Chollas Creek, and the construction of a 3,100-linear-foot pedestrian trail and native landscaping around the trail and on the north bank of the Creek. The proposed project would remove 2.26 acres of concrete channel and replace it with 2.84 acres of permeable channel lined with natural stone. Non-native plants on the disturbed north side of the channel would be removed and replaced with native vegetation (Figure 2).

   The project area was identified as Oak Park Branch Phase IVB in the City of San Diego's Chollas Creek Enhancement Program (City 2002). The project will require the following permits and approvals: City of San Diego Site Development Permit (SDP) and Grading Permit, Caltrans Encroachment Permit, US Army Corps of Engineers Section 404 Permit, California Department of Fish and Wildlife Streambed Alteration Agreement, and Regional Water Quality Control Board Section 401 Certification.

   Details on project features are as follows.

   Dechannelization and Widening
   Chollas Creek within the project limits is currently lined with concrete, with a bottom width of 30 feet and a top width of 50 feet for the 2,030-foot length, totaling approximately 2.80 acres of hardened channel. The project would remove concrete on the bottom and sides for 1,885 LF, and on the channel sides only for an additional 145 LF of the downstream portion

of the reach. Following concrete removal on the remainder of the area, the creek bed would be widened and deepened and lined with natural stone placed to mimic a natural stream meander on the channel bottom. Concrete channel would remain for the initial 80 feet from the culvert to just east of the I-805 overcrossing at the upstream end of the project. The resulting natural channel would have a larger cross sectional area than the current concrete channel. The proposed active channel would have a top of approximately 80 feet, with a gentler channel slope to create velocity reduction. Under existing conditions, the 100-year flood is not contained within the creek and inundates nearby property. The project would reduce the amount of overflow compared to the existing condition and allow for the 100-year flood event to remain within the confines of the creek, except for minor overflow at the downstream connection to the existing channel.

Four ungrouted natural-stone drop structures and one concrete drop structure (at the upstream end of the site) would be installed to create a gentle slope between drop structures and dissipate energy. The largest drop structure at the upstream end would incorporate a concrete spillway and stone energy dissipator. Larger natural stone would be placed intermittently in the channel bottom, combined with the smaller natural stone to create a natural-looking streambed, similar to the Chollas Creek channel upstream of the project site adjacent to Berardini Field. Natural stone and natural grade control structures would be ungrouted to best mimic the natural streambed function. The natural stone and cobble would be placed in the channel bottom and on the north side slope by an excavator to form a riffle type channel to create a natural stream meander. The riffle would also have larger, imported natural stone spaced throughout the bottom to encourage a meandering type of flow and to stabilize the creek. The proposed stone in the channel bottom would have a median size of 18-21 inches, with the drop structure stone composed of one to half-ton graded stone. The larger drop structure at the easterly end of project would be made up of one to two-ton stone and a concrete spillway. The channel bottom would be approximately 2 to 3- feet thick comprised of stone, with the intermittent larger natural stone exposed above the channel flowline. Bedding beneath the natural stone would be 6 inches of 2-inch crushed gravel. The north-channel banks would be graded at a 2:1 slope ratio, lined with natural stone and planted with native vegetation. Access to the channel for any required maintenance (i.e. of drop structures) would be maintained though the installation of five access ramps on the north side of the channel, which would be stabilized with armor-flex (or equivalent) and herbaceous vegetation.

An existing bridge (part of the old Federal Boulevard alignment) spans Chollas Creek and is currently used to access the south side of the channel for sewer maintenance. The bridge and RCB would be removed and the sewer manhole on the south side would be removed and replaced with pipe. Concrete encasement would be installed along 65 LF of sewer Vitrified Clay Pipe, and a 60 LF 8” VCP would be relocated.

Concrete removed as part of demolition, including removal of the old Federal Boulevard bridge culvert, would be broken with a steel-tracked excavator mounted with a hydraulic concrete breaker. A rubber-tired loader would be used to move broken concrete as needed. An excavator would also be used that would be positioned on the top of the bank outside of the creek channel and its banks. Excavation of the channel would be done using a rubber-

wheeled grader. The project earthwork volume, including the removal of the existing concrete channel, is anticipated to be approximately 45,000 cubic yards of excavation.

Retaining Wall
A new retaining wall of varying heights (6 to 12 feet) would be constructed along the southern side of the creek, mostly along the current City maintenance road situated above the top of channel. The retaining wall would consist of blocks in earth tone color, which would allow the wall to blend in with the natural surroundings. The retaining wall structure would be located on Caltrans-owned property. The adjacent Caltrans SR 94 manufactured slopes would be temporarily disturbed during construction activities associated with placement of the new retaining wall

Staging
The proposed staging area for construction equipment and material would be provided at the empty lot located in the northwest corner of the construction site. This right of way is owned by the City of San Diego. Real Estate Assets Department (READ) has executed a Memorandum of Understanding (MOU) for use by the Public Utilities Department (PUD) for a monitoring well, which will continue to operate. READ has also executed a Use and Occupancy Permit with El Cajon Grading & Engineering Co., Inc., which would terminate pursuant to Section 47 of the permit once staging is required by the applicant, subject to approval of the City. A second staging area would be on a disturbed area on the east side of the I-805 overpass. As described below, the northwest staging area would be landscaped with native tree and shrub plantings following project construction.

Trail Construction & Landscaping
The project includes the construction of a new asphalt trail, ranging from 5 to 12’ wide that extends from the existing contiguous sidewalk at Home Avenue to approximately 1,000 feet east of the I-805 overcrossing, just across from the City of San Diego’s Sunshine Berardini Park, where it will connect with the existing contiguous sidewalk to the east on the south side of Federal Boulevard. The approximately 3,100 LF trail will be constructed to be ADA compliant and parallel Chollas Creek above the top of bank, mostly at street level, then continue east along Federal Boulevard at street level to the eastern extent of the project site. The trail is designed to provide access to existing trunk sewer manholes in the vicinity.

At the west end of the project, the trail would meander through the triangular northwest staging area that is located on City-owned right of way south of Federal Boulevard, east of Home Avenue, and north of the channel. To allow City access to the water monitoring well located in this area, a 50-foot radius asphalt area would be included around the well, with a fenced DG 15-foot-wide access trail connecting to Federal Boulevard. The well would be protected by bollards. Access would also be maintained to the fire hydrant approximately 450 feet east of Home Avenue, adjacent to Federal Boulevard, with DG placed at a minimum of 15 feet to the west and south of the hydrant, and 17 feet to the east (to allow 15 feet for vehicle access). Bollards would be placed around the hydrant for protection. The northwest staging area would be planted with native trees and low-growing native vegetation.

Where the trail is adjacent to the creek, a “wood-crete” fence would be placed between the trail and the creek channel. Where the trail is adjacent to Federal Boulevard (beginning just

east of the staging area), a 6-inch standard curb and gutter would be installed along the edge of Federal Boulevard and "No Parking" signs would be installed. Red curbs would be extended along Federal Boulevard for approximately 200'-300' next to the east end of the trail. The proposed trail would be tied into existing sidewalk in the vicinity of Sunshine Berardini Field.

Landscaping would include native tree and shrub planting adjacent to the constructed trail wherever space allows, in addition to active planting and seeding of native shrubs and herbaceous vegetation along the north side of the banks of the creek. No riparian vegetation would be planted, and vegetation would not be planted on the channel bottom, due to flood control requirements. Temporary irrigation would be installed to assist in native slope revegetation. All trees would be placed on permanent bubbler irrigation systems and maintained by the City Parks and Recreation Department. Habitat disturbed to install the retaining wall would also be revegetated with Coastal Sage Scrub. A landscape plan and Habitat Revegetation Plan (HRP, Trestles, 2021) have been prepared as part of this project. Project landscaping would conform to the SDMC Land Development Code (LDC) Landscape Standards and Landscape Regulations.

Long Term Maintenance
After project completion, the City's Transportation and Stormwater Department (TSW) and Caltrans will be responsible for long-term maintenance of the widened Chollas Creek pending City and Caltrans approval. The City's Parks and Recreation Department will also assume long-term maintenance responsibilities for the trail and non-slope landscaping installed as part of the project. Caltrans will re-assume long-term maintenance responsibilities of the SR 94 slope under their ownership. As a condition of project approval, parties responsible for long-term maintenance will be identified on the plans prior to construction. Long-term maintenance of the habitat revegetation areas will commence following the short-term maintenance and monitoring program outlined in the HRP.

Project Schedule
The creek-de-channelization portion of this project is driven by the need for concrete removal and construction during the non-rainy season. To the extent possible, all pre-construction clearing and grubbing will occur outside the nesting bird season in the Fall 2021–Winter 2022. The Chollas Creek de-channelization portion of the project is estimated to take 8 months, once all permits are procured. It is estimated that construction would commence in March 2022 and extend through November 2022. The trail and associated landscaping would begin once concrete removal, bridge removal, and creek widening activities in Chollas Creek are near completion. No nighttime construction would occur for this project.

9. Surrounding land uses and setting:

The project site is east of Home Avenue, north of State Route (SR) 94, west of Sunshine Berardini Field, and south of Federal Boulevard in the City of San Diego, California. The project area is largely surrounded by freeway and manufactured hillside to the south, roadway to the north and west, and a storage warehouse to the east. A police shooting range is located on the north side of Federal Boulevard, as well as hillsides and residential

uses. Park and industrial land uses are located further east. The project is not located within or adjacent to the MHPA; the nearest MHPA is located to the northeast of the project at Sunshine Berardini Field.

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

- Caltrans Encroachment Permit
- U.S. Army Corps of Engineers (ACOE) 404 Nationwide Permit
- Regional Water Quality Control Board (RWQCB) Section 401 of the Clean Water Act
- California Department of Fish and Wildlife (CDFW) Lake or Streambed Alteration Agreement

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?

City of San Diego staff sent notification to tribal representatives from the Jamul Indian Village, Iipay Nation of Santa Ysabel, and San Pasqual Band of Mission Indians on April 13, 2021 to request consultation under AB 52. On April 30, the representative from Jamul Indian Village concurred with the recommendation that no further monitoring or reporting would be required. No reply was received from the representative from Iipay Nation of Santa Ysabel or San Pascual Band of Mission Indians and consultation concluded on May 13, 2021.

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

☐	Aesthetics	☐	Greenhouse Gas Emissions	☐	Population/Housing
☐	Agriculture and Forestry Resources	☐	Hazards & Hazardous Materials	☐	Public Services
☐	Air Quality	☐	Hydrology/Water Quality	☐	Recreation
☒	Biological Resources	☐	Land Use/Planning	☐	Transportation/Traffic
☐	Cultural Resources	☐	Mineral Resources	☐	Tribal Cultural Resources
☐	Energy	☐	Noise	☐	Utilities/Service System
☐	Geology/Soils	☒	Mandatory Findings Significance	☐	Wildfire

DETERMINATION: (To be completed by Lead Agency)

On the basis of this initial evaluation:

☐ The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ The proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (a) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (b) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required.

☐ Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or (MITIGATED) NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or (MITIGATED) NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact answer should be explained where it is based on project specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis.)

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses", as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or (mitigated) negative declaration. *Section 15063(c)(3)(D).* In this case, a brief discussion should identify the following:

    a. Earlier Analysis Used. Identify and state where they are available for review.

    b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

    c. Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated", describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

    a. The significance criteria or threshold, if any, used to evaluate each question; and

    b. The mitigation measure identified, if any, to reduce the impact to less than significant.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒

No public views or scenic vistas as designated in the Mid-City Communities Plan exist on the site. The project would not have an adverse effect on scenic coastal resources or obstruct views through the site from any offsite public vantage points. The proposed de-channelization, site revegetation, and trail development would be designed to be consistent with the Mid-City Communities Plan, the Chollas Creek Enhancement Program, and all applicable San Diego Municipal Code (SDMC) requirements. No impacts would occur.

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

No such scenic resources or state scenic highways are located on or near the project site. The project would comply with all requirements of the SDMC and Mid-City Communities Plan and no impacts to scenic resources would occur.

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

The project would remove the existing concrete from the Chollas Creek channel, including non-native vegetation and channel lined with natural ungrouted stone, and native habitat and would enhance the overall natural character of the creek. Larger natural stone would be placed intermittently in the channel bottom, combined with the smaller natural stone to create a natural-looking streambed. The north-channel banks would be graded at a 2:1 slope ratio, lined with natural stone ad planted with native vegetation. The project would enhance but not degrade the existing visual quality of the site viewed and improve visual quality of the area as viewed from the surrounding areas. The proposed retaining wall would range in height from 7 feet to 12 feet high and incorporate blocks in earth-toned colors to blend into the natural surroundings. Additionally, the existing right of way on the northwest end of the project is currently used as a temporary staging area, and after project grading and channel widening is complete, it would be revegetated with native trees and shrubs and a trail would be installed. These improvements would enhance the existing visual quality of the project area. No impacts would occur.

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

Implementation of the project would not require installation of lighting or features that would result in new light or glare. In addition, no substantial sources of light would be generated during project construction, as construction activities would occur only during daylight hours. No light and glare impacts would occur.

II. AGRICULTURAL AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment

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

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

a) Converts Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒

The creek is a concrete-lined channel with no agricultural land uses present on the site or in the general site vicinity and is located on existing right of way. Therefore, the project would not result in the conversion of prime farmland, unique farmland, or farmland of statewide importance (farmland). No impact would occur.

b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	☐	☐	☐	☒

See II a). No impact would occur.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒

See II a). The project would not impact forest land or timberland. No impact would occur.

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

See II a). The project would not result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur.

e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

See II a). No impact would occur to farmland of forest land.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied on to make the following determinations – Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒

The project site is located in the San Diego Air Basin (SDAB) and is under the jurisdiction of the San Diego Air Pollution Control District (SDAPCD) and the California Air Resources Board (CARB). Both the State of California and the Federal government have established health-based Ambient Air Quality Standards (AAQS) for the following six criteria pollutants: carbon monoxide (CO); ozone (O3); nitrogen oxides (NOx); sulfur oxides (SOx); particulate matter up to 10 microns in diameter (PM10); and lead (Pb). O3 (smog) is formed by a photochemical reaction between NOx and reactive organic compounds (ROCs). Thus, impacts from O3 are assessed by evaluating impacts from NOx and ROCs. A new increase in pollutant emissions determines the impact on regional air quality as a result of a proposed project. The results also allow the local government to determine whether a proposed project would deter the region from achieving the goal of reducing pollutants in accordance with the Air Quality Management Plan (AQMP) in order to comply with Federal and State AAQS. The SDAPCD and San Diego Association of Governments (SANDAG) are responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the SDAB. The County Regional Air Quality Strategy (RAQS) was initially adopted in 1991 and is updated on a triennial basis (most recently in 2009). The RAQS outlines the SDAPCD's plans and control measures designed to attain the state air quality standards for ozone (O3).

The RAQS relies on SANDAG growth projections based on population, vehicle trends, and land use plans developed by the cities and by the county as part of the development of their general plans. As such, projects that propose development that is consistent with the growth anticipated by local plans would be consistent with the RAQS. However, if a project proposes development that is greater than that anticipated in the local plan and SANDAG's growth projections, the project might be in conflict with the RAQS and may contribute to a potentially significant cumulative impact on air quality.

Installation of the proposed pedestrian path and revegetation of the site with natural upland habitat would not negatively impact goals of the applicable air quality plan as the use would not be in conflict with or obstruct implementation of the Regional Air Quality Strategy (RAQS) or the State Implementation Plan. No impact would result.

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

The project would result in the generation of emissions associated with short-term construction activities; however, no emissions are associated with long-term operation of the project.

<u>Construction emissions</u>
Emissions would be generated from the use of construction equipment at the site; construction-related traffic trips from workers, delivery trucks, and soil hauling trucks; and grading activities. Construction emissions would be temporary and short-term. The City's CEQA Significance Thresholds identify 100 pounds per day of PM10 (particulate matter 10 microns in diameter or less)

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

as a screening threshold for fugitive dust impacts. The South Coast Air Quality Management District's CEQA Air Quality Handbook (1993) estimates that site grading generates 26.4 pounds PM10 per graded acre. Roughly 100 pounds of PM10 is generated by grading 4 acres per day. The total 4.8 acres of grading activities included in the project would be spread over 8 months of the construction period and would not exceed 4 acres per day. Additionally, Best Management Practices (BMPs) identified in the project Stormwater Pollution Prevention Plan (SWPPP) would be implemented as a with the commencement of grading activities, as a condition of the proposed Site Development Permit and a requirement of the National Pollutant Discharge Elimination System Construction Activity Stormwater Permit, which include sediment (dust) controls at the site. Therefore, impacts would be less than significant.

Operational Emissions

The installation and long-term use of the pedestrian trail would not generate operational emissions. No traffic increase is associated with the proposed trail use. No increase in stationary or mobile source emissions would occur. Based on this information, the project would not violate an air quality standard or contribute to an existing or projected air quality violation, and impacts would be less than significant.

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

As described in III a) and III b), construction operations could temporarily increase the emissions of dust and other pollutants. However, construction emissions would be temporary and short-term in duration; implementation of storm water BMPs would reduce potential impacts related to construction activities to a less than significant level. Therefore, the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment under applicable federal or state ambient air quality standards. Impacts would be less than significant.

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

During construction, diesel equipment operating at the site may generate some nuisance odors; however, due to the distance of sensitive receptors to the project site and the temporary nature of construction, odors associated with project construction would not be significant. The most localized impact would come from dust generated during construction. Dust control measures mandated by the City would maintain dust at levels that would not significantly impact nearby residents. In the long-term, use of the trail and landscaped area are not typically associated with the creation of objectionable odors, nor is use anticipated to generate odors affecting a substantial number or people. Therefore, the project would result in less than significant odor impacts.

IV. BIOLOGICAL RESOURCES – Would the project:

Issue		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐

The following analysis is based on a Biological Technical Report (BTR) prepared for the project by Trestles Environmental Corporation (2021) and a Jurisdictional Delineation Report (JD) prepared by Schaefer Ecological Services (2021). The project site is surrounded by native and non-native vegetation, hillsides, freeways and roads. The project would remove the concrete lining in the Chollas Creek channel and construct a more natural channel with cobble stones including ungrouted rock drop structures. By nature, the project design minimizes impacts to sensitive biological resources as feasible. The project would be subject to standard Biological Resource protection Measures as a condition of the discretionary permit. The removal of vegetation, trees and shrubs would occur to the extent feasible outside the bird breeding season. If vegetation removal is necessary within the breeding season, protection of avian species is required under the Migratory Bird Treaty Act and/or the California Fish and Game Code (§3503) under which it is unlawful to "take, possess, or needlessly destroy" avian nests or eggs. The project would comply with the Migratory Bird Treaty Act, the CDFG code, and the MSCP, and therefore no impacts to nesting birds are anticipated.

Sensitive Plants

No sensitive plants were found during spring rare plant surveys conducted for the project. Therefore, no significant permanent direct impacts, temporary impacts, or indirect impacts would occur to sensitive flora, including state-listed plant species, Multiple Species Conservation Program (MSCP)-covered plant species, or narrow endemic plant species.

Sensitive Wildlife

An adult California Gnatcatcher (CAGN) was observed foraging on-site in the disturbed, non-native vegetation directly adjacent to Federal Boulevard and across the street to the north from the MHPA area. The onsite areas are not suitable for nesting, but they are utilizing the disturbed habitat for foraging. As described previously, the MHPA is located 500 feet northeast of the easternmost portion of the project. Project construction would be separated from the site by Federal Boulevard and the developed portion of Sunshine/Berardini Park. Therefore, no significant direct or indirect impacts to CAGN inside the MHPA are anticipated. Compliance is presumed with the MBTA, the CDFG code, and the MSCP and therefore no impacts to nesting CAGN are anticipated. However, the project may result in indirect impacts to foraging CAGN outside of the MHPA. The MSCP covers CAGN and the City has take authority for this species outside of the MHPA. Potential indirect project impacts would not diminish or result in the permanent loss of an important resource on a population or region wide basis to this species. Habitat onsite does not provide substantial or high-quality foraging habitat. In addition, there would be no significant indirect impacts during construction due to noise since the ambient noise is already extremely high (see section XIII. *Noise*.) Impacts would be less than significant.

b)	Have a substantial adverse effect on any riparian habitat or other	☐	☒	☐	☐

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				

Chollas Creek within the project limits extends for 2,100 linear feet and is concrete lined. It is classified as an intermittent stream. Chollas Creek falls under the jurisdiction of two state agencies and one federal agency: the CDFW, the RWQCB and ACOE. It is outside the coastal zone. There are no jurisdictional "wetland waters of the US/State" associated with the project.

Chollas Creek meets the City of San Diego's definition of wetland pursuant to the Biology Guidelines (2018) and would be classified as a "Disturbed Wetland." The streambed does not support wetland vegetation, and its channelization would be considered substantial modification by human activities. Because wetland hydrology is present, the segment of Chollas Creek affected by the project is a wetland under the jurisdiction of the City. The area of regulatory jurisdiction within the project footprint would include the channel from the culvert immediately west of the I-805/SR-94 on-ramp, extending downstream to the Home Avenue inlet. Jurisdictional resources within the project limits are identified below.

Jurisdictional Areas within the Project Limits

Jurisdiction	Existing (acres)
CDFW Jurisdictional Waters of the State*	2.26
City/ACOE/RWQCB Non-Wetland Waters of the US/State	1.52

* CDFW acreage also includes ACOE/RWQCB acreage
Source: Jurisdictional Delineation Report, Trestles 2021

The project will result in impacts to 1.52 acres of City-defined wetlands, 1.52 acres of ACOE/RWQCB waters and 2.26 acres of CDFW jurisdictional bed, bank, and channel. The project would require permits from the CDFW, RWQCB, and from the ACOE to be able to work within their jurisdiction. Impacts to disturbed wetlands would be considered a significant impact. The following mitigation measure is included in the Mitigation Monitoring and Reporting Program (MMRP) of this MND and will reduce wetland impacts to a level below significance.

BIO-1 - The project will provide 1.4:1 mitigation within the channel; this will be accomplished through the installation of natural ungrouted stone within 1.52 acres of formerly concrete-lined channelized streambed, with an additional 0.58 acre of streambed created from the widening into the formerly developed concrete channel banks and disturbed land.

Project Mitigation and Revegetation

Vegetation Impact	Impacts (acres)	Ratio	Wetland Mitigation (acres, location)	Revegetation[1] (acres, location)
Disturbed Wetland	1.52	1.4:1	1.52	--

Issue		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Southern Mixed chaparral	1.11	--	--	1.11 DCSS	
Eucalyptus Woodland	0.36	--	--	0.36 DCSS	
Disturbed/ Developed	2.61[1]	--	0.58 (widened channel)	0.17 DCSS (temporarily disturbed for wall construction)	
Disturbed Concrete Lined Channel	0.74	--	0.01 (widened channel)	0.73 (former channel bank 0.7 now planted rock-lined slopes, 0.03 now planted access ramps)	
Total	**6.34**	**--**	**2.11**	**2.37**	

1. Revegetation will occur per the project's development plans and is not planted for the purpose of wetland mitigation.

Source: Biological Resources Report, Trestles 2021

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

See IV. b). The project would result in impacts to 1.52 acres of ACOE/RWQCB waters; no impacts marsh, vernal pools or coastal resources would occur with project implementation. The project would be required to obtain permits from the ACOE and RWQCB pursuant to Section 404 of the Clean Water Act, which enforce permit conditions to protect federal wetlands and waters. Mitigation measure BIO-1 would mitigate wetland impacts to a level below significance.

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

The project is situated in a highly urbanized setting. The project would not constitute a high- quality wildlife movement corridor or habitat linkage, however patches moderate and high quality habitat occur within the vicinity. It is likely that urban wildlife such as coyotes, skunks, possums and a variety of bird species would pass through the project limits when traveling from one open space area to another. Lizards, rabbits, and birds were observed on site.

Drop structures within the channel would be comprised of 0.5-1 ton stones with no additional man-made materials. During the project's biological survey, no fish or aquatic amphibians were observed on site and no special status fish or aquatic amphibians have potential to occur on site. The drop structures would not interfere with wildlife use or movement. No impacts to the wildlife movement corridors are expected.

Non-native invasive species currently dominate the study area. No impacts would occur through the import of non-native or invasive species. The project would be landscaped with native plantings

associated with the trail and revegetation of the slope around the retaining wall, consistent with City standards and guidelines (Landscape Regulations LDC142.0400 and per table 142-04F). Invasive species would be removed as part of the trail design and creek revegetation. Impacts would be less than significant.

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

The Proposed project would result in direct impacts southern mixed chaparral, eucalyptus woodland and ornamental plantings, upland disturbed developed, and developed concrete lined channel vegetation and land cover types. Impacts would result from the project include the removal of the concrete lined channel and replacement with a natural channel bottom, installation the retaining wall as part of the project design for the creek widening, native plant revegetation, and installation of the trail and associated landscaping. Below is a table of potential impacts to sensitive and non-sensitive vegetation communities.

Vegetation Community and Land Use Cover Impacts

	Project Component					
Vegetation Community	**Removal of Concrete Channel[1,2]**	**Removal of Concrete Channel Banks[2,3]**	**Retaining Wall**	**Channel Widening**	**Trail**	**Total**
Disturbed Wetland	1.52	--	--	--	--	1.52
Southern Mixed Chaparral	--	--	1.11	--	--	1.11
Eucalyptus Woodland/Ornamental	--	--	0.36	--	--	0.36
Disturbed/ Developed	--	--	0.27	0.58	1.76	2.61
Developed – Concrete lined channel bank	--	0.74	--	--	--	0.74
Total	**1.52**	**0.74**	**1.74**	**0.58**	**1.76**	**6.34**

[1] includes footprint of proposed drop structures (0.31 acre)

[2] includes impacts from removal of existing bridge

[3] includes footprint of proposed access ramps (0.03 acre)

Source: Biological Resources Report, Trestles 2021

With the implementation of mitigation measure BIO-1 in the MMRP, the project is consistent with City of San Diego policies and ordinances protecting biological resources, including the City of San Diego Biology Guidelines (2018). The project is also consistent with the San Diego Municipal Code (SDMC) Environmentally Sensitive Lands (ESL) Regulations, SDMC Land Development Code (LDC) Landscape Standards, Multiple Species Conservation Program, and Chollas Creek Enhancement

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

Program. The project is located within the City's MSCP and outside the MHPA and has no Preserve-specific MHPA guidelines that apply to the project. Therefore, impacts are less than significant with mitigation incorporated.

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

See IV. f). Impacts are less than significant with mitigation.

V. CULTURAL RESOURCES – Would the project:

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

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

Archaeological Resources

As part of the current review process, a cultural resources report was prepared for the project site (Spindrift Archaeological Survey 2020). There are four cultural resources that have previously been recorded within a 0.25-mile radius of the project site. The potential for subsurface historic- and prehistoric-period cultural resources is low to moderate. A pedestrian survey of the project Area of Potential Effect (APE) was completed by the project archaeologist, Trisha Drennan RPA on November 30, 2020. Native American monitor, Anthony LaChappa of Red Tail Monitoring and Research, Inc. accompanied the survey to insure that any potential Native American concerns within the project boundaries were identified. No cultural deposits were identified during the archaeological survey. Since no cultural resources were identified within the project APE, impacts to cultural resources would be less than significant, and monitoring is not required.

Built Environment

The project is located across the street from the San Diego Police Pistol Range, locally designated by the San Diego Historical Resources Board as site #726, also known as the San Diego Police Revolver Club. The site consists of two cobblestone buildings, associated pathways, rock walls, and awnings that are part of the pistol range. The proposed dechannelization and site revegetation efforts would not have a direct effect on the existing Police Pistol Range, which is located outside of the project footprint. The project would therefore not result in an impact to historical built environment resources.

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

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

See V. a). Impacts would be less than significant.

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

The Geology of the San Diego Metropolitan Area, California (1975) published by the California Division of Mines and Geology, shows the project site to be underlain by Young Alluvial Flood Plain deposits, which has a low sensitivity for paleontological resources. The project would not exceed the City's significance threshold and would not require paleontological monitoring during grading activities. Impacts to paleontological resources would be less than significant.

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

No cemeteries, formal or informal, have been identified on the project site. In the unlikely event of a discovery of human remains, the project would be handled in accordance with procedures of the California Public Resources Code (§5097.98), State Health and Safety Code (§7050.5), and California Government Code Section 27491. These regulations detail specific procedures to follow in the event of a discovery of human remains, i.e. work would be required to halt and no soil would be exported off-site until a determination could be made via the County Coroner and other authorities as required. As no known burials exist within the project site, it is not anticipated that human remains would be encountered during construction. Therefore, no impact would occur

VI. ENERGY – Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐

The proposed project includes creek de-channelization, revegetation, and operation of a trail. During construction, construction equipment consumes fuel energy, and energy from manufacturing processes is consumed through the use of construction materials, such as asphalt and concrete. The project would be subject to energy conservation requirements in the California Energy Code and CALGreen. Construction materials are primarily natural, including rock within the dechannelized creek, and native vegetation. As such, it is anticipated that materials used in construction and construction vehicle fuel energy would not involve the wasteful, inefficient, or unnecessary consumption of energy. During operation, the project would not require substantial amounts of energy. Adherence to state code requirements would ensure that the project would not result in wasteful and inefficient use of non- renewable resources due to building operation.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

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

See VI. a).

VII. GEOLOGY AND SOILS – Would the project:

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

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

Geologic risks within the City of San Diego have been mapped in the City's Seismic Safety Study (1995), which indicates potential locations for faults, unstable slopes, ground failures, unstable coastal bluffs and other terrain conditions. The project site is within the Chollas Creek and is located within geologic hazard category 32 (low potential liquefaction; fluctuating groundwater minor drainages). According to the Seismic Study, a north–south-tending fault traversing the site and shown generally parallel to I 805 is classified as a potentially active fault. However, these segments are not considered active by the state of California. Additionally, the site is not located within a State of California Earthquake Fault Zone (formerly known as Alquist-Priolo Special Studies Zone (Ninyo and Moore 2020).

The project would be required to obtain a grading permit and utilize proper engineering design and standard construction practices satisfactory to the City Engineer, which would be verified during the plan check prior to issuance of a grading permit. This would ensure that the potential for impacts from local/regional geologic hazards would be less than significant.

ii) Strong seismic ground shaking?	☐	☐	☒	☐

Dechannelization, revegetation efforts, and trail development would be required to utilize proper engineering design and standard construction practices satisfactory to the City Engineer. These project requirements would be verified during review of construction-level landscape and revegetation plans and would ensure that the potential for impacts from seismic ground shaking would be less than significant and no mitigation measures are required.

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

As stated in the Geologic Report prepared for the project (Ninyo and Moore 2020), the site is underlain by fill, alluvium, and material of the San Diego formation. Based on the liquefaction analysis conducted for the project, proposed improvements may be subject to liquefaction induced settlement. The project would be required to utilize proper engineering design and standard construction practices, which would be verified by qualified staff during citywide plan check process of construction-level documents for any creek improvements that require issuance of a grading

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

permit and approval by the City Engineer. Review would ensure that the potential for impacts from seismic-related ground failure, including liquefaction would be less than significant.

iv) Landslides?	☐	☐	☒	☐

According to the City's Seismic Safety Study Map, this portion of the Chollas Creek channel is located geologic hazard category 32 (low potential liquefaction; fluctuating groundwater minor drainages). Additionally, the Geologic Report states that no landslides or indication of deep-seated landsliding were noted underlying the project site. Therefore, the potential for large-scale slope instability at the site would be low. As noted above, the project would be required to utilize proper engineering design and standard construction practices satisfactory to the City Engineer, which would be verified during the city-wide plan check process for the grading permit to ensure that the risk for landslide would be less than significant.

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

The project would be required to comply with the adopted State Construction General Permit, order No. 2009-0009DWQ, or subsequent order, and the Municipal Storm Water Permit, Order No. R9-2013-0001, or subsequent order. These permits include conditions with respect to BMPs for construction and operational erosion control associated with concrete channel removal and revegetation efforts. Specifically, the project would be required to utilize proper engineering design and standard construction practices satisfactory to the City Engineer, which will be verified during the City-wide plan check process of the grading permit to ensure that soil erosion would be minimized to a less than significant level. In addition, the project would undergo review of grading, demolition and development plans to determine compliance with BMPs identified in the project Stormwater Pollution Prevention Plan (SWPPP), which would be prepared as a condition of the proposed Site Development Permit and a requirement of the National Pollutant Discharge Elimination System Construction Activity Stormwater Permit.

The project includes a native revegetation plan and landscape drawings to ensure the project meets SDMC Landscape Standards and Landscape Regulations requirements for erosion control, including SDMC Section 142.0411.

Per the project's Drainage Design Report prepared by Tory R. Walker Engineering April 2021, the proposed channel is designed to neither scour nor aggrade. The stone has been sized with large safety factors to ensure the proposed channel stability. The project will vegetate disturbed and unvegetated areas, which would reduce soil erosion compared to existing conditions within the staging areas. Impacts would be less than significant; therefore, no mitigation is required.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐

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

Per the City of San Diego's seismic safety element (2008) the project site is mapped within hazard categories 32 and 52. Category 32 is defined as "low potential for liquefaction, fluctuating groundwater minor drainages." Category 52 is defined as "other level mesas, gently sloping to steep terrain, favorable geologic structure, low risk." The project area is by underlain by fill, younger alluvium, and material of the San Diego formation. The nearest active regional fault is the Rose Canyon Fault, located approximately 5 miles north and east of the site. An unnamed active fault also traverses the site from a north–south direction. Based on the global stability analysis conducted for the project, the site is expected to be adequately stable. Construction activities would not destabilize the ascending slope and SR-94 south of the proposed improvements (Ninyo & Moore 2020). The proposed development will not result in destabilization or settlement of the adjacent property of the right of way (Ninyo & Moore 2021). The project would be required to use proper engineering design and standard construction practices, which would be verified during final review of construction-level landscape and revegetation plans to ensure that the potential for impacts from regional geologic hazards would be less than significant.

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

The project area is underlain by the Md soil unit, which consists of smooth, level areas that have been filled with excavated and transported soil material, paving material, and soil material dredged from lagoons, bays, and harbors (NRCS 2018). These soil types are not considered susceptible to seismically-induced liquefaction or settlement. Soil expansion on site is expected to be low considering that the project involves creek drainage improvements and implementation of a native revegetation program. Compliance with all required/standard construction practices for trail improvements would preclude any significant impacts.

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

No septic or alternative wastewater systems are proposed and no impacts are expected occur.

VIII. GREENHOUSE GAS EMISSIONS – Would the project:

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

Construction activities emit greenhouse gases (GHGs) primarily though combustion of fuels (mostly diesel) in the engines of off-road construction equipment and through combustion of diesel and gasoline in on-road construction vehicles and in the commute vehicles of the construction workers. Smaller amounts of GHGs are also emitted through the energy use embodied in any water use for the construction activity and plant establishment period. Operational activities emit GHGs primarily

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

through the combustion of fuel in vehicles, electricity generation and natural gas consumption, water use, and from solid waste disposal.

The project is expected to meet the goals of Assembly Bill (AB) 32 and would not result in cumulatively considerable significant global climate impacts. In December 2015, the City adopted a Climate Action Plan (CAP) that outlines the actions that City will undertake to achieve its proportional share of State greenhouse gas (GHG) emission reductions. The CAP is a plan for the reduction of GHG emissions in accordance with CEQA Guidelines Section 15183.5. Pursuant to CEQA Guidelines Sections 15064(h)(3), 15130(d), and 15183(b), a project's incremental contribution to a cumulative GHG emissions effect may be determined not to be cumulatively considerable if it complies with the requirements of the CAP.

This Checklist is part of the CAP and contains measures that are required to be implemented on a project-by-project basis to ensure that the specified emissions targets identified in the CAP are achieved. Implementation of these measures would ensure that new development is consistent with the CAP's assumptions for relevant CAP strategies toward achieving the identified GHG reduction targets. Projects that are consistent with the CAP as determined using this Checklist may rely on the CAP for the cumulative impacts analysis of GHG emissions.

Under Step 1 of the CAP Checklist the proposed project is consistent with the existing General Plan and Community Plan land use designations, and zoning designations for the project site. Therefore, the proposed project is consistent with the growth projections and land use assumptions used in the CAP.

Furthermore, completion of the Step 2 of the CAP Checklist for the project demonstrates that the CAP strategies for reduction in GHG emissions are not applicable to the project because it is a project that will not require a Certificate of Occupancy from the Building Official. Therefore, the project has been determined to be consistent with the City of San Diego Climate Action Plan, would result in a less than significant impact on the environment with respect to Greenhouse Gas Emissions, and mitigation would not be required.

Additionally, the project would be constructed in accordance with the energy efficiency standards, water reduction goals, and other "green" standards contained in the California Green Building Standards. Furthermore, the project provides a benefit through landscaping bare land with native vegetation, and encourages non-vehicular activity though the development of passive trails. As such, the project would not generate greenhouse gas emissions that may have a significant impact on the environment. Impacts would be less than significant.

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

See VIII. a). The project would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions.

IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐

Construction of the project may require the use of hazardous materials (fuels, lubricants, solvents, etc.), which would require proper storage, handling, use and disposal; however, the project would not routinely transport, use or dispose of hazardous materials. The potential use of these materials would be temporary in nature only for duration of the planned construction period), and the project would not routinely transport, use or dispose of hazardous materials; therefore, the potential impact is considered less than significant.

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

As discussed above, the project would not involve the use or transport of substantial amounts of hazardous materials. The site was evaluated using appropriate databases including the California Department of Toxic Substances Control EnviroStor database (DTSC 2015a), which, pursuant to Government Code section 65962.5, lists Federal Superfund, State Response, Voluntary Cleanup, School Cleanup, Hazardous Waste Permit, and Hazardous Waste Corrective Action sites, and the California State Waterboard's Geotracker (DTSC 2015b), which lists unauthorized release from leaking underground storage tank sites. According to the EnviroStor and Geotracker database, there are no listings for the project site. The project would not create a significant hazard to the public or the environment.

The project would not create a significant hazard to the public or the environment. The impact would be less than significant.

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

The project would not involve the use or transport of substantial amounts of hazardous material. There are no existing or proposed schools located within one-quarter mile of the site. Therefore, no impact would occur.

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

A search of potential hazardous materials sites compiled pursuant to Government Code Section 65962.5 was completed for the project site. Based on the searches conducted, the project site is not

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

identified on a list of hazardous materials sites. As such, no impact would occur that would create a significant hazard to the public or environment.

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

The project is not located in an Airport Land Use Compatibility Overlay Zone, Aiport Approach Overlay Zone, or Federal Aviation Administration (FAA) Part 77 Notification Area. The project is in the Airport Influence Area – Review Area 2 for the San Diego International Airport (SDIA), and thus must comply with airspace protection requirements. The project is not in an area subject to Review Area 1 noise or safety regulations. Since the project involves ground work and would not result in any structural development, no impact to airspace would occur. No impact as a result of a safety hazard would occur associated with airports.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒

The project is not located within the vicinity of a private airstrip. No impact would occur.

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

The 2017 San Diego County Multi-Jurisdictional Hazard Mitigation Plan (SDHMP) is the San Diego region's plan toward greater disaster resilience in accordance with section 322 of the Disaster Mitigation Act of 2000. The project would not conflict with the goals, objectives, and actions of the SDHMP. Per Action 1.D.6, High fire hazard areas shall have adequate access for emergency vehicles. The project would not impair an adopted emergency response plan or emergency evacuation plan; therefore, no impacts would occur.

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

The project site is within a Very High Fire Hazard Zone (City of San Diego Fire Rescue 2019). The existing concrete channel site contains a mix of native, non-native disturbed and ruderal habitat. Because this project also includes revegetation of disturbed non-native habitat to native, low-fuel, fire-resistive Coastal Sage Scrub habitat, the project itself serves to reduce the risk of wildland fire in this area. Adherence to the revegetation plan in accordance with related permit conditions would minimize the potential for impacts associate with wildland fires to less than significant.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY - Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐

See also VII. b). During dechannelization of the creek and habitat revegetation/trail development, the project has the potential to generate sediment from runoff and soil erosion that could reach the Pacific Ocean to the west. According the RWQCB, Chollas Creek is listed as a Section 303d list of impaired water bodies. In order to protect the proposed trail improvements and lengthen the time of concentration for stormwater runoff, erosion control measures including fiber/compost rolls, and slope protection would be incorporated into the project during construction. Following construction, the trail would be protected by collection of runoff upstream of the trail, and the channel would be protected through extensive planting and slope protection. The project has been designed to comply with the current City of San Diego Storm Water Standards Manual and would comply with the latest adopted State Construction General Permit and Municipal Storm Water Permit. These permits include conditions with respect to BMPs for construction and operational erosion control associated with concrete channel removal and revegetation efforts. This includes preparation of a SWPPP and applicable BMPs. Conformance with the listed requirements would ensure that significant impacts on water quality would not result.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒

The project is in an urban area with existing public water supply infrastructure, and groundwater wells are not utilized in this area. The project site does not require the construction of wells. Furthermore, the project would replace impervious concrete with natural ungrouted rock, which will help facilitate groundwater recharge. Therefore, the project would not deplete groundwater supplies or interfere substantially with groundwater recharge. No impact would result.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐

According to the hydraulic analysis prepared for the proposed project (TRW Engineering 2021), the 100-year flow rate for the portion of Chollas Creek downstream of I 805 is 3,500 cfs. The hydraulic analysis was used to design the proposed creek revegetation based primarily on channel velocities and water surface elevations in the channel reach. The HEC-RAS study was used to compare existing and proposed conditions, with the goal to not raise the proposed water surface elevations above existing and/or the banks. The proposed modifications include replacing concrete lining with natural

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

stone and vegetation, introducing drop structures to decrease channel velocities. Larger rock would be placed at each drop structure to encourage energy dissipation.

Channel velocities were also compared for the existing channel and for the proposed project with drop structures removed and channel bed graded. Based on the hydraulic study, the proposed project design would not significantly alter the flow velocities for the 10- and 100-year storms. Velocities are projected to be reduced upon the existing condition by up to 14 feet per second due to the increased roughness and milder slopes provided by the new design concept.

While the project does propose altering the existing channel, the project area would not substantially alter any existing drainage pattern. Sheet flow patterns from the areas within and south of the Federal Boulevard roadway would be maintained to the maximum extent possible. The proposed channel slopes would be planted and stone-lined such that substantial erosion and siltation will not result. Impacts would be less than significant.

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

See X. c). As described in the HEC-RAS analysis conducted for the project, the proposed design removes the currently inundated section of Federal Boulevard from the 100-year floodplain and all flow is contained within Chollas Creek and Federal Boulevard would not flood (TRW Engineering 2021). The project is also conditioned to obtain a Conditional Letter of Map Revision (CLOMR) from the Federal Emergency Management Agency (FEMA) prior to the issuance of any construction permit. The project would propose altering the existing channel, but the proposed design does not exacerbate flooding conditions on- or off-site. Impacts would be less than significant.

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

See X. a) and c). The project not create or contribute runoff water of provide a substantial source of polluted runoff. During construction, any potential areas of concentrated flow would be minimized through conformance with local and state storm water standards and regulations and application of standard storm water BMPs. Revegetation would occur in accordance with the project's Habitat Revegetation Plan (Trestles, 2021), which recommends minimized use of synthetic herbicides. Project compost shall not contain paint, petroleum products, herbicides, fungicides or other chemical residues that would be harmful to plants or animals. Impacts would be less than significant.

f) Otherwise substantially degrade water quality?	☐	☐	☐	☒

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

In addition to a reduction in pollutant loading and runoff, the project would create a sediment neutral channel bed. No water quality degradation would occur, and no impacts associated with water quality would occur with project implementation.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒

The project does not propose housing. No impact would occur.

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

The proposed active channel would have a top of approximately 80 feet, with a gentler channel slope to create velocity reduction. The natural stone and cobble would be placed in the channel bottom and on the north side slope by an excavator to form a riffle type channel to create a natural stream meander. The riffle would also have larger, imported natural stone spaced throughout the bottom to encourage a meandering type of flow and to stabilize the creek. The proposed stone in the channel bottom would have a median size of 18-21 inches.

Four ungrouted natural-stone drop structures and one concrete drop structure would be installed to dissipate energy, with the drop structure stone composed of one to half-ton graded stone. The larger drop structure at the easterly end of project would have a vertical drop of 5 feet and would be made up of one to two-ton stone and a concrete spillway. These structures would not significantly redirect flood flows or cause a hydrologic hazard.

The project will remove the RCB. By widening the channel to the Caltrans right-of-way on the south side with a retaining wall, extra capacity is provided. Impacts would be less than significant.

XI. LAND USE AND PLANNING – Would the project:

a) Physically divide an established community?	☐	☐	☐	☒

The project would remove concrete from an existing creek channel, revegetate disturbed, developed or degraded areas with native vegetation, and develop a trail connecting two existing sidewalks. The project improves an existing flood control channel and would not physically divide an established community. No impact would result.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

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

The project would implement the goals and objectives of the community plan and the Chollas Creek Enhancement Program by replacing the concrete-lined portion of the creek with more natural ungrouted rock, developing trails, revegetating disturbed areas with native vegetation, and improving overall water quality and aesthetic conditions along Chollas Creek. The project is compatible with the area and enhances existing public infrastructure. It is consistent with the policies, goals, and recommendations of the General Plan, Mid City Communities Plan, and the Chollas Creek Enhancement Program. The project is subject to the City's environmental regulations through the Site Development Permit process. The project is not within the MHPA or the Coastal Zone. Therefore, the project would not conflict with any applicable land use plans, policies, or regulations, and no impact would occur.

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

See XI. c). No impact would occur.

XII. MINERAL RESOURCES – Would the project:

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

The project would not result in the loss of availability of a significant mineral resource as identified the Open File Report 96-04, Update of Mineral Land Classification: Aggregate Materials in the Western San Diego County Production - Consumption Region, 1996. The project site is not located in a zone of known resources (MRZ 2), is too small for economically feasible extraction, would not preclude other mining operations, and is not currently being mined. The areas surrounding the project are not being used for the recovery of mineral resources. Therefore, the project would not result in a potentially significant impact to mineral resources of value to the local region or state.

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

See XII. a). No impact would result.

XIII. NOISE – Would the project result in:

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

Construction of the project would adhere to SDMC Section §59.5.0404 Construction Noise. Temporary construction activities are expected to comply with the applicable City of San Diego construction noise limits with activity limited to daytime hours of 7 a.m. to 7 p.m. during all phases

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

of construction. Construction is prohibited between the hours of 7 p.m. and 7 a.m. and on Sundays or legal holidays. The project is approximately 500 feet from the nearest dwelling unit, and therefore the project is not expected to cause a construction noise impact at any sensitive receptor. The project is consistent with the City's General Plan (2008) and land uses would be the same after project implementation. The project would not result in noise levels in excess of standards established in the City of San Diego General Plan or Noise Ordinance. Therefore, the project would not result in generation of noise levels in excess of standards established in the local general plan or noise ordinance, and no impact would occur.

b) Generation of, excessive ground borne vibration or ground borne noise levels?	☐	☐	☒	☐

Construction of the project could involve noise-generating activities such as minor grading, excavating, and the use of hand-operated mechanical equipment for vegetation removal. Concrete removed as part of demolition, including removal of the old Federal Boulevard bridge culvert, would be broken with a steel-tracked excavator mounted with a hydraulic concrete breaker. A rubber-tired loader would be used to move broken concrete as needed. An excavator would also be used that would be positioned on the top of the bank outside of the creek channel and its banks. Excavation of the channel would be done using a rubber-wheeled grader. Construction activities pertaining to grading and landscaping would likely include backhoes and small, hand-operated pieces of equipment.

Depending on the type of equipment and intensity of use, equipment associated with these construction activities typically generates noise levels from 70 dBA to 95 dBA at 50 feet from the source. The loudest short-term construction noises are typically generated by large pieces of mobile earthmoving equipment such as scrapers, graders, and loaders and generally result in a maximum noise level of 95 dBA at 50 feet from the source. In addition, typical hydraulic dredges would result in a maximum noise level of 80 dBA at 50 feet from the source. Mobile equipment usually operates in a cyclic fashion in which periods of full-power use are followed by periods of low-power use. Mobile equipment noise levels can also fluctuate based on the location of the equipment on the project site. The use of backhoes typically generate a maximum noise level of 95 dBA at 50 feet from source.

Construction equipment would be mobile, resulting in fluctuating noise levels as the equipment travels around the site. Mobile construction equipment is not typically used at full power for the entire duration of construction activities in a given day, and construction equipment would not be in operation for the entire 12-hour permitted construction time frame (i.e., 7 a.m. to 7 p.m.). Construction activities would be required to comply with the construction hours and standard decibels specified in SDMC Section 59.5.0404, which are intended to reduce potential adverse effects resulting from construction noise to less than significant levels. The existing noise levels are high in the project vicinity, as vehicular traffic on SR-94 and I-805 and use of the adjacent San Diego Police Revolver/Shooting Range contribute to existing noise. In addition, no sensitive receptors are adjacent to the site. Therefore, impacts from vibration and ground borne noise would be less than significant.

c) A substantial permanent increase in ambient noise levels in the project	☐	☐	☒	☐

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
vicinity above levels existing without the project?				

Project operations would include only the maintenance and utilization of the landscaped area and trail, which is not anticipated to result in a substantial permanent increase in ambient noise. Impacts would be less than significant.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above existing without the project?	☐	☐	☒	☐

See XIII. b). The project would not expose people to a substantial increase in temporary or periodic ambient noise levels. Construction noise would result during grading, demolition, and construction activities, but would be temporary in nature. Construction-related noise impacts from the project would be temporarily higher than existing ambient noise levels in the project area but would no longer occur once construction is completed. In addition, the project would be required to comply with the San Diego Municipal Code, Article 9.5, Noise Abatement and Control. Compliance with the Municipal Code would reduce potential impacts from an increase in ambient noise level during construction to a less than significant level.

e) For a project located within an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport would the project expose people residing or working in the area to excessive noise levels?	☐	☐	☐	☒

See IX. e). There are no airports located within two miles of the project site. No impact would occur.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

See IX. f). There are no private airstrips in the vicinity. No impact would occur.

XIV. POPULATION AND HOUSING – Would the project:

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

There are no residential structures currently onsite. As the project does not include housing, the project would not affect any required population or housing. No impact would occur.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

The project would not result in the displacement of existing housing, and no impacts would occur.

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

The project would not displace people, and no impacts would occur.

XV. PUBLIC SERVICES

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

i) Fire protection	☐	☐	☐	☒

The project would continue to be adequately served by existing Fire Station No. 19, located at 3434 Ocean View Boulevard, and Fire Station No. 12 located at 4964 Imperial Avenue, which serve the Encanto and City Heights communities. The project would not affect existing levels of public services and would not require the construction or expansion of a fire facility.

ii) Police protection	☐	☐	☐	☒

The project would continue to be adequately served by the Police Station located at 5348 University Avenue. The project would not affect the police facilities (shooting range and vehicle maintenance) across Federal Boulevard or existing levels of public services and would not require the construction or expansion of a police facility.

iii) Schools	☐	☐	☐	☒

The project would not affect existing levels of public services and would not require the construction or expansion of a school facility since no new residential uses are associated with the project.

iv) Parks	☐	☐	☐	☒

The project enhances passive recreational uses along Chollas Creek. The project would not affect existing levels of public services or require the construction or expansion of a park facility.

v) Other public facilities	☐	☐	☐	☒

The project would not affect existing levels of public services; therefore, no new or altered government facilities would be required.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐

The project enhances the overall passive recreational uses along Chollas Creek with the installation of the pedestrian trail. No substantial adverse physical effects to existing recreational facilities, including Sunshine Berardini Field, are expected to occur with project implementation.

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

The development of the trail segment on the project site would augment recreational spaces and connect existing sidewalks along Chollas Creek. All facilities for public use are located within existing developed and disturbed Right of Way. No construction or expansion of recreational facilities are expected to occur with project implementation which might have an adverse physical effect on the environment.

XVII. TRANSPORTATION/TRAFFIC – Would the project?				
a) Would the project or plan/policy conflict with an adopted program, plan, ordinance or policy addressing the transportation system, including transit, roadways, bicycle and pedestrian facilities?	☐	☐	☐	☒

The project would construct a trail that would serve to enhance the overall circulation system of the project area. The project is consistent with the Mid City Community Plan and the Chollas Creek Enhancement Plan. It would not conflict with a program, plan, or ordinance addressing the circulation system including multimodal facilities.

b) Would the project or plan/policy result in VMT exceeding thresholds identified in the City of San Diego Transportation Study Manual?	☐	☐	☐	☒

During project construction, primarily heavy-duty trucks will be utilized. CEQA Guidelines Section 15064.3, subdivision (a), states, “For the purposes of this section, ‘vehicle miles traveled’ refers to the amount and distance of automobile travel attributable to a project.” Here, the term “automobile” refers to on-road passenger vehicles, specifically cars and light trucks, rather than heavy construction vehicles.

The project would not result in any permanent increase in VMT exceeding thresholds identified in the City of San Diego Transportation Study Manual. The Project is presumed to have a less than

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

significant transportation VMT impact because it is considered a "rehabilitation and maintenance project that does not add motor vehicle capacity" and proposes the "addition of Class I bike paths, trails, multi-use paths, or other off-road facilities that serve non-motored travel," per Appendix D of the City of San Diego's Transportation Study Manual (September 2020). Therefore, no VMT impact is expected to occur.

c) Would the project or plan/policy substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒

The project involves the removal of an existing concrete channel, installation of drop structures, trails and site revegetation. These proposed activities would not create an increase in hazards since it does not involve roadway design features or incompatible land uses. A 6" standard curb and gutter shall be installed along the south side of Federal Boulevard. Based on the Pedestrian Crosswalk study completed for the project (Darnell & Associates, 2021), the project warrants the installation of red curb markings and/or "No Stopping" signage to provide adequate visibility of pedestrians and cyclists by vehicular traffic in the vicinity of the eastern terminus of the proposed trail. The proposed red curb and parking restrictions would also increase available sight distance for vehicles exiting the Sunshine Berardini Field Park driveway. No impacts associated with hazards to a geometric design features or incompatible use would occur with project implementation.

d) Result in inadequate emergency access?	☐	☐	☐	☒

The project would not result in inadequate emergency access. Existing access to the project site for emergency vehicles would not be affected before, during, and after construction. No impacts would occur.

XVIII. TRIBAL CULTURAL RESOURCES – Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒

As stated in Section V, *Cultural Resources*, the nearest designated historical site is the Police Pistol Range/San Diego Police Revolver Club and is not considered a listed Tribal Cultural Resource. See also the following section, XVIII. b). No impacts to listed or eligible tribal cultural resources would occur.

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth	☐	☐	☐	☒

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				

City of San Diego staff sent notification to tribal representatives from the Jamul Indian Village, Iipay Nation of Santa Ysabel, and San Pasqual Band of Mission Indians on April 13, 2021 to request consultation under AB 52. On April, the Jamul tribal representative concurred with the recommendation that no further monitoring or reporting would be required. No reply was received from the other representatives and consultation concluded on May 13, 2021.

Additionally, as part of the current review process, the project archaeologist contacted the California Native American Heritage Commission (NAHC) on January 8, 2018, to request a search of the Sacred Lands File for the project Area of Potential Effect (APE). A search of the Sacred Lands File by the NAHC indicated the absence of traditional cultural places or Native American cultural resources within the project APE.

XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒

The project is the dechannelization of an existing creek, revegetation, and installation of a new pedestrian trail. The project would not generate population growth or wastewater. No impact would result.

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

See XIX. a.) The project would not require the construction of new water or wastewater treatment facilities or the expansion of existing facilities. The project proposes removal of one manhole on the south side of Chollas Creek and the realignment of 60 LF of VCP sewer and concrete encasement of 65 LF of sewer, the impacts of which are described within this initial study. No additional or expanded water or sewer facilities are required or proposed. Impacts would be less than significant.

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

The project would not increase on-site or offsite drainage patterns. The proposed channel improvements would reduce offsite flooding, which is a beneficial project impact. The project would

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

not require or result in the construction of new stormwater drainage facilities or the expansion of existing facilities. Impacts would be less than significant.

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

The project is served by existing water resources and pipes and would not require the construction or expansion of existing water facilities or new or expanded entitlements. The project includes irrigation and proposed water calculations are on the plans. The revegetated staging area will be irrigated with potable water using an automatic irrigation system, programmable controller, and low flow irrigation heads. Watering would be gradually reduced as native vegetation matures. A separate permanent bubbler irrigation system will be installed to irrigate trees and would be maintained by the City Parks and Recreation Department. Impacts would be less than significant.

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒

See XIX. a.) The project would not generate population growth or wastewater.

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

The Project includes demolition of the existing concrete trapezoidal channel lining of Chollas Creek, and removal of an existing bridge spanning Chollas Creek. Due to the removal of concrete, the project is expected to generate over 1,500 tons of waste and therefore, the project is required to prepare a Waste Management Plan (WMP). The total amount of demolition waste generation is shown in Table 5.

Table 5- Waste Generation-Demolition

Material Type	Estimated Waste Quantity	Estimated Diversion	Estimated Disposal
Concrete	300 cubic yards	100%	0%
Dirt	45,000 cubic yards	100%	0%

As stated in the WMP prepared for the Project (Groundwork 2021), the Construction and Demolition (C&D) Debris Diversion Deposit Program applies to all applicants for building, demolition, and removal permits. This ordinance requires that the applicant post a deposit which is not returned until the applicant demonstrates that a minimum amount of the material generated has been diverted from disposal in landfills. Waste concrete would be sent to an aggregate recycler, resulting in 100% diversion from landfills. Excavated dirt would similarly be required to be diverted by the contractor to other locations resulting in 100% diversion from landfills. Specific waste handling facilities are identified in the WMP.

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

Project construction would occur over a period of approximately 1 year. Construction activities would generate packaging materials, such as plant containers, pallets and other miscellaneous debris. Construction debris would be separated on-site into material-specific containers to facilitate reuse and recycling and to increase the efficiency of waste reclamation and/or would be collected by a contracted waste hauler and separated at the facility.

This waste would be disposed of in conformance with all applicable local and state regulations pertaining to solid waste including permitting capacity of the landfill servicing the project area. Compliance with City regulations, including diversion measures identified in the project's Waste Management Plan, will serve to reduce adverse impacts to solid waste facilities to a level below significance.

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

See XIX. f). Impacts would be less than significant.

XX. WILDFIRE – Would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒

See IX. g.) The project would not impair an adopted emergency response plan or emergency evacuation plan. No impact would occur.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?	☐	☐	☒	☐

See IX. h). The project would not substantially exacerbate the risk of injury or loss of life or structures as a result of wildfire. Impacts would be less than significant.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒

The project does not include require the installation or maintenance of associated infrastructure that would exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. No impact would occur.

d) Expose people or structures to significant risks, including downslope or	☐	☐	☒	☐

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				

The project does not include any design features or incompatible uses that would expose people or structures during a wildfire event to significant risks, including downslope or downstream flooding or landslides. As discussed in Section X, Hydrology and Water Quality, the project proposes replacing concrete lining with natural stone and vegetation and introducing drop structures to decrease channel velocities. Larger rock would be placed at each drop structure to encourage energy dissipation. The proposed design would remove the currently inundated section of Federal Boulevard from the 100-year floodplain and would not appreciably raise the water surface elevations downstream of this location when compared to the existing condition. Water surface elevations are projected to be reduced upon the existing condition due to the increased channel conveyance provided by the new design concept. The project is conditioned to obtain a grading permit that shall conform to the requirements of the City of San Diego in a manner satisfactory to the City Engineer. The project would be required to use proper engineering design and standard construction practices, which would be verified by qualified staff during Citywide plan check processing of the grading permit. The project would not expose people or structures to significant risks as a result of downstream flooding or landslides. The project includes appropriate design measures that avoid flooding or landslide risks. Impacts would be less than significant.

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

The project site contains disturbed wetlands that would be affected during project implementation. Mitigation Measure BIO-1 identified in Section IV, Biological Resources, would serve to reduce impacts to wetland resources to a level less than significant.

The project does not have the potential to eliminate important examples of the major periods of California history or prehistory.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the project have impacts that are individually limited but cumulatively considerable ("cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐

As discussed above, except for biological resources, it has been determined that the project would have no impacts, or impacts would be less than significant. When viewed in conjunction with the effects of other wetland projects in the area, impacts to wetlands not be cumulatively considerable as they would be temporary and mitigated through the implementation of Mitigation Measure BIO-1.

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

As stated previously, potentially significant impacts have been identified for Biological Resources from construction-related activities. The project is consistent with the planning objectives of the community in which it is located. Mitigation has been included in Section V of the mitigated negative declaration to reduce impacts to below a level of significance. As such, project implementation would not result in substantial adverse impact to human beings.

INITIAL STUDY CHECKLIST
REFERENCES

I. Aesthetics / Neighborhood Character

☒ City of San Diego General Plan
☒ Community Plans: Mid City Communities Plan
☒ City of San Diego Chollas Creek Enhancement Program, May 14, 2002

II. Agricultural Resources & Forest Resources

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

III. Air Quality

☐ California Clean Air Act Guidelines (Indirect Source Control Programs) 1990
☒ Regional Air Quality Strategies (RAQS) - APCD
☐ Site Specific Report:

IV. Biology

☒ City of San Diego, Multiple Species Conservation Program (MSCP), Subarea Plan, 1997
☒ City of San Diego, MSCP, "Vegetation Communities with Sensitive Species and Vernal Pools" Maps, 1996
☒ City of San Diego, MSCP, "Multiple Habitat Planning Area" maps, 1997
☒ Community Plan - Resource Element
☒ California Department of Fish and Game, California Natural Diversity Database, "State and Federally-listed Endangered, Threatened, and Rare Plants of California," January 2001
☒ California Department of Fish and Game, California Natural Diversity Database, "State and Federally-listed Endangered and Threatened Animals of California, "January 2001
☒ City of San Diego Land Development Code Biology Guidelines
☒ Site Specific Report:
"Jurisdictional Delineation Report Federal Boulevard Chollas Creek De-Channelization & Trail Project City of San Diego, San Diego County, California," prepared by Trestles Environmental Corporation May 2021.

"Biological Resources Technical Report Federal Boulevard De-Channelization and Trail Project," prepared by Trestles Environmental Corporation May 2021.

"Habitat Revegetation Plan Federal Blvd Chollas Creek De-Channelization & Trail Project" prepared by Trestles Environmental Corporation May 2021.

V. Cultural Resources (includes Historical Resources and Built Environment)

☒ City of San Diego Historical Resources Guidelines
☒ City of San Diego Archaeology Library
☒ Historical Resources Board List
☐ Community Historical Survey:

☒ Site Specific Report:
Cultural Resources Inventory for the Federal Boulevard Project, December 2020. Prepared by Spindrift Archaeological Consulting, Inc.

VI. Geology/Soils

☒ City of San Diego Seismic Safety Study
☒ U.S. Department of Agriculture Soil Survey - San Diego Area, California, Part I and II, December 1973 and Part III, 1975
☒ United States Geological Survey Interactive Fault Map. Available online at http://earthquake.usgs.gov/hazards/qfaults/map/. Accessed August 1, 2019
☒ Site Specific Report:
"Update Geotechnical Evaluation Federal Boulevard Dechannelization and Trail Project," Prepared by Ninyo and Moore October 16, 2020.

"Responses to Cycle Issues Federal Boulevard Dechannelization and Trail Project," Prepared by Ninyo and Moore April 13, 2021.

VII. Greenhouse Gas Emissions

☒ Site Specific Report: Climate Action Plan Consistency Checklist, January 2021

VIII. Hazards and Hazardous Materials

☐ San Diego County Hazardous Materials Environmental Assessment Listing
☐ San Diego County Hazardous Materials Management Division
☐ FAA Determination
☐ State Assessment and Mitigation, Unauthorized Release Listing, Public Use Authorized
☒ Department of Toxic Substance Controls, Envirostar Database. Accessed from https://www.envirostor.dtsc.ca.gov/public/ August 2, 2019.
☒ State Water Resources Control Board, Geotracker Database. Accessed from: https://geotracker.waterboards.ca.gov/ May 13, 2019.
☒ Airport Land Use Compatibility Plan, San Diego International Airport
☐ Site Specific Report:

IX. Hydrology/Drainage

☐ Flood Insurance Rate Map (FIRM)
☒ Federal Emergency Management Agency (FEMA), National Flood Insurance Program-Flood Boundary and Floodway Map
☒ California Department of Water Resources, Groundwater Information Center Interactive Map Application. Available at: http://www.water.ca.gov/groundwater/MAP_APP/index.cfm. Accessed February 25, 2016.
☒ Site Specific Report:
"Drainage Design Report Federal Boulevard Dechannelization and Trail Project," Prepared by TRW Engineering May 2021.

X. Land Use and Planning

☒ City of San Diego General Plan
☒ Community Plan
☒ Airport Land Use Compatibility Plan, San Diego International Airport

☒ City of San Diego Zoning Maps
☐ FAA Determination:
☒ City of San Diego, Multiple Species Conservation Program (MSCP), Subarea Plan, 1997
☒ City of San Diego Chollas Creek Enhancement Program, May 14, 2002

XI. Mineral Resources

☒ California Department of Conservation - Division of Mines and Geology, Mineral Land Classification
☐ Division of Mines and Geology, Special Report 153 - Significant Resources Maps
☐ City of San Diego General Plan: Conservation Element
☐ Site Specific Report:

XII. Noise

☒ City of San Diego General Plan
☐ Community Plan
☐ San Diego International Airport - Lindbergh Field CNEL Maps
☐ Brown Field Airport Master Plan CNEL Maps
☐ Montgomery Field CNEL Maps
☐ San Diego Association of Governments - San Diego Regional Average Weekday Traffic Volumes
☐ San Diego Metropolitan Area Average Weekday Traffic Volume Maps, SANDAG
☐ Site Specific Report:

XIII. Paleontological Resources

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

XIV. Population / Housing

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

XV. Public Services

☒ City of San Diego General Plan
☐ Community Plan

XVI. Recreational Resources

☒ City of San Diego General Plan
☒ Community Plan

☒ Department of Park and Recreation
☐ City of San Diego - San Diego Regional Bicycling Map

XVII. Transportation / Circulation

☒ City of San Diego General Plan
☒ Community Plan:
☐ San Diego Metropolitan Area Average Weekday Traffic Volume Maps, SANDAG
☐ San Diego Region Weekday Traffic Volumes, SANDAG
☒ City of San Diego Transportation Study Manual, September 29, 2020
☒ Site Specific Report:
"Chollas Creek Trail Crosswalk Analysis at Sunshine Berardini Field Park Crossing Federal Boulevard" Darnell & Associates, May 2021

XVIII. Utilities

☒ Site Specific Report:
"Federal Blvd De-channelization and Trail Project Preliminary Waste Management Plan," Groundwork San Diego, April 2021

XIX. Water Conservation

☐ Sunset Magazine, *New Western Garden Book*, Rev. ed. Menlo Park, CA: Sunset Magazine

XX. Water Quality

☒ Clean Water Act Section 303(b) list, http://www.swrcb.ca.gov/tmdl/303d_lists.html
☒ Site Specific Report:
"Drainage Design Report Federal Boulevard Dechannelization and Trail Project," TRW Engineering, May 2021.

Revised: April 2021

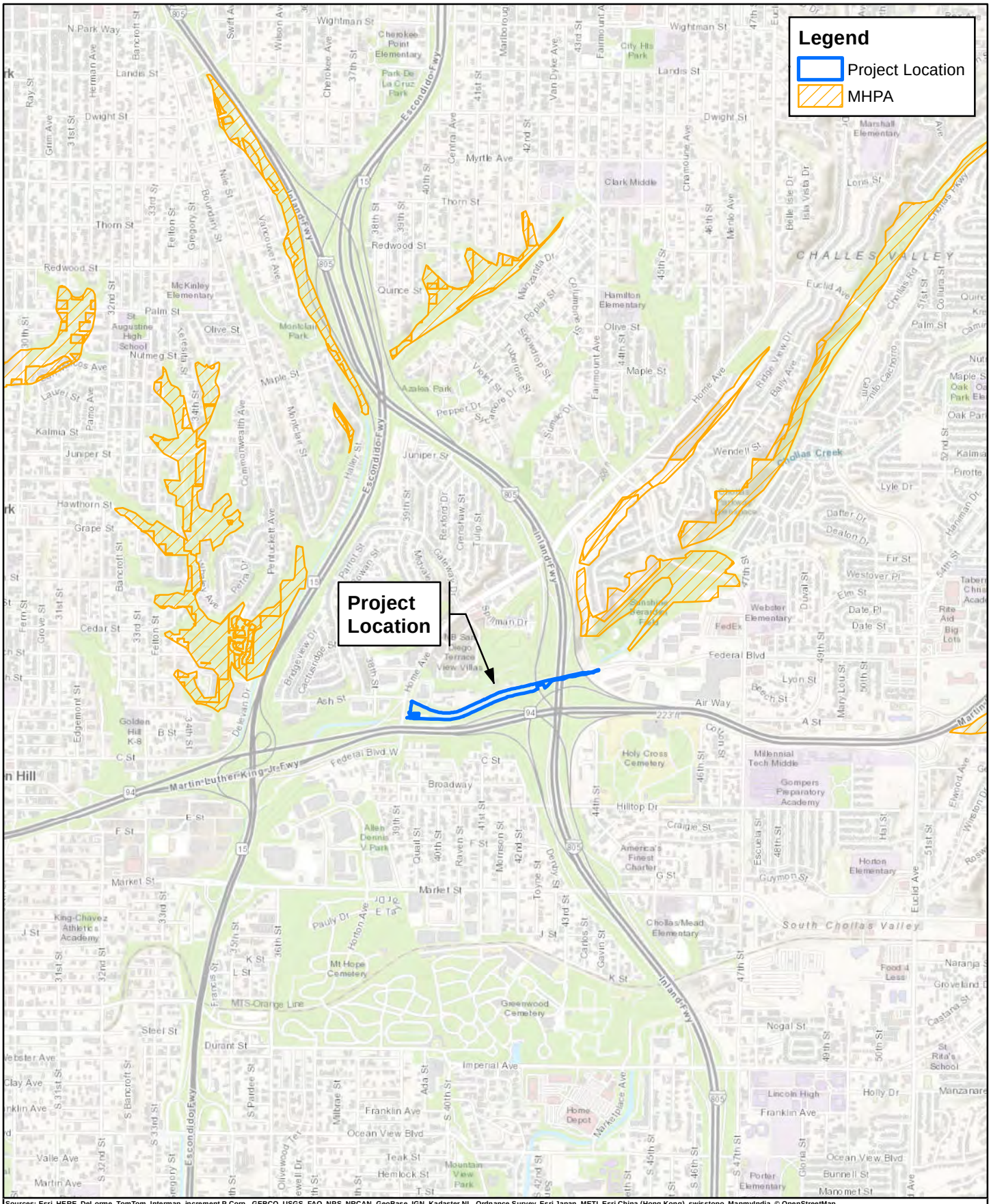


Figure 1

Vicinity Map

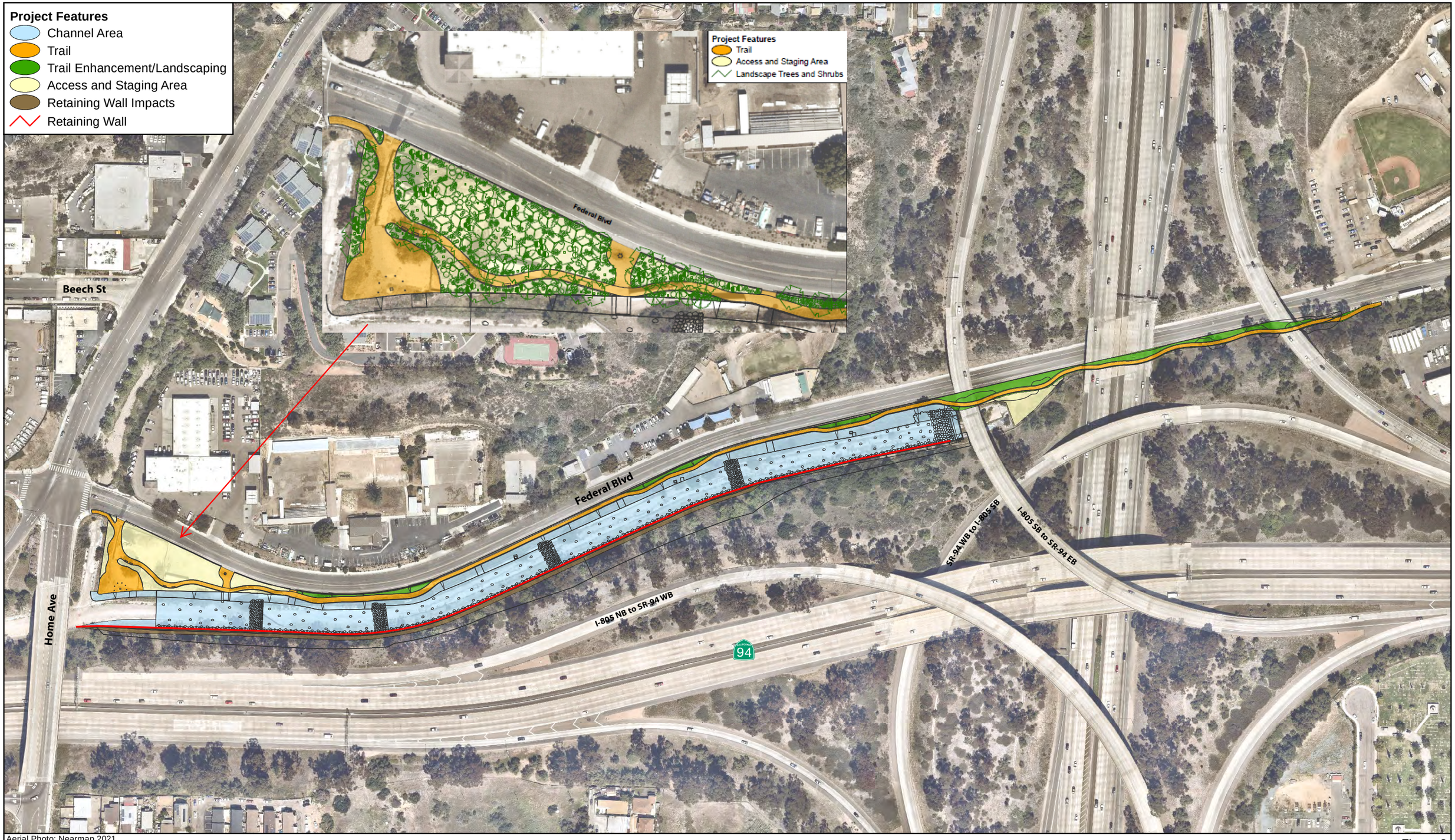
Trestles Environmental Corporation

N

1 inch = 2,000 feet

0 1,000 2,000 Feet

Federal Boulevard Chollas Creek Restoration and Trail Project



Aerial Photo: Nearmap 2021

TTG ENVIRONMENTAL

0 200 Feet

Figure 2

Site Plan

Federal Boulevard De-Channelization & Trail Project