THE CITY OF SAN DIEGO

MITIGATED NEGATIVE DECLARATION

Project No. 659148
SCH No. If Applicable: N/A

SUBJECT: **Spectrum Pedestrian Bridge Project:** A SITE DEVELOPMENT PERMIT (SDP), COASTAL DEVELOPMENT PERMIT (CDP), AND PLANNED DEVELOPMENT PERMIT (PDP) to amend the existing SDP/CDP/PDP (PTS 556056, 3115 Merryfield Row and 3013-3033 Science Park Road) and CDP-96775 (3545 Cray Court), to allow construction of a new landscaping path leading to a new 164-foot-long pedestrian bridge to be located over the finger canyon separating 3013, 3033, 3035 Science Park Road and 3545 Cray Court. The PDP is required to request deviations to allow the bridge structure within the side and rear setback. The SDP is required due to the presence of on-site Environmentally Sensitive Lands (ESL) per San Diego Municipal Code (SDMC) 126.0502(a)(5) in addition to development within the Community Plan Implementation Overlay Zone (CPIOZ-B) per SDMC Table 132-14B. The CDP is required to allow construction of the proposed bridge within the coastal zone per SDMC 126.0704(a)(7). The pedestrian bridge is proposed to provide access and enhanced connectivity between the Spectrum buildings at 3013, 3033, and 3035 Science Park Road and the Spectrum V building at 3545 Cray Court.
Applicant: Alexandria Real Estate Equities, Inc.

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): **CULTURAL RESOURCES (ARCHAEOLOGY), TRIBAL CULTURAL RESOURCES**. 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:

A. GENERAL REQUIREMENTS – PART I
Plan Check Phase (prior to permit issuance)

1. Prior to the issuance of a Notice to Proceed (NTP) for a subdivision, or any construction permits, such as Demolition, Grading or Building, or beginning any construction-related activity on-site, the Development Services Department (DSD) Director's Environmental Designee (ED) shall review and approve all Construction Documents (CD) (plans, specification, details, etc.) to ensure the MMRP requirements are incorporated into the design.

2. In addition, the ED shall verify that the MMRP Conditions/Notes that apply ONLY to the construction phases of this project are included VERBATIM, under the heading, "**ENVIRONMENTAL/MITIGATION REQUIREMENTS**."

3. These notes must be shown within the first three (3) sheets of the construction documents in the format specified for engineering construction document templates as shown on the City website:

   https://www.sandiego.gov/development-services/forms-publications/design-guidelines-templates

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

5. **SURETY AND COST RECOVERY –** The DSD Director or City Manager may require appropriate surety instruments or bonds from private Permit Holders to ensure the long-term performance or implementation of required mitigation measures or programs. The City is authorized to recover its cost to offset the salary, overhead, and expenses for City personnel and programs to monitor qualifying projects.

B. GENERAL REQUIREMENTS – PART II

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

1. **PRE-CONSTRUCTION MEETING IS REQUIRED TEN (10) WORKING DAYS PRIOR TO BEGINNING ANY WORK ON THIS PROJECT.** The Permit Holder/Owner is responsible to arrange and perform this meeting by contacting the CITY RESIDENT ENGINEER (RE) of the Field Engineering Division and City staff from MITIGATION MONITORING COORDINATION (MMC). Attendees must also include the Permit Holder's Representative(s), Job Site Superintendent, and the following consultants:

   Qualified Archaeologist
   Qualified Biologist
   Qualified Paleontological Monitor

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

CONTACT INFORMATION:

a) The PRIMARY POINT OF CONTACT is the **RE** at the **Field Engineering Division – (858) 627-3200**

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

2. **MMRP COMPLIANCE:** This Project, Project Tracking System (PTS) No. 659148 shall conform to the mitigation requirements contained in the associated Environmental Document and implemented to the satisfaction of the DSD's Environmental Designee (MMC) and the City Engineer (RE). The requirements may not be reduced or changed but may be annotated (i.e., to explain when and how compliance is being met and location of verifying proof, etc.). Additional clarifying information may also be added to other relevant plan sheets and/or specifications as appropriate (i.e., specific locations, times of monitoring, methodology, etc.

   Note: Permit Holder's Representatives must alert RE and MMC if there are any discrepancies in the plans or notes, or any changes due to field conditions. All conflicts must be approved by RE and MMC BEFORE the work is performed.

3. **OTHER AGENCY REQUIREMENTS:** Evidence of compliance with all other agency requirements or permits shall be submitted to the RE and MMC for review and acceptance prior to the beginning of work or within one week of the Permit Holder obtaining documentation of those permits or requirements. Evidence shall include copies of permits, letters of resolution or other documentation issued by the responsible agency.

   Not Required

4. **MONITORING EXHIBITS:**

   All consultants are required to submit to RE and MMC, a monitoring exhibit on a 11x17 reduction of the appropriate construction plan, such as site plan, grading, landscape, etc., marked to clearly show the specific areas including the **LIMIT OF WORK**, scope of that discipline's work, and notes indicating when in the construction schedule that work will be performed. When necessary for clarification, a detailed methodology of how the work will be performed shall be included.

   Note: Surety and Cost Recovery – When deemed necessary by the Development Services Director or City Manager, additional surety instruments or bonds from the private Permit Holder may be required to ensure the long-term performance or implementation of required mitigation measures or programs. The City is authorized to recover its cost to offset the salary, overhead, and expenses for City personnel and programs to monitor qualifying projects.

5. **OTHER SUBMITTALS AND INSPECTIONS:**

The Permit Holder/Owner's representative shall submit all required documentation, verification letters, and requests for all associated inspections to the RE and MMC for approval per the following schedule:

Document Submittal/Inspection Checklist		
Issue Area	**Document Submittal**	**Associated Inspection/Approvals/ Notes**
General	Consultant Qualification Letters	Prior to Preconstruction Meeting
General	Consultant Construction Monitoring Exhibits	Prior to Preconstruction Meeting
Cultural Resources (Archaeology)	Monitoring Report(s)	Archaeology/Historic Site Observation
Tribal Cultural Resources	Monitoring Report(s)	Archaeology/Historic Site Observation
Bond Release	Request for Bond Release Letter	Final MMRP Inspections Prior to Bond Release Letter

C. SPECIFIC MMRP ISSUE AREA CONDITIONS/REQUIREMENTS

HISTORICAL RESOURCES (ARCHAEOLOGY)

I. Prior to Permit Issuance or Bid Opening/Bid Award

A. Entitlements Plan Check

1. Prior to permit issuance or Bid Opening/Bid Award, whichever is applicable, the Assistant Deputy Director (ADD) Environmental designee shall verify that the requirements for Archaeological Monitoring and Native American monitoring have been noted on the applicable construction documents through the plan check process.

B. Letters of Qualification have been submitted to ADD

1. Prior to Bid Award, the applicant shall submit a letter of verification to Mitigation Monitoring Coordination (MMC) identifying the Principal Investigator (PI) for the project and the names of all persons involved in the archaeological monitoring program, as defined in the City of San Diego Historical Resources Guidelines (HRG). If applicable, individuals involved in the archaeological monitoring program must have completed the 40-hour HAZWOPER training with certification documentation.

2. MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the archaeological monitoring of the project meet the qualifications established in the HRG.

3. Prior to the start of work, the applicant must obtain written approval from MMC for any personnel changes associated with the monitoring program.

II. Prior to Start of Construction

A. Verification of Records Search

1. The PI shall provide verification to MMC that a site specific records search (1/4 mile radius) has been completed. Verification includes, but is not limited to a copy of a confirmation letter from South Coastal Information Center, or, if the search was in-house, a letter of verification from the PI stating that the search was completed.

2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.

3. The PI may submit a detailed letter to MMC requesting a reduction to the ¼ mile radius.

B. PI Shall Attend Precon Meetings

1. Prior to beginning any work that requires monitoring; the Applicant shall arrange a Precon Meeting that shall include the PI, Native American consultant/monitor (where Native American resources may be impacted), Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified Archaeologist and Native American Monitor shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Archaeological Monitoring program with the Construction Manager and/or Grading Contractor.

   a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with MMC, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.

3. Identify Areas to be Monitored

   a. Prior to the start of any work that requires monitoring, the PI shall submit an Archaeological Monitoring Exhibit (AME) (with verification that the AME has been reviewed and approved by the Native American consultant/monitor when Native American resources may be impacted) based on the appropriate construction documents (reduced to 11x17) to MMC identifying the areas to be monitored including the delineation of grading/excavation limits.

   b. The AME shall be based on the results of a site specific records search as well as information regarding existing known soil conditions (native or formation).

   c. MMC shall notify the PI that the AME has been approved.

4. When Monitoring Will Occur

   a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur.

   b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate site conditions

such as depth of excavation and/or site graded to bedrock, etc., which may reduce or increase the potential for resources to be present.

5. Approval of AME and Construction Schedule

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

III. During Construction

A. Monitor(s) Shall be Present During Grading/Excavation/Trenching

1. The Archaeological Monitor shall be present full-time during all soil disturbing and grading/excavation/trenching activities which could result in impacts to archaeological resources as identified on the AME. **The Construction Manager is responsible for notifying the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances OSHA safety requirements may necessitate modification of the AME.**

2. The Native American consultant/monitor shall determine the extent of their presence during soil disturbing and grading/excavation/trenching activities based on the AME and provide that information to the PI and MMC. If prehistoric resources are encountered during the Native American consultant/monitor's absence, work shall stop and the Discovery Notification Process detailed in Section III.B-C and IV.A-D shall commence.

3. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or when native soils are encountered that may reduce or increase the potential for resources to be present.

4. The archaeological and Native American consultant/monitor shall document field activity via the Consultant Site Visit Record (CSVR). The CSVR's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (**Notification of Monitoring Completion**), and in the case of ANY discoveries. The RE shall forward copies to MMC.

B. Discovery Notification Process

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

2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.

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

4. No soil shall be exported off-site until a determination can be made regarding the significance of the resource specifically if Native American resources are encountered.

C. Determination of Significance

1. The PI and Native American consultant/monitor, where Native American resources are discovered shall evaluate the significance of the resource. If Human Remains are involved, follow protocol in Section IV below.

a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required.

b. If the resource is significant, the PI shall submit an Archaeological Data Recovery Program (ADRP) which has been reviewed by the Native American consultant/monitor, and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume. Note: If a unique archaeological site is also a historical resource as defined in CEQA, then the limits on the amount(s) that a project applicant may be required to pay to cover mitigation costs as indicated in CEQA Section 21083.2 shall not apply.

c. If the resource is not significant, the PI shall submit a letter to MMC indicating that artifacts will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that that no further work is required.

IV. Discovery of Human Remains

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

A. Notification

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

2. The PI shall notify the Medical Examiner after consultation with the RE, either in person or via telephone.

B. Isolate discovery site

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

2. The Medical Examiner, in consultation with the PI, will determine the need for a field examination to determine the provenance.

3. If a field examination is not warranted, the Medical Examiner will determine with input from the PI, if the remains are or are most likely to be of Native American origin.

C. If Human Remains ARE determined to be Native American

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

2. NAHC will immediately identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information.

3. The MLD will contact the PI within 24 hours or sooner after the Medical Examiner has completed coordination, to begin the consultation process in accordance with CEQA Section 15064.5(e), the California Public Resources and Health & Safety Codes.

4. The MLD will have 48 hours to make recommendations to the property owner or representative, for the treatment or disposition with proper dignity, of the human remains and associated grave goods.

5. Disposition of Native American Human Remains will be determined between the MLD and the PI, and, if:

   a. The NAHC is unable to identify the MLD, OR the MLD failed to make a recommendation within 48 hours after being notified by the Commission; OR;

   b. The landowner or authorized representative rejects the recommendation of the MLD and mediation in accordance with PRC 5097.94 (k) by the NAHC fails to provide measures acceptable to the landowner, THEN,

   c. In order to protect these sites, the Landowner shall do one or more of the following:

      (1) Record the site with the NAHC;

      (2) Record an open space or conservation easement on the site;

      (3) Record a document with the County.

   d. Upon the discovery of multiple Native American human remains during a ground disturbing land development activity, the landowner may agree that additional conferral with descendants is necessary to consider culturally appropriate treatment of multiple Native American human remains. Culturally appropriate treatment of such a discovery may be ascertained from review of the site utilizing cultural and archaeological standards. Where the parties are unable to agree on the appropriate treatment measures the human remains and buried with Native American human remains shall be reinterred with appropriate dignity, pursuant to Section 5.c., above.

D. If Human Remains are NOT Native American

1. The PI shall contact the Medical Examiner and notify them of the historic era context of the burial.
2. The Medical Examiner will determine the appropriate course of action with the PI and City staff (PRC 5097.98).
3. If the remains are of historic origin, they shall be appropriately removed and conveyed to the San Diego Museum of Man for analysis. The decision for internment of the human remains shall be made in consultation with MMC, EAS, the applicant/landowner, any known descendant group, and the San Diego Museum of Man.

V. Night and/or Weekend Work

A. If night and/or weekend work is included in the contract

1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting.
2. The following procedures shall be followed.

a. No Discoveries

In the event that no discoveries were encountered during night and/or weekend work, the PI shall record the information on the CSVR and submit to MMC via fax by 8AM of the next business day.

b. Discoveries

All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction, and IV – Discovery of Human Remains. Discovery of human remains shall always be treated as a significant discovery.

c. Potentially Significant Discoveries

If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction and IV-Discovery of Human Remains shall be followed.

d. The PI shall immediately contact MMC, or by 8AM of the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.

B. If night and/or weekend work becomes necessary during the course of construction

1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.
2. The RE, or BI, as appropriate, shall notify MMC immediately.

C. All other procedures described above shall apply, as appropriate.

VI. Post Construction

A. Preparation and Submittal of Draft Monitoring Report

1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Historical Resources Guidelines which describes the results, analysis, and conclusions of all phases of the Archaeological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring. It should be noted that if the PI is unable to submit the Draft Monitoring Report within the allotted 90-day timeframe resulting from delays with analysis, special study results or other complex issues, a schedule shall be submitted to MMC establishing agreed due dates and the provision for submittal of monthly status reports until this measure can be met.

    a. For significant archaeological resources encountered during monitoring, the Archaeological Data Recovery Program shall be included in the Draft Monitoring Report.

    b. Recording Sites with State of California Department of Parks and Recreation

    The PI shall be responsible for recording (on the appropriate State of California Department of Park and Recreation forms-DPR 523 A/B) any significant or potentially significant resources encountered during the Archaeological Monitoring Program in accordance with the City's Historical Resources Guidelines, and submittal of such forms to the South Coastal Information Center with the Final Monitoring Report.

2. MMC shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report.
3. The PI shall submit revised Draft Monitoring Report to MMC for approval.
4. MMC shall provide written verification to the PI of the approved report.
5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.

B. Handling of Artifacts

1. The PI shall be responsible for ensuring that all cultural remains collected are cleaned and catalogued
2. The PI shall be responsible for ensuring that all artifacts are analyzed to identify function and chronology as they relate to the history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate.
3. The cost for curation is the responsibility of the property owner.

C. Curation of artifacts: Accession Agreement and Acceptance Verification

1. The PI shall be responsible for ensuring that all artifacts associated with the survey, testing and/or data recovery for this project are permanently curated with an appropriate institution. This shall be completed in consultation with MMC and the Native American representative, as applicable.
2. When applicable to the situation, the PI shall include written verification from the Native American consultant/monitor indicating that Native American resources were treated in accordance with state law and/or applicable agreements. If the resources were reinterred, verification shall be provided to show what protective measures

were taken to ensure no further disturbance occurs in accordance with Section IV – Discovery of Human Remains, Subsection C.

3. The PI shall include the Accession Agreement and catalog record(s) to the RE or BI, as appropriate for donor signature with a copy submitted to MMC.
4. The RE or BI, as appropriate shall obtain signature on the Accession Agreement and shall return to PI with copy submitted to MMC.
5. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC.

D. Final Monitoring Report(s)

1. The PI shall submit one copy of the approved Final Monitoring Report to the RE or BI as appropriate, and one copy to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved.
2. The RE shall, in no case, issue the Notice of Completion and/or release of the Performance Bond for grading until receiving a copy of the approved Final Monitoring Report from MMC which includes the Acceptance Verification from the curation institution.

VI. PUBLIC REVIEW DISTRIBUTION:

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

Federal Government
U.S. Fish & Wildlife Service

State of California
State Clearinghouse
California Department of Fish and Wildlife

City of San Diego
University Community Library
North University Branch Library
Public Notice Journal (144)
Councilmember LaCava, District 1
City Attorney's Office
Development Services Department
EAS
Project Management
MMC
Geology
Planning
Engineering
Transportation
Landscape
Planning Department
Community Planner

MSCP

Interested Parties
UCSD Physical & Community Planning (277)
University City Community Planning (480)
The Guardian, UCSD (481)
University City Community Association (486)
Sierra Club (165)
San Diego Audubon Society (167)
Mr. Jim Peugh (167A)
California Native Plant Society (170)
Endangered Habitats League (182A)
Historical Resources Board (87)
Carmen Lucas (206)
South Coastal Information Center (210)
San Diego Archaeological Center (212)
Save Our Heritage Organisation (214)
Ron Christman (215)
Clint Linton (215B)
Frank Brown – Inter-Tribal Cultural Resources Council (216)
Campo Band of Mission Indians (217)
San Diego County Archaeological Society, Inc. (218)
Kumeyaay Cultural Heritage Preservation (223)
Kumeyaay Cultural Repatriation Committee (225)
Native American Distribution (225 A-S)
Native American Heritage Commission (222)
Debbie Knight
Richard Drury
Molly Greene
John Stump
Javier Velez

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 Entitlements Division for review, or for purchase at the cost of reproduction.

Sara Osborn

Sara Osborn
Senior Planner
Development Services Department

3/8/2022
Date of Draft Report

Date of Final Report

Analyst: Sara Osborn

Attachments: Initial Study Checklist
Figure 1 – Regional Location Map
Figure 2 – Project Location on USGS Map
Figure 3 – Project Location on City 800' Map
Figure 4 – Aerial Photograph
Figure 5 – Floor Plan
Figure 6 – Elevations
Figure 7 – Impacts to Biological Resources

INITIAL STUDY CHECKLIST

1. Project title/Project number: Spectrum Pedestrian Bridge/659148

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: Sara Osborn/ 619-446-5276

4. Project location: The proposed pedestrian bridge would be located over an urban canyon within the City of San Diego in the University community planning area (Figure 1). Specifically, the bridge would provide connectivity from the Spectrum buildings at 3013, 3033, and 3035 Science Park Road and the Spectrum V building at 3545 Cray Court. The project site lies east of North Torrey Pines Road, north of the northern terminus of Cray Court, and south of Science Park Road. The project site is located within the Pueblo Lands of San Diego Land Grant on the U.S. Geological Survey (USGS) 7.5-minute topographical map series, Del Mar quadrangle (Figure 2; USGS 1994). The project area is shown on the City of San Diego (City), Engineering and Development, 800' scale map, Number 266-1689 (Figure 3) and on an aerial map (Figure 4).

5. Project Applicant/Sponsor's name and address: Alexandria Real Estate Equities, Inc. 10996 Torreyana Road, Suite 250, San Diego, CA 92121

6. General/Community Plan designation: University Community Plan and Torrey Pines Subarea

7. Zoning: IL-2-1, IP-1-1, RS-1-14, RS-1-7, and Coastal Overlay (Non-Appealable) Zones within the University Community Plan area.

   Overlay Zones: Airport Land Use Compatibility Overlay Zone (ALUCOZ; Marine Corps Air Station [MCAS] Miramar); Coastal Height Limitation Overlay Zone (CHLOZ); Coastal Overlay (Non-Appealable) Zone (COZ); Coastal Overlay Zone First Public Roadway (COZFPR); Community Plan Implementation Overlay Zone (CPIOZ-B).

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 proposed project consists of a 164-foot span box truss pedestrian bridge, which would be constructed over an urban finger canyon, providing access between the Spectrum buildings at 3013, 3033, and 3035 Science Park Road and the Spectrum V building at 3545 Cray Court (Figures 5 and 6). The purpose of the project is to increase pedestrian connectivity between the Spectrum Research and Development Campus.

   The bridge would be constructed of steel with plank wood decking with a one percent cross slope and 7/16-inch spacing to allow water to drain directly into the canyon. The bridge would include a 56-inch cable railing, designed with a minimum one-hour fire rating, and would meet Zone 1 brush management standards. The bridge would be suspended between

two pile foundations, both of which would be located outside the canyon. One pile foundation would be located on the northern slope at Spectrum II and another pile foundation would be located on the southern slope of the canyon at Spectrum V. Minor balanced grading would be required to install the bridge abutments and to develop pathways. The project grading area is anticipated to be limited to 2,264 square feet (0.05 acre) and would result in roughly 75 cubic yards of soil export (five heavy truck hauling trips). Ground disturbance (inclusive of grading and temporary ground disturbance) would be limited to approximately 0.32 acre. Each bridge abutment would require two 6-inch diameter steel pipe to be driven approximately 18 feet below grade into the Scripps Formation. Soil would be removed from inside the pipe and the steel pipe would be filled with concrete.

A crane pad would be established within the proposed limits of work, outside the canyon. The bridge would be staged in three sections within the Spectrum V parking lot, and then lifted and set in place with the crane.

Access to the bridge would be provided through dirt foot paths with added decomposed granite. Landscaping would be provided around the footpaths. Soft LED lighting would be installed, facing down, from the top cross beams of the bridge, approximately 15 inches apart and under the handrail of the bridge. Minor grading may be conducted to flatten a route for the path from Spectrum V building. An existing dirt foot path would provide pedestrian access from Spectrum II building.

Construction activities would occur adjacent to the canyon. Appropriate best management practices, including construction fencing, silt fencing, and other erosion control measures would be installed along the inner edge of the impact footprint to contain all activities in the limits of work and prevent runoff or sedimentation into the canyon.

The project would require encroachment into an open space easement dedicated as part of the La Jolla Pines Technology Centre (City of San Diego 1992). The open space easement was created on Map 12960 to preserve steep slopes within the La Jolla Pines Technology Center project, as discussed in that project's Environmental Impact Report (EQD No. 88-0244; City of San Diego 1989). Approximately 3,892.6 square feet of encroachment would be from temporary construction impacts and will be revegetated, per the project's landscape plans. Approximately 192.4 square feet of encroachment would result from installation of the southern bridge abutment, while a 550.9-square-foot area of encroachment would be from the proposed dirt and decomposed granite pathway leading to the bridge.

The project requires a SDP due to the presence of on-site ESL per SDMC 126.0502(a)(5) in addition to development within the Community Plan Implementation Overlay Zone (CPIOZ-B) per SDMC Table 132-14B. Additionally, a CDP is required due to the location of the project within the Coastal Zone. An amendment to the PDP is required for deviations to allow the bridge structure within the side and rear setbacks.

9. Surrounding land uses and setting:

The proposed project is located in an urban canyon within the city of San Diego, surrounded by industrial and business park uses to the north and south. The project site is bordered by

open space to the east, the Spectrum II research and development building which is currently under construction to the north, and the existing Spectrum V research and development building to the south which is under renovation. To the west of the proposed bridge is open space followed by industrial uses and North Torrey Pines Road. A previously recorded 0.87-acre open space easement was recorded to protect steep slopes as part of the La Jolla Pines Technology Centre in 1992 (Map No. 12960;TM 88-0244; File No. 92-50903). The open space easement is located within the canyon and is partially overlapping with the area of disturbance. The project site is located entirely outside the City's Multi-Habitat Planning Area (MHPA), which lies approximately 1,400 feet to the southeast.

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

None required.

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, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

In accordance with the requirements of Public Resources Code 21080.3.1, the City of San Diego provided formal notifications to the Iipay Nation of Santa Ysabel, the Jamul Indian Village, and the San Pasqual Band of Mission Indians which are traditionally and culturally affiliated with the project area; requesting consultation on January 11, 2022. A request for project consultation was not received within the notification period, and therefore consultation was concluded.

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 21080.3.2.) 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	☐ Public Services
☐ Agriculture and Forestry Resources	☐ Hazards & Hazardous Materials	☐ Recreation
☐ Air Quality	☐ Hydrology/Water Quality	☐ Transportation
☐ Biological Resources	☐ Land Use/Planning	☒ Tribal Cultural Resources
☒ Cultural Resources	☐ Mineral Resources	☐ Utilities/Service System
☐ Energy	☐ Noise	☐ Wildfire
☐ Geology/Soils	☐ Population/Housing	☐ Mandatory Findings Significance

DETERMINATION: (To be completed by Lead Agency)

On the basis of this initial evaluation:

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

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

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

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

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

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 – Except as provided in Public Resource Code Section 210099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒

Construction of the project would affect the visual environment during grading, and on-site storage of equipment and materials. Although views may be altered, construction would be short term and temporary. Temporary visual impacts would include private views of large construction equipment, storage areas, and any potential signage. All construction equipment would be removed from the project site upon completion of the proposed project, thus making and visual obstructions temporary.

City staff reviewed the project for consistency with all applicable zoning regulations and land use plans. The University Community Plan and City geographic information system (GIS) mapping identify the canyon open space (APN 3400204500) as being within the Community's Torrey Pines Subarea. The Torrey Pines Subarea has many unique qualities, which make the area an asset to the community and the City. The ocean, coastal bluffs and canyons, Torrey pine trees and other native vegetation make the area highly valuable for its scenic quality. The Community plan identifies communitywide visual access to open space areas from public roadways, but does not specifically identify the project area as a scenic vista. In addition, the City's General Plan Final PEIR (2007) does not identify the project area as a scenic vista.

As stated in the University Community Plan, except for the existing University buildings, the Subarea will contain predominantly low-rise buildings as prescribed by the Coastal Height Overlay Zone which limits building height to 30 feet west of Interstate 5 (I-5). The project would adhere to the required height limit since the towers above the bridge deck reach just below 30 feet above the highest point of the canyon. The proposed project would construct a pedestrian bridge over the finger canyon that would not obstruct any public views. The project site is not designated as a scenic vista and therefore, the proposed project would have no impacts to scenic vistas and no mitigation is required.

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

State designated scenic highways within the City include portions of State Route 75 (SR-75), SR-78, SR-163, and SR-125 (City of San Diego 2007). There are no designated scenic resources such as trees, rock outcroppings or historic buildings within a state scenic highway within the project's boundaries. No impact would result due to implementation of the project.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) In non-urbanized areas, substantially degrade the existing visual character or quality public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒

According to the City's CEQA Significance Thresholds projects that severely contrast with the surrounding neighborhood character may result in a significant impact. To meet this significance threshold one or more of the following conditions must apply: the project would have to exceed the allowable height or bulk regulations and the height and bulk of the existing patterns of development in the vicinity of the project by a substantial margin; have an architectural style or use building materials in stark contrast to adjacent development where the adjacent development follows a single or common architectural theme (e.g., Gaslamp Quarter, Old Town); result in the physical loss, isolation or degradation of a community identification symbol or landmark (e.g., a stand of trees, coastal bluff, historic landmark) which is identified in the General Plan, applicable community plan or local coastal program; be located in a highly visible area (e.g., on a canyon edge, hilltop or adjacent to an interstate highway) and would strongly contrast with the surrounding development or natural topography through excessive height, bulk signage or architectural projections; and/or the project would have a cumulative effect by opening up a new area for development or changing the overall character of the area. The project would adhere to the 30-foot height limit associated with the Coastal Height Overlay Zone as the towers above the bridge deck would reach just below 30 feet above the highest point of the canyon. The bridge surface would be wood decking with cable railing that would allow for views through the bridge railing, allowing the structure to blend in with the surrounding natural canyon. Thus, the project would not severely contrast with the surrounding area in terms of height or bulk and would not change the overall character of the area .

The project site is located in an urban canyon but surrounded by urban and built-up land to the north and south. The project would construct a pedestrian bridge providing access between the Spectrum buildings at 3013, 3033, and 3035 Science Park Road and the Spectrum V building at 3545 Cray Court. The project has demonstrated consistency with General Design guidelines as outlined in the University Community Plan. The project would not result in the physical loss, isolation or degradation of a community identification symbol or landmark which is identified in the General Plan, applicable community plan or local coastal program. As stated in the University Community Plan, the Torrey Pines subarea should be recognized as an attribute, with transportation and open space linkages providing community cohesiveness. The proposed pedestrian bridge would be consistent the Community Plan goals for Torrey Pines subarea by providing additional pedestrian linkages. Construction of the project would not change the overall character of the area and the project would not substantially degrade the existing visual character or the quality of the site and its surroundings. No impact would occur.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

The lighting included on the top cross beams and handrails of the bridge would include soft LED bulbs and all lighting would be shielded from the vegetation below to keep the lighting focused inward towards the bridge walkway. Although the bridge design would produce some light, it would be a low level of lighting. As a result, impacts from nighttime lighting would be minimal and would have a less than significant impact on day or nighttime views in the area.

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

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

According to Figure 3.1-1 of the City's General Plan Program EIR, the project site is not located within prime farmland, unique farmland, or farmland of statewide importance. Additionally, the University Community Plan states that the community does not possess any significant agricultural land, mineral deposits, or sources of sand and gravel. Thus, no impact would result due to implementation of the proposed project.

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

The project location is not zoned for agricultural use. As stated in the University Community Plan, the community does not possess any significant agricultural land, mineral deposits or sources of sand and gravel. The project is not under a Williamson Act Contract nor are there any other surrounding properties under a Williamson Act Contract. No impact would result due to implementation of the proposed project.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒

The University Community Plan does not contain land designated as forest land or timberland. Therefore, the project would not conflict with existing zoning forest land. No impact would result due to implementation of the project.

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

The University Community Plan does not contain land designated as forest land. Therefore, the project would not result in the loss of forest land or convert forest land to non-forest use. No impact would result due to implementation of the project.

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?	☐	☐	☐	☒

As previously stated, the project site is not designated as farmland or forest land. Therefore, the project would not result in the conversion of farmland to non-agricultural use or the conversion of forest land to non-forest use. No impact would result due to implementation of the project.

III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management district 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). The California Clean Air Act (CAA) requires areas that are designated as non-attainment areas for state ambient air quality standards for ozone, carbon monoxide (CO), sulfur dioxide (SO_2), and nitrogen dioxide (NO_2) to prepare and implement plans to attain the standards by the earliest practicable date. The San Diego Air Basin (SDAB) is designated as a non-attainment area for the state ozone standard. Accordingly, the Regional Air Quality Strategy (RAQS) was developed to identify feasible emission control measures and provide expeditious progress toward attaining the state standards for ozone. The two pollutants addressed in the RAQS are reactive organic gases (ROG) and oxides of nitrogen (NO_X), which are precursors to the formation of ozone. Projected increases in motor vehicle usage, population, and growth create challenges in controlling emissions and, by extension, to maintaining and improving air quality. The RAQS, in conjunction with the Transportation Control

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

Measures (TCM), were most recently adopted in 2016 as the air quality plan for the region and are based on emission information from the California Air Resources Board (CARB), population growth, and vehicle miles traveled (VMT) projections prepared by the San Diego Association of Governments (SANDAG).

SANDAG growth projections are based on land use plans developed by local jurisdictions. As such, projects that propose development that is consistent with the growth anticipated by the local land use plan would be consistent with the SANDAG's growth projections and the RAQS emissions estimates. In the event that a project would propose development that is less dense than anticipated by the growth projections, the project would likewise be consistent with the RAQS. In the event a project proposes development that is greater than anticipated in the growth projections, further analysis would be warranted to determine if a project would exceed the growth projections used in the RAQS for the specific subregional area.

The project would involve construction of a pedestrian bridge as a transportation linkage; the project would not result in additional land use development. As such, the project would not affect the land use assumptions used in the development of the RAQS. Therefore, the proposed project would not conflict with or obstruct implementation of the applicable air quality plan, and no impact would occur.

b)	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?	☐	☐	☒	☐

The region is classified as attainment for all criterion pollutants except ozone, 10-micron particulate matter (PM_{10}), and 2.5-micron particulate matter ($PM_{2.5}$). The SDAB is non-attainment for the 8-hour federal and state ozone standards. Ozone is not emitted directly, but is a result of atmospheric activity on precursors. NO_X and ROG are known as the chief "precursors" of ozone. These compounds react in the presence of sunlight to produce ozone.

Construction-related activities are temporary, short-term sources of air emissions resulting from dust raised during grading, emissions from construction vehicles, construction-related vehicle trips, and chemicals used during construction. The project grading area is anticipated to be limited to 2,264 square feet (0.05 acre) and would result in roughly 75 cubic yards of soil export (five heavy truck hauling trips). Standard dust control measures would be implemented as a part of project construction in accordance with San Diego Air Pollution Control District (SDAPCD) rules and regulations. The exact number and pieces of construction equipment required are not known at this time, but is likely to include standard construction equipment such as loaders, backhoes, graders, scrapers, cranes, and forklifts. Due to the limited footprint of the project site, relatively few workers and pieces of construction activity would be active during any given day. Construction is anticipated to commence fall or winter r 2021-22 and last approximately 15 weeks. The start date would not affect the emissions modeled in this analysis.

The SDAPCD does not provide specific thresholds for determining the significance of criteria pollutant impacts for CEQA projects. However, the district does specify Air Quality Impact Analysis "trigger" levels for criteria pollutant emissions associated with new or modified stationary sources

(SDAPCD Rules 20.1, 20.2, and 20.3). The SDAPCD does not consider these trigger levels to represent adverse air quality impacts, rather, these levels represent screening levels below which no impact would occur and above which the SDAPCD requires an air quality analysis to determine if a significant air quality impact would occur.

Construction emissions were modeled using the California Emissions Estimator Model (CalEEMod) 2020.4.0. Inputs to CalEEMod include such items as the air basin containing the project, land uses, trip generation rates, trip lengths, duration of construction phases, construction equipment usage, grading areas, as well as other parameters.

Construction-related activities are temporary, short-term sources of air emissions. Sources of construction-related air emissions include:

- Fugitive dust from demolition and grading activities;
- Construction equipment exhaust;
- Construction-related trips by workers, delivery trucks, and material-hauling trucks; and
- Construction-related power consumption.

Construction-related pollutants result from dust raised during clearing and grading activities, emissions from construction vehicles, and chemicals used during construction. Fugitive dust emissions vary greatly during construction and are dependent on the amount and type of activity, silt content of the soil, and the weather. Vehicles moving over paved and unpaved surfaces, demolition, excavation, earth movement, grading, and wind erosion from exposed surfaces are all sources of fugitive dust. Construction operations are subject to the requirements established in SDAPCD Regulation 4, Rules 52, 54, and 55.

Heavy-duty construction equipment is usually diesel powered. In general, emissions from diesel-powered equipment contain more NO_X, SO_X, and PM than gasoline-powered engines. However, diesel-powered engines generally produce less CO and less ROG than gasoline-powered engines. Standard construction equipment includes tractors/loaders/backhoes, rubber-tired dozers, excavators, graders, cranes, forklifts, rollers, paving equipment, generator sets, welders, cement and mortar mixers, and air compressors. Construction equipment required for the project would include cranes, welders, and drills. Tractors/loaders/backhoes were also modeled to account for any required clear or minor grading that would be required. Project construction would require approximately 12 workers. Table 1 summarizes the anticipated maximum daily construction emissions associated with the project. The CalEEMod output files are contained in Appendix A and provide the specific inputs.

Table 1
Summary of Construction Emissions
(pounds per day)

	Pollutant					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Off-Road Equipment	2.5	20.8	17.5	<0.1	0.9	0.9
Off-Site Worker and Vendor Trips	0.1	0.5	0.8	<0.1	0.2	0.1
Total	**2.6**	**21.2**	**18.3**	**<0.1**	**1.1**	**0.9**
Screening Threshold	*137*	*250*	*550*	*250*	*100*	*67*

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

NOTE: Totals may vary due to independent rounding.

As shown, due to the limited scope of construction, project emissions would be anticipated to well below SDAPCD Air Quality Impact Analysis trigger levels. Therefore, project construction emissions would not result in a cumulatively considerable net increase in criteria pollutants for which the SDAB is non-attainment for NAAQS or CAAQS. Additionally, project operation would not include activities known to generate substantial criteria pollutant emissions. Impact would be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐

The term “sensitive receptor” refers to a person in the population who is more susceptible to health effects due to exposure to an air contaminant than the population at large or to a land use that may reasonably be associated with such a person. Examples include residences, schools, playgrounds, childcare centers, athletic facilities, retirement homes, and long-term health care facilities.

The project site is in an area zoned Industrial Park (IP-1-1) and is surrounded by open space and industrial uses such as research and development buildings. The nearest sensitive receiver is the Scripps medical campus located more than 500 feet to the west. There are no residential receivers in the vicinity of the project site.

Project construction equipment would generate diesel exhaust emissions. Diesel exhaust has been identified by CARB as a carcinogen. Cancer risk is dependent on the exposure concentration (dose) and duration of exposure. Project construction would require the use of a crane, welders, drills, and a tractor/loader/backhoe, and construction is anticipated to last for 15 weeks. Due to the short-term nature of construction, the limited amount of construction equipment, and the distance between the project area and the nearest sensitive receivers, project construction is not anticipated to result in substantial cancer risk.

Project operation would not include activities known to generate substantial air pollutants. Impacts would be less than significant.

d) Result in in other emissions (such as those leading to odors adversely affecting a substantial number of people?	☐	☐	☒	☐

California Health and Safety Code Section 41700 states that a person shall not discharge from any source whatsoever quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number or persons or to the public, or that endanger the comfort, repose, health, or safety of any of those persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. This section also applies to sources of objectionable odors.

The project would include construction of a pedestrian bridge over an urban finger canyon. The project site is in an area zoned Industrial Park (IP-1-1) and is surrounded by open space and industrial uses such as research and development buildings. Project construction would result in use of diesel-powered construction equipment. Diesel exhaust may be noticeable temporarily at

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

adjacent properties; however, due to the distance of sensitive receptors from the project site and short-term nature of construction activities, odors associated with project construction would be less than significant.

Land uses primarily associated with operational odor impacts include wastewater treatment facilities, waste transfer stations, landfills, composting operations, refineries, and agricultural operations. The project does not propose these uses and project operation would not include activities known to generate objectionable odors. Impact would be less than significant.

IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐

The following is based on the Biological Resources Report prepared by RECON, dated September 24, 2021 (Appendix B). The survey area totaled 3.58 acres and encompassed the construction footprint, including all areas that would be cleared or graded, plus a sufficient area around these features to provide the biological context. The survey area included all project areas, including the bridge span, foundations, and access areas, plus a minimum 50-foot survey buffer into surrounding habitat.

<u>Impacts to Sensitive Vegetation Communities</u>

As described in the Biological Resources Report, six vegetation communities occur within the survey area: southern riparian scrub, southern maritime chaparral, Diegan coastal sage scrub, eucalyptus woodland, disturbed land, and urban/developed land. The tier for each vegetation community and land cover type is from the City's Biology Guidelines (City of San Diego 2018).

Project implementation would impact a total 0.32 acre, including 0.01 acre of sensitive vegetation communities (Tier I southern maritime chaparral) and would avoid the multi-habitat planning area (MHPA; Table 2; Figure 7). Impacts would occur where the proposed bridge meets the existing grade outside the canyon, including the bridge foundations, and work areas around the foundations, and extensions of existing pedestrian pathways to the bridge. The proposed bridge meets Zone 1 brush management standards and would not require a brush management plan or additional brush managements. The impacts to sensitive vegetation communities total less than 0.10 acre and are, therefore, considered less than significant and would not require mitigation (City of San Diego 2016). Other impacts to Tier IV habitats and urban/developed are not considered significant.

Table 2
Impacts to Vegetation Communities and Land Cover Types (acres)

Vegetation Community/ Land Cover Types	City of San Diego Tier	Survey Area	Impacts
Southern riparian scrub	NA	0.06	-
Southern maritime chaparral	I	0.63	0.01
Diegan coastal sage scrub	II	0.41	-
Disturbed land	IV	0.01	-
Eucalyptus woodland	IV	0.28	0.15
Urban/developed	NA	2.19	0.16
TOTAL		**3.58**	**0.32**
NA: These areas have not been assigned City of San Diego Tiers.			

Impacts to Sensitive Plant Species

Nuttall's scrub oak is a California Rare Plant Rank ((CRPR) 1B.1 species) but is not state or federally listed and is not a Multiple Species Conservation Program (MSCP) covered species. A single individual was mapped along the western edge of the project area. Additional Nuttall's scrub oak shrubs occur throughout the southern maritime chaparral to the east of the project area. No direct impacts to wart-stemmed ceanothus or Nuttall's scrub oak would occur as a result of the project implementation. These species all exist outside of the bridge abutments where vegetation removal will occur.

Impacts to Sensitive Wildlife Species

No sensitive wildlife species were detected in the survey area; however, six sensitive wildlife species have moderate or high potential to occur on site. These include Belding's orange-throated whiptail (*Aspidoscelis hyperythra beldingi*), San Diegan tiger whiptail (*Aspidoscelis tigris stejnegeri*), red diamond rattlesnake (*Crotalus ruber*), coastal California gnatcatcher (*Polioptila californica californica*), southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*), and southern mule deer (*Odocoileus hemionus fuliginata*).

The project may result in direct impacts to small mammals and reptiles with low mobility. However, many mammal species and most birds would be able to move out of the way during grading and avoid significant adverse impacts. Impacts to general wildlife are considered less than significant and, therefore, would not require mitigation. Vegetation clearing and grading activity could affect Belding's orange-throated whiptail, if present within the ornamental, disturbed land, or urban/developed areas. However, consistent with the City's Biology Guidelines, as the project is located outside the MHPA, disturbance within Belding's orange-throated whiptail habitat would be less than significant. Potentially occurring large mammals, such as southern mule deer, would be able to move out of the way during grading, thus avoiding adverse impacts. Additionally, this species is considered adequately covered under the MSCP and the project lies outside the MHPA; therefore, impacts associated with large animal movement would be considered less than significant.

The coastal California gnatcatcher has moderate potential to occur in the Diegan coastal sage scrub on-site but is not expected to occur in the southern maritime chaparral or other habitats that would

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

be impacted. Therefore, no direct impacts to coastal California gnatcatcher would occur. Southern California rufous-crowned sparrow has potential to occur in the Diegan coastal sage scrub but is not expected to nest in the southern maritime chaparral on site. Therefore, no direct impacts to nesting individuals are anticipated.

Direct impacts may occur to the San Diegan tiger whiptail and red diamond rattlesnake, if present, from impacts to the native habitats on-site from vegetation clearing, grubbing, grading, and construction. As these species are widespread within suitable habitat throughout the City, and these impacts would occur to a relatively small amount of habitat compared to the amount of native habitat in the vicinity, this loss would not impact the regional long-term survival of this species and would therefore not be significant.

Overall, potential direct or indirect impacts in regard to candidate, sensitive, or special status species would be less than significant.

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

While 0.6 acre of southern riparian scrub was mapped within the survey area, the project would not impact these habitats. The project would not have a substantial adverse effect on any riparian habitat or other community identified in local or regional plans, policies or regulations. No impacts would occur.

c) Have a substantial adverse effect on state or federally protected wetlands (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐

The proposed project would not impact any potential U.S. Army Corps of Engineers (USACE), California Department of Fish and Wildlife (CDFW), Regional Water Quality Control Board (RWQCB), and California Coastal Commission (CCC) jurisdictional wetlands or waters. The edge of the southern work area lies approximately 10 feet west and 20 feet uphill of a mapped drainage. Southern riparian scrub that would be considered a CDFW, RWQCB, and CCC jurisdictional wetland is located 11 feet northwest from the southern work area and 15 feet from the bridge abutment and any associated grading. The wetland and non-wetland waters would not be directly impacted, and no wetland permits would be required. To prevent indirect impacts during construction, silt fencing and all necessary erosion control measures would be installed within the impact footprint to prevent runoff or sedimentation into the drainage.

In addition, the proposed project would not impact any City wetlands. The edge of the City wetlands is 15 feet northwest and 20 feet below the limits of the southern work area and 26 feet northwest from the bridge abutment and any associated grading. Indirect impacts would be prevented during

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

construction though application of silt fencing and all necessary erosion control measures installed within the impact footprint to prevent runoff or sedimentation into the drainage. Thus, impacts would be less than significant.

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 canyon within the project site likely functions for local wildlife movement but lacks regional value as a wildlife corridor. All proposed impacts would occur outside the canyon itself, which would minimize impacts to wildlife movement. In addition, the project avoids the vast majority of the native vegetation in the canyon, with the small areas of impact occurring along the edges, adjacent to development or exotic vegetation. The project is not anticipated to substantially affect overall wildlife movement and would not affect corridor function of the canyon. Thus, impacts to wildlife corridors would be less than significant.

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

A portion of the limits of work for the pedestrian bridge occur within an open space easement previously recorded as part of the La Jolla Pines Technology Centre in 1992. This easement was placed over this area to protect steep slopes. Attachment 6 of the Biological Resources Report includes an easement exhibit that shows the majority of the encroachment (3,891.57 square feet) is part of a temporary construction impact area that will be revegetated, per the project's landscape plans. Encroachment into the open space easement include a small impermeable area in the location of the southern bridge abutment totaling 192.5 square feet. Other open space encroachment areas are in the location of the proposed pathways which will remain pervious dirt with decomposed granite added, totaling 550.94 square feet. No steep slopes will be impacted as part of this project. As discussed in Section IV.f) below, the project would be consistent with applicable Coastal Zone policies through consistency with the City's LCP. Thus, the project would not conflict with any local policies or ordinances and impacts would be less than significant.

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?	☐	☐	☒	☐

The project lies 1,400 feet outside the MHPA so it is not expected to substantially increase edge effects, as it would not impact the MHPA. Additionally, the bridge is elevated 30 feet above the habitat below which provides a physical separation from the bridge and the habitat below. Any pedestrian use of the bridge would not result in trampling or introduction of invasive species, or other edge effects. In addition, the entire project is within the Coastal Overlay Zone. The California Coastal Act protects environmentally sensitive areas "in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and

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

which could be easily disturbed or degraded by human activities and developments." None of the on-site Diegan coastal sage scrub would be impacted and only 0.01 acre of southern maritime chaparral would be impacted by the project, which is considered an environmentally sensitive areas. The City has an approved Local Coastal Plan (LCP), which is used to guide development within the Coastal Overlay Zone. The project requires a Coastal Development Permit and findings that show consistency with the City's LCP. Key findings of the Coastal Development Permit relate to maintaining access and protecting views in the coastal zone and protection of environmentally sensitive areas. As detailed in Section IV, Biological Resources, project consistency with the City's ESL regulations would ensure consistency with provisions of the Coastal Act. Additionally, by providing increased pedestrian access, the project would be consistent with the public access and public recreation policies of Chapter 3 of the Coastal Act. Application of City regulations to protect environmentally sensitive areas would ensure consistency with the City's LCP. Thus, impacts would be less than significant.

V. CULTURAL RESOURCES – Would the project:

a) Cause a substantial adverse change in the significance of an historical resource pursuant to §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 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

RECON Environmental, Inc. prepared a Cultural Resources Survey Report for the project on January 22, 2021 (Appendix C). The Cultural Resources Survey included both an archival search and an on-foot survey of the project area. A self-search records search with a one-mile-radius buffer was conducted on January 13, 2020 at the California Historical Resources Information Center, South Coastal Information Center (SCIC), in order to determine if previously recorded prehistoric or historic cultural resources occur in or near the project area. Historic aerial photographs were also checked in order to see past development within and near the project area. A letter was sent on April 24, 2020 to the Native American Heritage Commission (NAHC) requesting them to search their Sacred Lands Files to identify spiritually significant and/or sacred sites or traditional use areas in the proposed project vicinity. RECON archaeologist Harry Price, accompanied by Native American monitor Gabe Kitchen of Red Tail Environmental, conducted the field survey on April 16, 2020.

A total of 43 cultural resources were found recorded within one mile of the project. There are 25 prehistoric sites, 12 historic sites, 2 prehistoric isolated artifacts, 1 historic isolated artifact,

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

2 multi-component sites, and 1 record with missing data. The prehistoric resources consist of hearths, house pits, shell and lithic scatters, and lithic scatters. The historic resources consist of foundations, a single-family house, a railway section, U.S. Marine Corps latrines, a garage, a culvert, an engineering structure, a cement marker, trash scatters, a cistern and water conveyance system, and the Torrey Pines Golf North Course. A portion of one of these resources (CA-SDI-13241) is mapped within the project area and another resource (P-37-035124) is immediately adjacent to the project area. P-37-035124 is a series of poured concrete walls, stairs, and walkways.

The NAHC indicated that their search of the Sacred Lands File is positive for cultural resources in the vicinity of the project. The NAHC recommended contacting the Iipay Nation of Santa Ysabel and the Viejas Band of Kumeyaay Indians for more information. RECON sent emails to both recommended contacts on May 4, 2020. Viejas responded on May 4, 2020 and indicated that the project site has cultural significance to Viejas and they requested a Kumeyaay cultural monitor be present during ground-disturbing activities. Additionally, Viejas would like to be informed of any new discoveries.

The project would require mitigation in the form of construction monitoring for ground-disturbance because there is the potential for previously unidentified subsurface cultural resources to exist. In addition, a City-qualified archaeologist and a representative from the Kumeyaay community shall be present for all ground-disturbing work in the project area. A Mitigation Monitoring and Reporting Program (MMRP), as detailed within Section V of this Mitigated Negative Declaration would be implemented to reduce impacts related to Historical Resources (archaeology) to below a level of significance.

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

The project could result in an adverse effect to archaeological resources during construction. Impacts would be reduced to less than significant with implementation of archaeological monitoring as detailed in the MMRP within Section C of this Mitigated Negative Declaration. Please see response V(a).

c)	Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

Refer to response V (a) above. No human remains have been recorded within the project area. Therefore, no human remains are anticipated to be discovered. Additionally, Section C of the MMRP for the project contains provisions for the discovery of human remains. If human remains are discovered, work shall halt in that area and no soil shall be exported off-site until a determination can be made regarding the provenance of the human remains; and the following procedures as set forth in CEQA Section 15064.5(e), the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be undertaken. Based upon implementation of standard City MMRP requirements impacts would be less than significant.

VI. Energy – Would the project:

a)	Result in potentially significant environmental impact due to wasteful,	☐	☐	☒	☐

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
inefficient, or unnecessary consumption of energy resources, during project construction or operation?				

Construction-Related Energy Consumption

Energy use would occur in two general categories: fuel use from vehicles used by workers commuting to and from the construction site, and fuel use by vehicles and other equipment to conduct construction activities. There are no known conditions in the project area that would require non-standard equipment or construction practices that would increase fuel-energy consumption above typical rates. Therefore, development implemented in accordance with the proposed project would not result in the use of excessive amounts of fuel or other forms of energy during the construction of future projects. Impacts would be less than significant.

Transportation Energy Use

Trips by individuals traveling to and from the proposed project are anticipated to occur in passenger vehicles. Passenger vehicles would be mostly powered by gasoline, with some fueled by diesel or electricity.

Operational Energy Use

Most types of transportation infrastructure (such as bike lanes, bus shelters, sidewalks, and benches) would not be associated with operational energy use; however, project construction that includes lighting or other electrical elements would require minimal ongoing operational energy demand. Such improvements would not represent a wasteful or inefficient use of energy. The proposed project would use electricity for lighting. The project would be required to meet SDMC §142.0740(a) Outdoor Lighting Regulations, which requires outdoor lighting to meet the mandatory energy requirements of CALGreen and the Energy Code (Title 24, Part 6 of the California Code of Regulations (CCR) in effect at the time of issuance of a building permit. Adherence to the mandatory energy requirements would reduce future operational impacts in regards to energy resources. There are no features of the proposed project that would result in the wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would be less than significant.

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

The proposed project would be required to meet the mandatory energy requirements of CALGreen and the Energy Code (Title 24, Part 6 of the CCR) in effect at the time of development and would benefit from the efficiencies associated with these regulations as they relate to lighting. Additionally, rebate and incentive programs that promote the installation of lighting would be available as incentives for future development. Adherence to mandatory energy requirements and regulations would help to meet targeted energy goals. The project would not conflict with any state or local plan for renewable energy or energy efficiency. Therefore, impacts would be less than significant.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS – Would the project:				
a) Directly or indirectly cause 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.	☐	☐	☒	☐

GEOCON Incorporated prepared a Geotechnical Investigation for the project on January 20, 2021 (Appendix D). As stated in the Geotechnical Investigation, a review of geologic literature and GEOCON's experience with the soil and geologic conditions in the general area indicate that known active, potentially active, or inactive faults are not located at the site. An active fault is defined by the California Geological Survey (CGS) as a fault showing evidence for activity within the last 11,000 years. The site is not located within a State of California Earthquake Fault Zone.

The site is not located on any known active, potentially active or inactive fault traces as defined by the CGS. A fault described as Potentially Active, Inactive, presumed inactive or activity unknown fault is located approximately 0.4 mile to the southeast of the project site. However, the project site does not possess a greater risk than that of the surrounding developments. Furthermore, seismic design of the proposed bridge would be evaluated in accordance with the 2019 California Building Code (CBC) guidelines or guidelines currently adopted by the City. Application of the latest seismic design requirements of the CBC would ensure that risks associated with faults would be less than significant.

ii) Strong seismic ground shaking?	☐	☐	☒	☐

According to the Geotechnical Investigation (GEOCON 2020), seven known active faults are located within a search radius of 50 miles from the property. The nearest known active faults are the Newport-Inglewood/Rose Canyon Fault system, located approximately 2 miles west of the site and is the dominant source of potential ground motion. Earthquakes that might occur on the Newport-Inglewood/Rose Canyon Fault Zone or other faults within the southern California and northern Baja California area are potential generators of significant ground motion at the site. The estimated deterministic maximum earthquake magnitude and peak ground acceleration for the Newport-Inglewood Fault are 7.5 and 0.51g, respectively. The estimated deterministic maximum earthquake magnitude and peak ground acceleration for the Rose Canyon Fault are 6.9 and 0.45g, respectively.

The project site could be subjected to moderate to severe ground shaking in the event of an earthquake along the Newport-Inglewood Fault, Rose Canyon Fault, Coronado Bank Fault, Palos Vedes Connected Fault, Elsinore Fault, Earthquake Valley Fault, Palos Verdes Fault or other faults in the southern California/northern Baja California region. However, the project site does not possess a greater risk than that of the surrounding developments. Furthermore, seismic design of the proposed bridge would be evaluated in accordance with the 2019 CBC guidelines or guidelines

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

currently adopted by the City. Thus, strong seismic ground shaking would be a less than significant impact.

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

Liquefaction typically occurs when a site is located in a zone with seismic activity, on-site soils are cohesionless/silt or clay with low plasticity, groundwater is encountered within 50 feet of the surface, and soil relative densities are less than about 70 percent. If the four previous criteria are met, a seismic event could result in a rapid pore-water pressure increase from the earthquake-generated ground accelerations. Seismically induced settlement is settlement that may occur whether the potential for liquefaction exists or not. Due to the absence of a near surface groundwater elevation and the dense to very dense nature of the existing compacted fill and formational materials, the potential for liquefaction occurring at the project site is considered negligible. Thus, impacts would be less than significant.

iv) Landslides?	☐	☐	☒	☐

According to the Geotechnical Investigation (GEOCON 2020), surficial erosion does occur on the relatively steep portions of the slopes. However, examination of aerial photographs, and review of published geologic maps of the site vicinity, determined that landslides are not present at the project site. Thus, impacts would be less than significant.

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

The project site contains existing slopes at inclinations steeper than approximately 0.75:1 (horizontal to vertical). Slope stability analyses for the existing and descending slopes indicate a calculated factor of safety of at least 1.5 under static conditions for both deep-seated and surficial failure. In order for the slopes to keep their appropriate engineering properties and to reduce erosion, the project would require proper maintenance and best management practices (BMPs). With inclusion of the measures described in the geotechnical report, significant soil erosion impacts would be less than significant.

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?	☐	☐	☒	☐

Refer to response V(a). Proper engineering design and utilization of standard construction practices including compliance with seismic design guidelines of the CBC would ensure that impacts in this category 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?	☐	☐	☒	☐

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

Fill soil on-site consists primarily of silty to clayey, fine- to medium-grained sand. The fill soil possesses a “very low” to “low” expansion potential (expansion index of 50 or less). Remedial grading of the previously placed fill may be required during the grading operations. However, the project would utilize proper engineering design and standard construction practices in accordance with the applicable California Building Code guidelines which would ensure impacts to people or structures associated with expansive soils would be reduced to an acceptable level of risk. Therefore, impacts would be less than significant.

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?	☐	☐	☐	☒

The project does not propose any septic tank or alternative wastewater disposal systems. No impacts would occur.

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

The potential for fossil remains at a location can be predicted through previous correlations that have been established between the fossil occurrence and the geologic formations within which they are buried. For this reason, knowledge of the geology of a particular area and the paleontological resource sensitivity of particular rock formations make it possible to predict where fossils will or will not be encountered.

The project site is located on the western portion of the coastal plain. Marine sedimentary units make up the geologic sequence encountered on the site and consist of Pleistocene-age Very Old Paralic Deposits (formerly known as the Lindavista Formation) and the Tertiary-aged Scripps Formation and Ardath Shale. As indicated in the City of San Diego General Plan PEIR (2007), the Lindavista Formation and the Scripps Formation are both have a high sensitivity threshold. The City's Significance Determination Threshold for a high sensitivity rating is grading greater than 1,000 cubic yards exported and cut of 10 feet or more in depth. While the project would require only minor surface grading for pedestrian paths, installation of steel piles to support the bridge will require disturbance into the high sensitivity Scripps Formation, which could disturb paleontological resources. The City’s LDC provides detailed development regulations related to grading and paleontological monitoring. SDMC Section 142.0151 requires paleontological resources monitoring in accordance with the General Grading Guidelines for Paleontological Resources (Appendix P in the Land Development Manual) for any of the following:

1. Grading that involves 1,000 cubic yards or greater, and 10 feet or greater in depth, in a High Resource Potential Geologic Deposit/Formation/Rock Unit; or

2. Grading that involves 2,000 cubic yards or greater, and 10 feet or greater in depth, in Moderate Resource Potential Geologic Deposit/Formation/Rock Unit; or

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

3. Grading on a fossil recovery site or within 100 feet of the mapped location of a fossil recovery site.

If paleontological resources, as defined in the General Grading Guidelines for Paleontological Resources, are discovered during grading, notwithstanding Section 142.0151(a), all grading in the area of discovery shall cease until a qualified paleontological monitor has observed the discovery, and the discovery has been recovered in accordance with the General Grading Guidelines for Paleontological Resources. Through compliance with the LDC, impacts to paleontological resources would be less than significant.

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?	☐	☐	☒	☐

In December 2015, the City adopted a Climate Action Plan (CAP) that outlines the actions that the City will undertake to achieve its proportional share of state greenhouse gas (GHG) emissions reductions. A CAP Consistency Checklist was adopted on July 12, 2016 and subsequently revised in June 2017. The purpose of the CAP Consistency Checklist is to, in conjunction with the CAP, provide a streamlined review process for proposed new development projects that are subject to discretionary review and trigger environmental review pursuant to CEQA.

Analysis of GHG emissions and potential climate change impacts from new development is required under CEQA. 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) and 15130(b), a project's incremental contribution to GHG emissions may be determined not to be cumulatively considerable if it complies with the requirements of the CAP.

The CAP Consistency 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 through the use of the CAP Consistency Checklist may rely on the CAP for the cumulative impacts analysis of GHG emissions. Cumulative GHG impacts would be significant for any project that is not consistent with the CAP.

A CAP Consistency Checklist was prepared for the project (Appendix E). As detailed in the project-specific CAP Consistency Checklist, the project is consistent with the existing General Plan land use and zoning designations and would be consistent with applicable strategies of the CAP. The CAP Consistency Checklist demonstrates that the project would be consistent with the City CAP. Therefore, the project's contribution of GHGs to cumulative statewide emissions would be less than cumulatively considerable and the project's direct and cumulative GHG emissions would have a less than significant impact.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with the City's Climate Action Plan or another applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Refer to VIII(a).

IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:

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

Project operation is not anticipated to require routine or continued transportation, use, or disposal of hazardous materials. Project construction may require the use of common hazardous materials (fuels, lubricants, solvents, etc.), which would require proper storage, handling, use and disposal.

There are adequate regulations in place to protect public safety, including the Clean Air Act, Clean Water Act, Comprehensive Environmental Response, Compensation and Liability Act, and the Toxic Substances Control Act. The project would comply with all applicable hazardous materials regulations during project construction and operation, resulting in a less than significant impact.

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?	☐	☐	☒	☐

Project operation is not anticipated to require transportation, use, or disposal of hazardous materials. The project involves typical construction activities, which may involve the use of lubricating oils, paints, solvents, and other materials. Project activities would be completed in compliance with regulations, including the proper use, transport, and disposal of hazardous materials. Compliance with existing regulations would ensure impacts due to hazardous material 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?	☐	☐	☐	☒

There are no schools within 0.25 mile of the proposed site. In addition, the project construction and operation are not anticipated to result in the emission of hazardous materials that would affect residents and businesses. The project would be required to comply with all applicable federal, state, and local laws and regulations. There would be no impact.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒

According to the California Department of Toxic Substances Control EnviroStor Database (2020), the project site does not contain any sites listed that contain hazardous materials that have been compiled pursuant to Government Code Section 65962.5. Thus, no impacts would occur.

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 or excessive noise for people residing or working in the project area?	☐	☐	☒	☐

The project site lies approximately five miles northwest of MCAS Miramar. The MCAS Miramar Airport Land Use Compatibility Plan (ALUCP) identifies safety zones and aircraft noise contours (San Diego Airport Land Use Commission 2011). The project site is not located within the aircraft noise contours. The project site is within the Accident Potential Zone II (APZ II), which is an area with land use restrictions due to increased potential for aircraft accidents. Land use policies from the MCAS Miramar ALUCP prohibit residential development in excess of 2.0 dwelling units per acre, non-residential development that would result in a density in excess of 50 people per acre, or other specified uses.

The project would involve construction of a pedestrian bridge; the project would not result in construction of new structures that could house additional employees or residents. As the project is outside the aircraft noise contours, it would not result in excessive noise for people residing or working in the project area. As the project would not increase land use density or propose uses inconsistent with land use policies form the MCAS Miramar ALUCP, it would not result in a safety hazard for people residing or working in the project area. Impacts would be less than significant.

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

The project would involve construction of a pedestrian bridge as a transportation linkage. Project operation would support increased circulation and access. During construction, the project would introduce temporary construction activities within the project vicinity; however, construction is not anticipated to require roadway closures or otherwise impede circulation. Thus, impacts in regards to emergency response plans or emergency evacuation plans would be less than significant.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

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

According to the City's Very High Fire Hazard Severity Zone Map, the project is located in a Very High Fire Severity Zone (City of San Diego 2009). The proposed pedestrian bridge would be required to follow guidelines and standards of the SDMC and CBC including use of fire-resistant building materials. The project would involve construction of a pedestrian bridge as a transportation linkage; the project would not result in additional land use development and, therefore, would not increase demand for fire-rescue resources. Project operation is not anticipated to result in additional ignition sources. Therefore, wildland fire hazard impacts from project operation would be less than significant.

X. HYDROLOGY AND WATER QUALITY - Would the project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐

Construction BMPs would include perimeter silt fences and designated and contained storage areas for materials and waste. Implementation of BMPs during construction would minimize potential impacts to water quality. As part of the project, the construction contractor would monitor and maintain the water quality BMPs, including conducting routine inspections of disturbed areas to ensure that the BMPs remain intact and effective. Accordingly, impacts would be less than significant with regard to water quality standards and waste discharge requirements.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒

The project would not involve groundwater wells or pumping. The project would not substantially increase the impervious surface area, as only the bridge abutments would constitute additional impervious area. As a result, the project would not interfere with groundwater recharge. Thus, the project would have no impact to groundwater.

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

As stated previously, the project would implement BMPs, as identified in the City of San Diego Storm Water Standards, that are intended to conserve natural areas and minimize impervious cover to maintain or reduce increases in peak flow velocities from the project site. During construction, linear sediment controls such as silt fencing, gravel bag barriers, fiber rolls, and/or compost socks/berms would be installed as needed to prevent runoff or sedimentation into the drainage.

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

The bridge would be suspended over open space between two foundations, one above the northern slope and one above the southern slope of the canyon. Project grading area is anticipated to be limited to 2,264 square feet (0.05 acre), including minor grading surrounding each of the two foundations. All temporary disturbance areas would be revegetated to reestablish plantings and ensure protection from erosion and siltation. Drainage patterns would not be altered; runoff from both slopes would drain into the canyon in the same patterns as the existing condition. As the project would not alter the drainage pattern and would reestablish any disturbed areas with new plantings consistent with the City's landscape standards, it would not result in substantial erosion or siltation. Impacts would be less than significant.

ii) substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	☐	☐	☒	☐

Refer to XI(c.i). The project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding. Impacts would be less than significant.

iii) 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?	☐	☐	☐	☒

Refer to XI(c.i). Project site runoff currently flows into the canyon and drainage patters and volumes of runoff would not change after project implementation. No new sources of polluted runoff have been identified that would increase flows into downstream stormwater drainage systems. No impacts would occur.

iv) impede or redirect flood flows?	☐	☐	☐	☒

Refer to XI(c.i). The project site is not within a designated Federal Emergency Management Agency (FEMA) Floodplain or Floodway by the FEMA Flood Insurance Rate Map for San Diego County, California, and Incorporated Areas (FEMA 2012). The project would not impede or redirect flows. No impacts would occur.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒

The project site is not within a designated FEMA Floodplain or Floodway by the FEMA Flood Insurance Rate Map for San Diego County, California, and Incorporated Areas (FEMA 2012). Therefore, the project would not risk release of pollutants due to flood inundation.

A tsunami is a series of long-period waves generated in the ocean by a sudden displacement of large volumes of water. Causes of tsunamis include underwater earthquakes, volcanic eruptions, or offshore slope failures. The project site is located approximately 0.9 mile from the Pacific Ocean and

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

the lowest project site foundation is approximately 340 feet above mean sea level. Therefore, the project would not risk release of pollutants due to tsunami inundation.

A seiche is a run-up of water within a lake or embayment triggered by fault- or landslide-induced ground displacement. The property is not located adjacent to a body of water. Therefore, the project would not risk release of pollutants due to seiche inundation. No impacts would occur.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

The project site is within the Water Quality Control Plan for the San Diego Basin (9) which was adopted by the California Regional Water Quality Control Board in September 1994 and updated in May 2016. The project would implement construction and post-construction BMPs in compliance with the City Storm Water Manual and Regional Water Quality Control Board regulations. Typical construction BMPs are anticipated to include silt fencing, gravel bag barriers, street sweeping, solid waste management, stabilized construction entrance/exits, water conservation practices, and spill prevention and control. Implementation of these BMPs, along with regulatory compliance, would preclude any violations of applicable standards and discharge regulations. Therefore, the project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, and impacts would be less than significant.

XI. LAND USE AND PLANNING – Would the project:

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

The project consists of the construction of a 164-foot-long pedestrian bridge over a finger canyon providing access between the Spectrum research and development buildings. The project would not physically divide an established community and no impact would occur.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

The project consists of the construction of a 164-foot-long pedestrian bridge over a finger canyon, providing access between the Spectrum research and development buildings (see Figures 5 and 6). The project is consistent with General Design guidelines as outlined in the University Community Plan and requirements of the Coastal Zone overlay. The Community Plan recognizes the Torrey Pines subarea as an attribute, with transportation and open space linkages providing community cohesiveness. As previously discussed, construction of a pedestrian bridge would further enhance the connectivity between development areas consistent with goals for the subarea. Project consistency with the City's LDC and ESL regulations as detailed in Section IV. Biological Resources, ensure consistency with the City's LCP and Coastal Act Policies Further, the project site is consistent with the Industrial Park (IP-1-1) zone and surrounding open space and industrial uses such as research and development buildings. Thus, the proposed project would not cause a significant

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

environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Project impacts would be less than significant.

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?	☐	☐	☐	☒

A small portion of the project site spans an open space easement where no construction or development is allowed. Additionally, the areas surrounding the project site are currently developed with research and development facilities. Therefore, the project site would not be suitable for a mining operation and no impacts would occur.

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?	☐	☐	☐	☒

Refer to XII(a).

XIII. NOISE – Would the project result in:

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐

Applicable standards include noise/land use compatibility guidelines established in the City of San Diego General Plan as well as construction and operational standards established in the City's Noise Abatement and Control Ordinance.

Construction Noise

Pursuant to SDMC Section 59.5.0404 of the Noise Abatement and Control Ordinance, construction must be limited to between the hours of 7:00 a.m. and 7:00 p.m. and noise levels may not exceed a 12-hour equivalent noise level ($L_{eq(12h)}$) of 75 A-weighted decibels [dB(A)] at or beyond the property line of a residentially zoned property.

Project construction noise would be generated by diesel engine-driven construction equipment used for site preparation and grading, removal of existing structures and pavement, loading, unloading, and placing materials and paving. As discussed, the analysis assumes project construction would require the use of a crane, welders, drills, and a tractor/loader/backhoe. Maximum noise levels from this equipment range from 80 to 84 dB(A) L_{eq} (average sound level) at 50 feet (Federal Highway Administration [FHWA] 2006). During construction activities, equipment moves to different locations and goes through varying load cycles, and there are breaks for the operators and for

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

non-equipment tasks, such as measurement. Although maximum noise levels may be 80 to 84 dB(A) at a distance of 50 feet during most construction activities, hourly average noise levels would be lower when taking into account the equipment usage factors. As a result, typical hourly average noise levels from the construction would be 80 dB(A) L_{eq} at 50 feet from the center of construction activity when assessing a crane, drill, and front end loader working simultaneously.

The project would not include nighttime construction; consistent with Noise Abatement and Control Ordinance construction would be limited to between the hours of 7:00 a.m. and 7:00 p.m.

Noise from a localized source radiates uniformly outward as it travels away from the source in a spherical pattern, known as geometric spreading. The noise level decreases or drops off at a rate of 6 dB(A) for each doubling of the distance. A noise level of 80 dB(A) L_{eq} would attenuate to 75 dB(A) L_{eq} at approximately 85 feet. The center of construction activity would be more than 85 feet from the project area boundary, therefore, noise levels are not anticipated to exceed 75 dB(A) L_{eq} beyond the project area boundary. The nearest residentially zoned property is located at 10820 North Torrey Pines Road, approximately 900 feet west of the project site. Due to the distance between the project site and the nearest residentially zoned property construction noise is anticipated to attenuate to well below 75 dB(A) L_{eq} at the property line of all residentially zoned properties. Construction noise impacts would be less than significant. No other sensitive receptors are located near the project site.

Operational Noise

Section 59.5.0401 of the Noise Abatement and Control Ordinance establishes noise level limits for stationary sources. The project site is in an area zoned Industrial Park (IP-1-1) and is surrounded by industrial uses such as research and development buildings. The applicable noise level limit for industrial uses is 75 dB(A) L_{eq}.

The project would include construction of a pedestrian bridge over a finger canyon. Project operation is not anticipated to include any stationary sources of noise. No operational noise impacts would occur.

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

Construction activities would have the potential to result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The effects of ground vibration may be imperceptible at the lowest levels, low rumbling sounds and detectable vibrations at moderate levels, and damage to nearby structures at the highest levels. Vibration perception would occur at structures, as people do not perceive vibrations without vibrating structures.

Human reaction to vibration is dependent on the environment the receiver is in as well as individual sensitivity. For example, vibration outdoors is rarely noticeable and generally not considered annoying. Typically, humans must be inside a structure for vibrations to become noticeable and/or annoying. Based on several federal studies, the threshold of perception is 0.035 inch per second (in/sec) peak particle velocity (PPV), with 0.24 in/sec PPV being a distinctly perceptible (California

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

Department of Transportation [Caltrans] 2013). Neither cosmetic nor structural damage of buildings occurs at levels below 0.1 in/sec PPV.

Construction equipment could include cranes, welders, drills, tractors/loaders/backhoes as well as loaded trucks. Drilling activities have the greatest potential to result in groundborne vibration. Vibration levels from drilling activities are 0.089 in/sec PPV at 25 feet. The structures closest to the bridge abutments where drilling would occur are located approximately 50 feet from the northern abutment and 110 feet from the southern abutment. Vibration levels from drilling activities would attenuate to 0.042 in/sec PPV at 50 feet and 0.017 in/sec PPV at 110 feet. This range of construction vibration levels would be below the distinctly perceptible threshold of 0.24 in/sec PPV and below the cosmetic and structural damage of buildings threshold of 0.1 in/sec PPV. Therefore, project construction would not generate excessive groundborne vibration or groundborne noise levels, and impacts would be less than significant.

No substantial sources of ground-borne vibration would be associated with operation of the project. Operation of the project is not anticipated to result in substantial human annoyance or structural damage. Operation-related vibration impacts would be less than significant.

c) For a project located within the vicinity of a private airstrip or 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?	☐	☐	☒	☐

The project site lies approximately five miles northwest of MCAS Miramar. The MCAS Miramar ALUCP identifies aircraft noise contours (San Diego Airport Land Use Commission 2011). The project site is not located within the aircraft noise contours. Therefore, the project would not expose people residing or working in the area to excessive noise levels. Impacts would be less than significant.

XIV. POPULATION AND HOUSING – Would the project:

a) Induce substantial unplanned 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)?	☐	☐	☐	☒

The project consists of the construction of a 164-foot-long pedestrian bridge over a finger canyon, providing access between Spectrum research and development buildings. The project would not substantially increase housing or population growth in the area because the project would not result in any new housing or businesses. No roadway improvements are proposed as part of the project that could indirectly induce growth. No impacts would occur.

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

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

The project consists of the construction of a 164-foot-long pedestrian bridge over a finger canyon, providing foot access between the Spectrum research and development buildings. As such, the project would not displace substantial numbers of people and would, therefore, not require the construction of replacement housing elsewhere. No impact 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 not affect the City's existing ability to provide fire protection services because the project would consist of constructing a pedestrian bridge. Implementing the project would not result in a significant increase in demand for fire services, and no fire station expansion or new fire station would be required. No physical impacts associated with the provision of fire service facilities would occur as a result of project implementation; as a result no impacts would occur.

ii) Police protection ☐ ☐ ☐ ☒

The project would not affect existing levels of police services because the project would consist of constructing a pedestrian bridge. Implementing the project would not result in a significant increase in demand for police services, and no police station expansion or new police station would be required. No physical impacts associated with the provision of police service facilities would occur as a result of project implementation. No impacts in relation to police protection would occur.

iii) Schools ☐ ☐ ☐ ☒

The project does not propose housing nor would it alter any such facilities. Implementing the project would not result in any student generation, and would not result in a need for new or improved schools. No physical impacts associated with the provision of school facilities would occur as a result of project implementation. No impact would result.

iv) Parks ☐ ☐ ☐ ☒

The project does not propose housing, but rather constructing a pedestrian bridge. The project would not significantly increase the demand on existing neighborhood or regional parks or other recreational facilities over which presently exist. Therefore, the project would not result in an increase demand for parks or other off-site recreational facilities. No impacts related to parks would occur.

v) Other public facilities ☐ ☐ ☐ ☒

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

The project would not adversely affect existing levels of public facilities and would not require the construction or expansion of an existing government facility. No impact would occur associated with the construction of other public facilities, as none would be required.

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?	☐	☐	☐	☒

As noted in XV(a)(iv), the project would not result in a need for additional park facilities. No impact would occur.

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?	☐	☐	☐	☒

See XVI(a). No impacts related to recreational facilities would occur.

XVII. TRANSPORTATION – Would the project?

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒

The project would construct a pedestrian bridge providing connectivity between buildings that are part of the Spectrum research and development campus. The pedestrian bridge would support City goals and policies of the Mobility Element and the Climate Action Plan that encourage increased pedestrian connections. The pedestrian bridge would facilitate pedestrian trips by employees, supporting multi-modal opportunities in the area. The project would not result in design measures that would conflict with existing policies, plan, or programs supporting alternative transportation. No impacts would result.

b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐

On September 27, 2013, Governor Edmund G. Brown, Jr. signed Senate Bill 743 into law, starting a process that fundamentally changes the way transportation impact analysis is conducted under CEQA. Related revisions to the State's CEQA Guidelines include elimination of auto delay, level of service (LOS), and similar measurements of vehicular roadway capacity and traffic congestion as the basis for determining significant impacts.

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

In December 2018, the California Resources Agency certified and adopted revised CEQA Guidelines, including new section 15064.3. Under the new section, VMT, which includes the amount and distance of automobile traffic attributable to a project, is identified as the "most appropriate measure of transportation impacts." As of July 1, 2020, all CEQA lead agencies must analyze a project's transportation impacts using VMT.

The City of San Diego Transportation Study Manual (TSM) dated September 29, 2020 is consistent with the CEQA Guidelines and utilizes VMT as a metric for evaluating transportation-related impacts. Based on these guidelines, all projects shall go through a screening process to determine the level of transportation analysis that is required.

The project would construct a pedestrian bridge as a transportation linkage and would therefore only result in construction trips. A "Small Project" is defined as a project generating less than 300 daily unadjusted driveway trips using the City of San Diego trip generation rates/procedures.

Based upon the screening criteria identified above, the project qualifies as a "Small Project" and is screened out from further VMT analysis. Therefore, based on the City of San Diego TSM screening criteria, the project would have a less than significant impact related to VMT generation.

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

The proposed pedestrian bridge would not increase any hazards to surrounding roadways as the bridge would function as a pedestrian pathway and would not conflict with any surrounding roadways. As such, the project would not create any hazards or incompatible uses. No impact would occur.

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

The project would involve construction of a pedestrian bridge. Project operation would support increased pedestrian circulation and access between research and development buildings which would not affect emergency access as it would not increase the area employee population or modify emergency access routes. During construction, the project would introduce temporary construction activities within the project vicinity; however, construction is not anticipated to require roadway closures or otherwise impede circulation. Thus, impacts in regards to inadequate emergency access would be less than significant.

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	☐	☒	☐	☐

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
historical resources as defined in Public Resources Code section 5020.1(k), or				

As detailed in Section V(a) and (b), the project has the potential to adversely affect historical resources as defined under CEQA and City Guidelines. While the possibility of significant historical resources being present within the project area is low, archaeological and Native American monitoring will be required as detailed in the project's MMRP. Implementation of archaeological and Native American monitoring during construction would reduce impacts related to historical resources (archaeology) to below a level of significance.

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

Tribal Cultural Resources include sites, features, places, cultural landscapes, and sacred places or objects that have cultural value or significance to a Native American Tribe. Tribal Cultural Resources include "non-unique archaeological resources" that, instead of being important for "scientific" value as a resource, can also be significant because of the sacred and/or cultural tribal value of the resource. Tribal representatives are considered experts appropriate for providing substantial evidence regarding the locations, types, and significance of tribal cultural resources within their traditionally and cultural affiliated geographic area (PRC § 21080.3.1(a)).

A letter was sent on April 24, 2020 to the NAHC requesting them to search their Sacred Lands Files to identify spiritually significant and/or sacred sites or traditional use areas in the proposed project vicinity. The NAHC indicated that their search of the Sacred Lands File is positive for cultural resources in the vicinity of the project. The NAHC recommended contacting the Iipay Nation of Santa Ysabel and the Viejas Band of Kumeyaay Indians for more information. RECON sent emails to both recommended contacts on May 4, 2020. Viejas responded on May 4, 2020 and indicated that the project site has cultural significance to Viejas and they requested a Kumeyaay cultural monitor be present during ground-disturbing activities. Because there is a potential for the construction of the project to impact buried and unknown Tribal Cultural Resources due to cultural resources in the vicinity of the project, archaeological and Native American monitoring is included in the MMRP.

Mitigation in the form of archaeological and Native American monitoring would reduce all impacts to Tribal Cultural Resources to below a level of significance. See Section V and the MMRP for further details.

XIX. UTILITIES/SERVICE SYSTEMS – Would the project:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or	☐	☐	☒	☐

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
telecommunications facilities, the construction or relocation of which could cause significant environmental effects?				

As the project would consist of a pedestrian bridge, the project would not result in potable water demand, wastewater generation, natural gas consumption, or telecommunications use. Minimal electricity use would be associated with project lighting. The project would not result in the construction or relocation of utilities. Impacts would be less than significant.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒

As the project would consist of a pedestrian bridge, the project would not result in additional potable water demand. Therefore, the project would not affect water supplies. No impacts would occur.

c) 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?	☐	☐	☐	☒

As the project would consist of a pedestrian bridge, the project would not result in additional wastewater generation. Therefore, the project would not affect wastewater treatment capacity. No impacts would occur.

d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐

The applicable standards related to solid waste disposal include: Assembly Bill (AB) 341, which sets a policy goal of 75 percent waste diversion by the year 2020 and the Construction and Demolition (C&D) Debris Deposit Ordinance requires that the majority of construction, demolition, and remodeling projects requiring building, combination, or demolition permits pay a refundable C&D Debris Recycling Deposit and divert at least 65 percent of their waste by recycling, reusing, or donating reusable materials.

The project would comply with any City of San Diego C&D Debris requirements for diversion of construction waste. As the project would consist of a pedestrian bridge, project operation would not result in solid waste generation. Impacts would be less than significant.

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

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

Refer to Section XIX(d). Impacts would be less than significant.

XX. WILDFIRE – If located in or near state responsibility areas or land classified s very high fire hazard severity zones, would the project:

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

The project would involve construction of a pedestrian bridge as a transportation linkage. Project operation would support increased circulation and access between the Spectrum research and development campus. During construction, the project would introduce temporary construction activities within the project vicinity; however, construction is not anticipated to require roadway closures or otherwise impede circulation. Thus, impacts in regard to emergency response plans or emergency evacuation plans would be less than significant.

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 a wildfire?	☐	☐	☒	☐

The project would involve construction of a pedestrian bridge. The project would not result in additional land use development that would increase or exacerbate wildfire risk. While the pedestrian bridge would be located over an urban canyon with high fire risk, pedestrian use of the bridge is not anticipated to exacerbate fire risks. 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 would not require the installation or maintenance of infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. As a result, no impacts would occur.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

As discussed in Section IX(g), the project site is located in a Very High Fire Hazard Severity Zone. The project would not result in any impacts associated with landslides or flooding, change drainage patterns, or increase run-off. Therefore, the project would not expose people or structures to significant risks due to downslope or downstream flooding that could occur post fire event. Additionally, consistent with Chapter 7 of the California Building Code, the proposed pedestrian

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

bridge would be constructed using fire resistant building materials. Impacts would be less than significant.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE – Does the project:

a) Have the potential to substantially 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, substantially 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?	☐	☒	☐	☐

This analysis has determined that the proposed project could have significant impacts to sensitive Cultural Resources and Tribal Cultural Resources. As such, mitigation measures included in this document have been identified that would reduce these potential impacts to a less than significant level.

b) 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)?	☐	☐	☒	☐

Based on the project's lack of operational GHG emissions and consistency with the CAP, cumulatively considerable environmental impacts relative to GHG emissions would be avoided. In addition, the project would not contribute to cumulative traffic impacts since the project would not generate any operational trips and is below the City's screening criteria for requiring a VMT analysis, as discussed in Section XVII. Transportation. The only potentially significant impacts identified were to historical and tribal cultural resources, which would be fully mitigated through the requirement for archaeological and Native American monitoring. Therefore, cumulative impacts resulting from the project would be less than significant.

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

The project would not result in any substantial adverse direct or indirect impacts to human beings. With adherence to applicable codes and regulations, potential direct or indirect impacts on humans resulting from the proposed project would be less than significant.

INITIAL STUDY CHECKLIST

REFERENCES

_x_ City of San Diego. 1989. Environmental Impact Report; La Jolla Pines Technology Center. EQC No. 88-0244. September 18.

_x_ City of San Diego. 1992. La Jolla Pines Technology Centre Subdivision Map No. 12960. Recorder File No. 92-509036, TM 88-0244. August 12.

I. Aesthetics

_x_ City of San Diego General Plan

_x_ City of San Diego General Plan Final PEIR 2007

II. Agriculture and Forestry Resources

_x_ City of San Diego General Plan

III. Air Quality

_x_ California Clean Air Act Guidelines (Indirect Source Control Programs) 1990

_x_ Regional Air Quality Strategies (RAQS) - APCD

IV. Biological Resources

___ 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

_x_ City of San Diego, Significance Determination Guidelines Under the California Environmental Quality Act. Planning and Development Review, Land Development Review Division, Environmental Analysis Section, July 2016

_x_ City of San Diego, Land Development Code Biology Guidelines, 2018

_x_ Site Specific Report: Biological Resources Report, RECON Environmental, Inc. September 24, 2021

V. Cultural Resources (includes Historical Resources)

___ City of San Diego Historical Resources Guidelines

___ City of San Diego Archaeology Library

___ Historical Resources Board List

___ Community Historical Survey:

_x_ Site Specific Report: Cultural Resources Survey, RECON Environmental, Inc. January 22, 2021

VI. Energy

____ Site Specific Report:

VII. 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

_x_ Site Specific Report: Geotechnical Investigation, GEOCON Incorporated, 2021

VIII. Greenhouse Gas Emissions

_x_ Site Specific Report: City of San Diego Climate Action Plan Consistency Checklist

IX. 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

___ Airport Land Use Compatibility Plan

_x_ Site Specific Report:

Airport Land Use Commission, San Diego County, MCAS Miramar Airport Land Use Compatibility Plan, Adopted October 2008, Amended December 2010 and November 2011.

San Diego, City of. Fire-Rescue Department. 2009. https://www.sandiego.gov/fire/services/brush/severityzones

X. Hydrology/Water Quality

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

___ Clean Water Act Section 303(b) list, http://www.swrcb.ca.gov/tmdl/303d_lists.html

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

___ Site Specific Report:

XI. Land Use/Planning

_x_ City of San Diego General Plan

_x_ Community Plan: University Community Plan

___ Airport Land Use Compatibility Plan

_x_ City of San Diego Zoning Maps

___ FAA Determination

___ Other Plans:

XII. Mineral Resources

___ California Department of Conservation - Division of Mines and Geology, Mineral Land Classification

___ Division of Mines and Geology, Special Report 153 - Significant Resources Maps

___ Site Specific Report:

XIII. Noise

_X_ 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

_x_ Site Specific Report:

Airport Land Use Commission, San Diego County, MCAS Miramar Airport Land Use Compatibility Plan, Adopted October 2008, Amended December 2010 and November 2011.

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XIV. Population/Housing

___ City of San Diego General Plan

___ Community Plan

___ Series 11/Series 12 Population Forecasts, SANDAG

___ Other:

XV. Public Services

_x_ City of San Diego General Plan

___ Community Plan

XVI. Recreation

_x_ City of San Diego General Plan

___ Community Plan

___ Department of Park and Recreation

___ City of San Diego - San Diego Regional Bicycling Map

___ Additional Resources:

XVII. Transportation

___ 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

_x_ Site Specific Report:

California Department of Transportation (Caltrans) Transportation and Construction Vibration Guidance Manual, September 2013

XVIII. Tribal Cultural Resources

___ Site Specific Report: Cultural Resources Survey, RECON Environmental, Inc. January 22, 2021

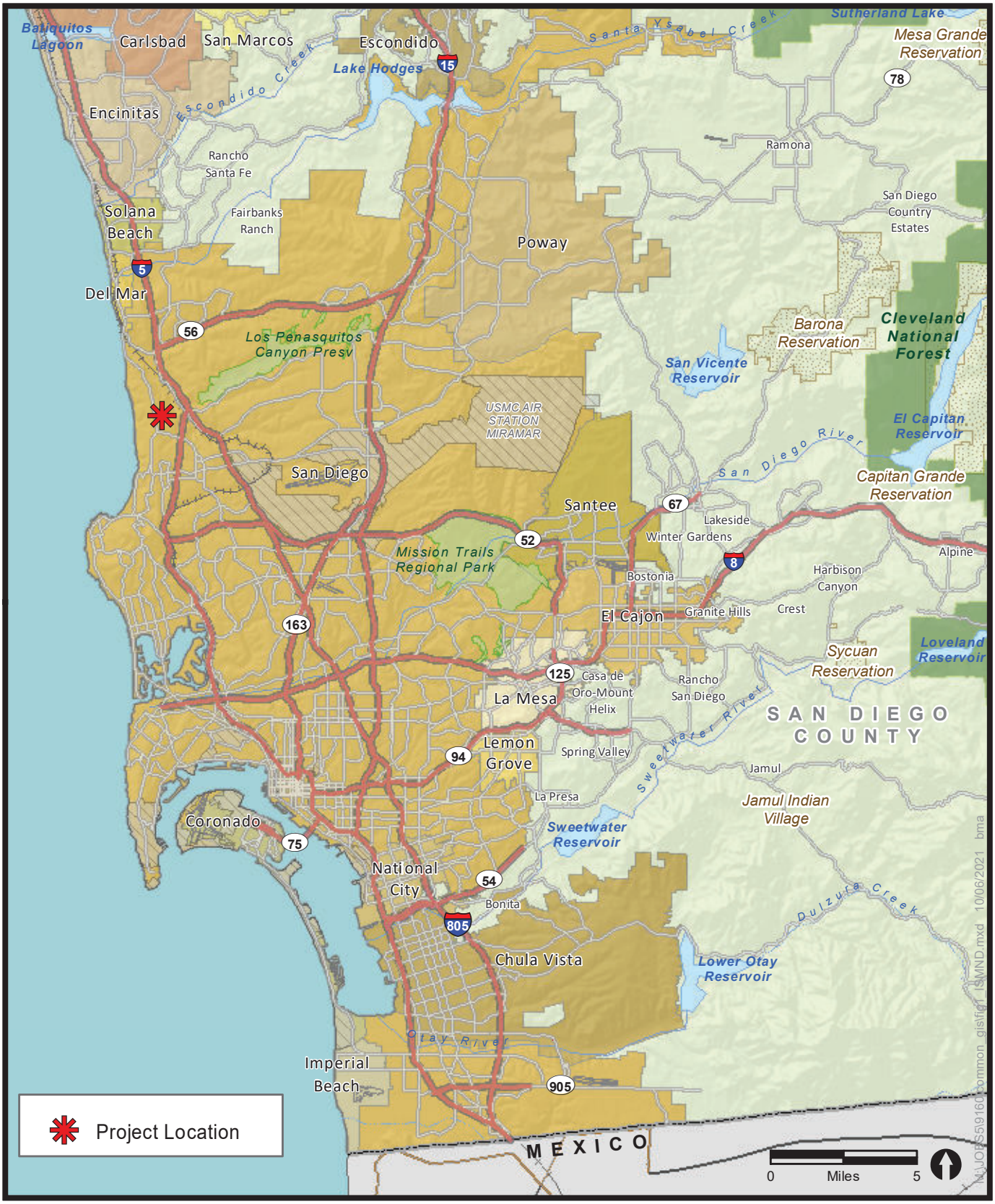
XIX. Utilities/Service Systems

___ Site Specific Report:

XX. Wildfire

_x_ Site Specific Report:

City of San Diego, Fire-Rescue Department, 2009, https://www.sandiego.gov/fire/services/brush/severityzones.



Regional Location

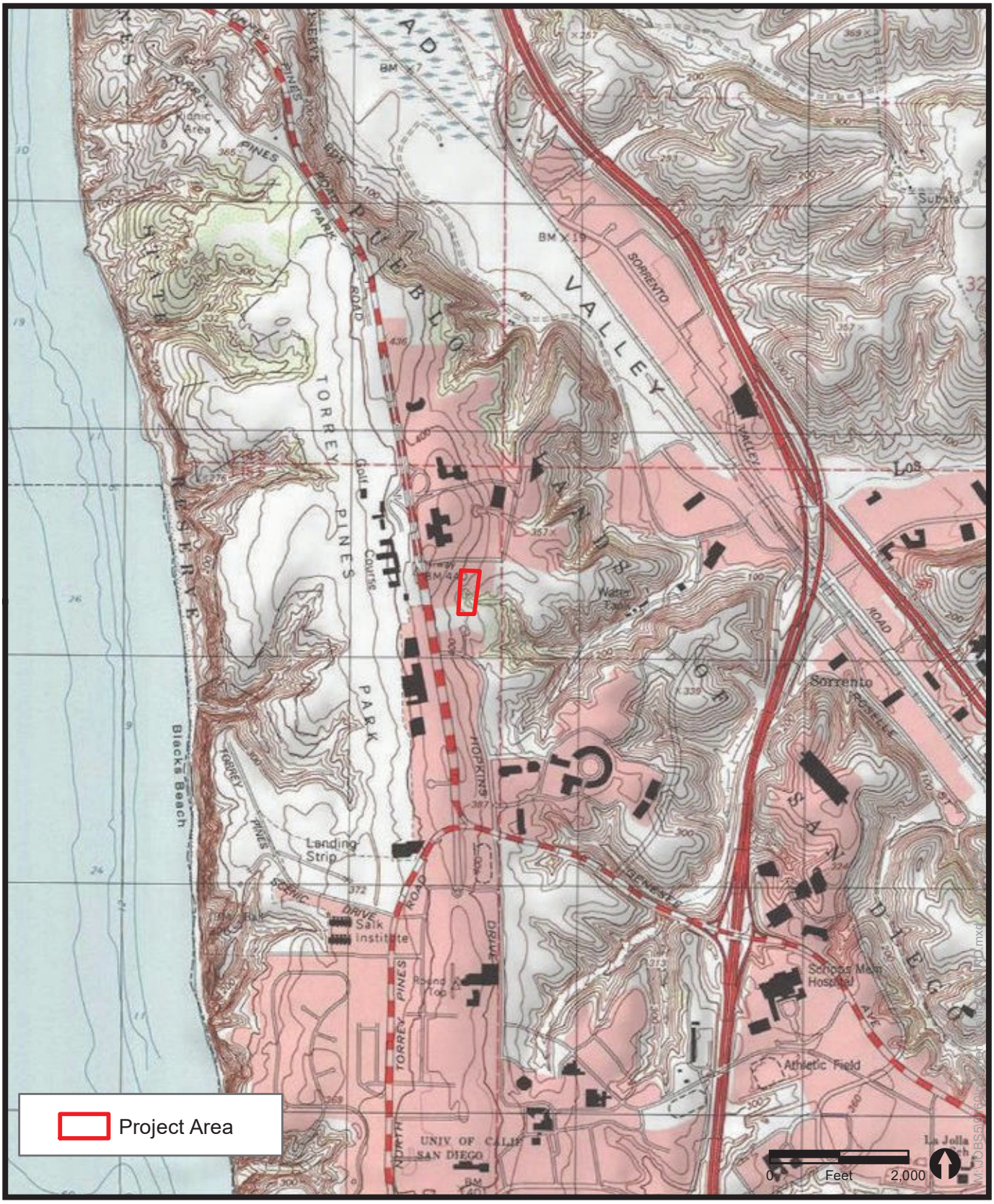
Spectrum Bridge/Project No. 659148

City of San Diego – Development Services Department

FIGURE

No. 1

Map Source: USGS 7.5 minute topographic map series, Del Mar quadrangle, 1994, Pueblo Lands of San Diego Land Grant



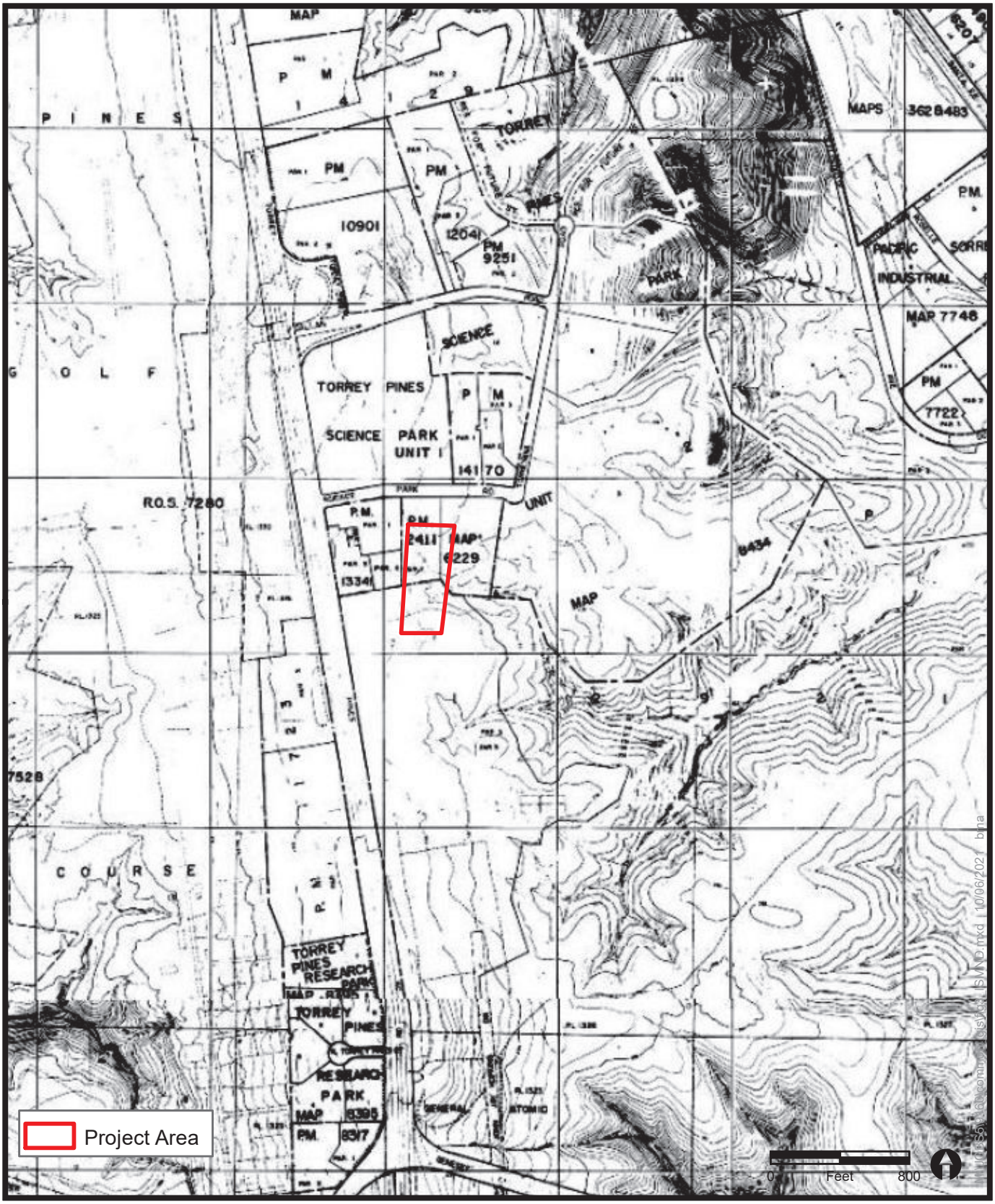
Project Location on USGS Map

Spectrum Bridge/Project No. 659148

City of San Diego – Development Services Department

FIGURE No. 2

Map Source: City of San Diego, Engineering and Development Department, City 800' Maps, Number 266-1689

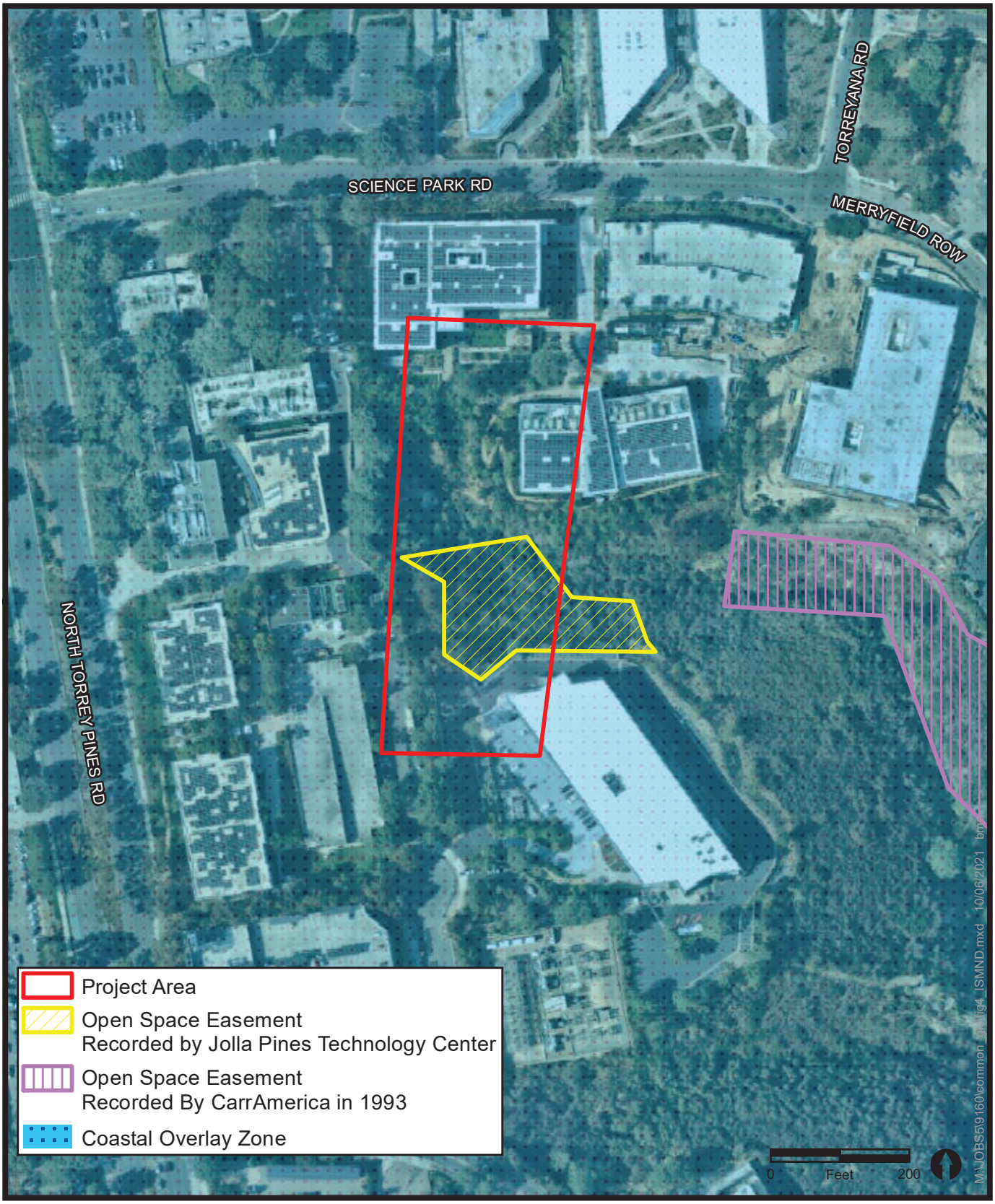


Project Location on City 800' Map

Spectrum Bridge/Project No. 659148

City of San Diego – Development Services Department

FIGURE No. 3



Project Location on Aerial Photograph

Spectrum Bridge/Project No. 659148

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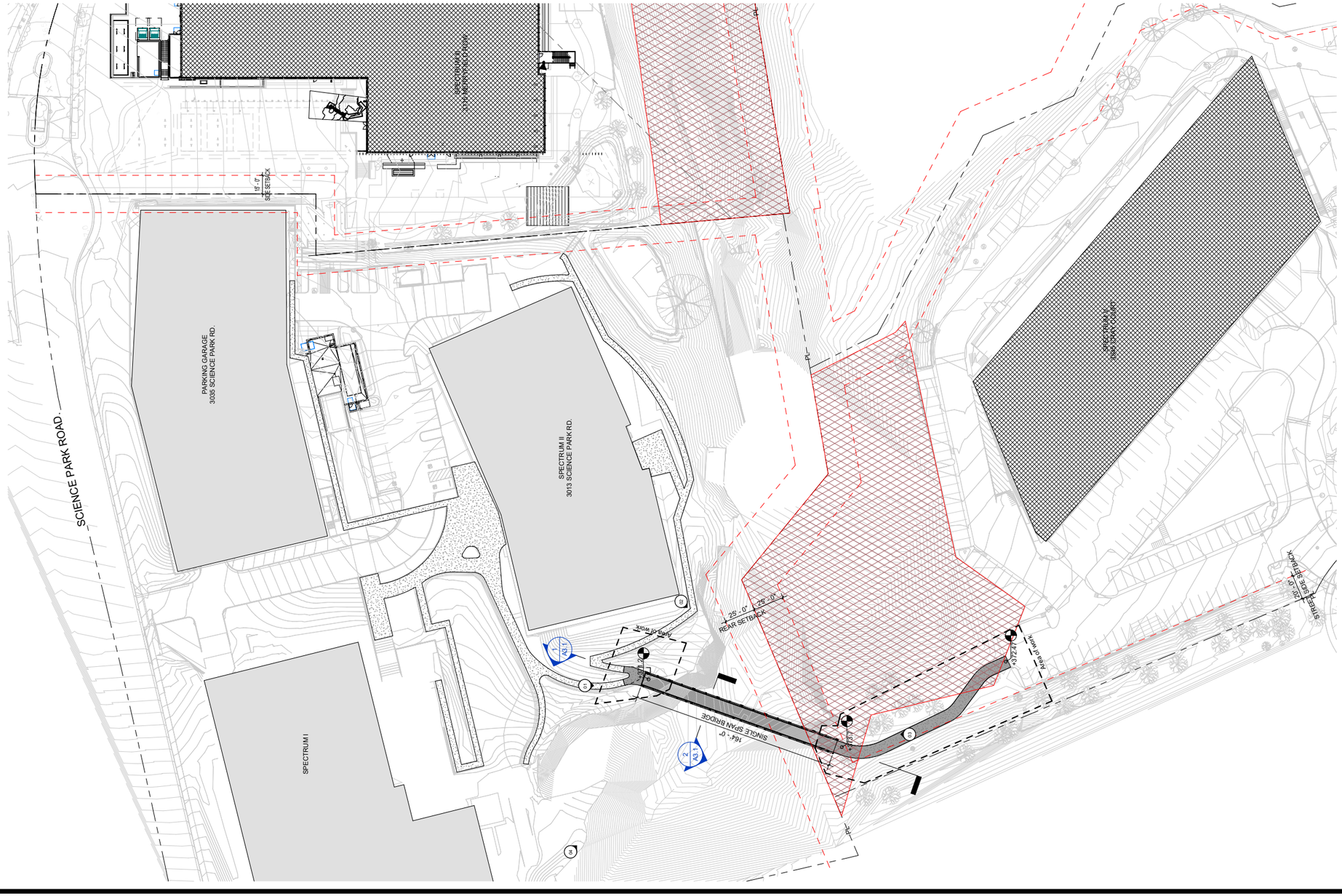
FIGURE

No. 4



Floor Plan

Spectrum Bridge/Project No. 659148

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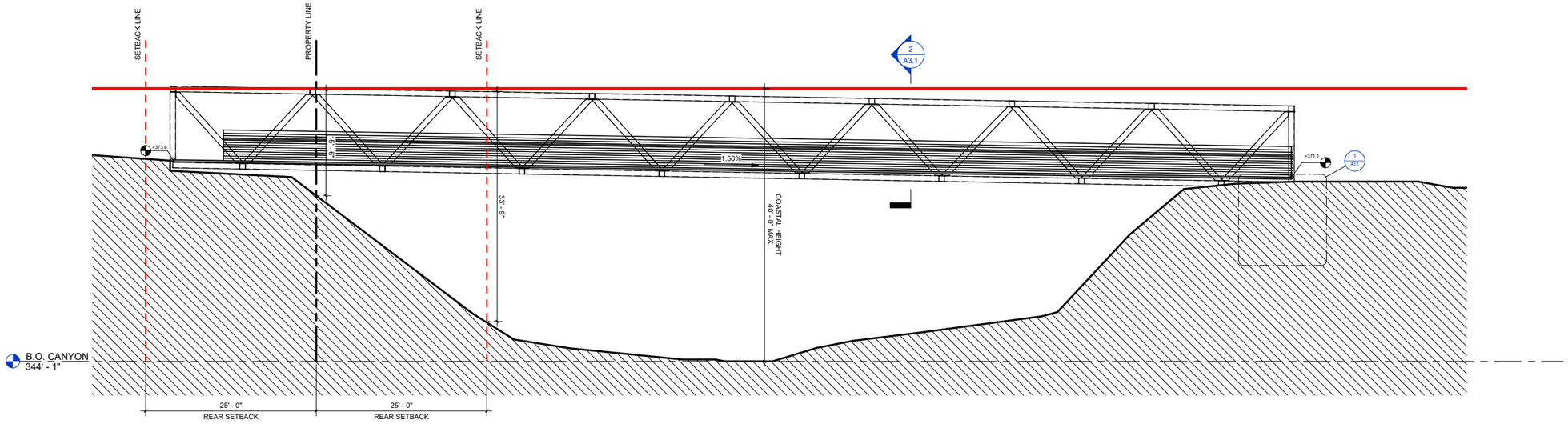
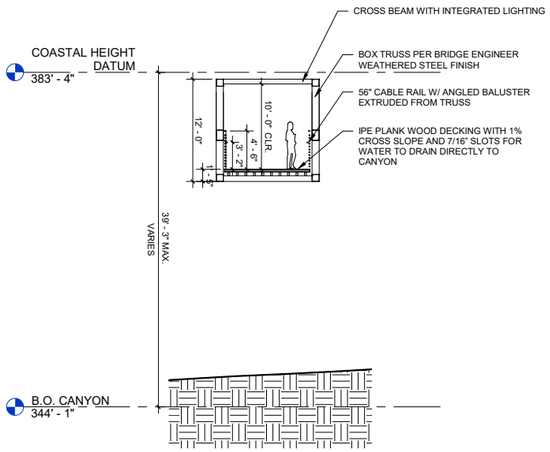
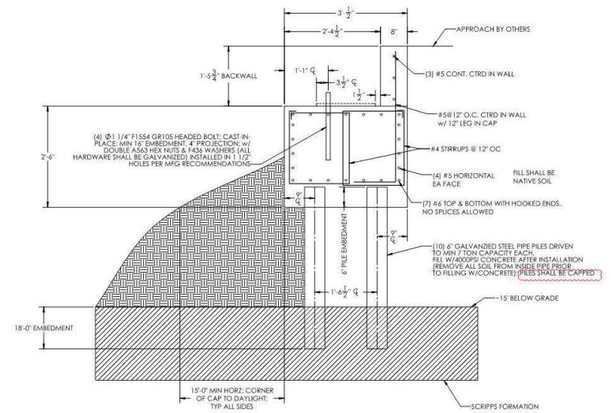
FIGURE
No. 5



Longitudinal Section | 1/8" = 1'-0" | 1



Cross Section | 1/8" = 1'-0" | 2



SECTION VIEW- ABUTMENT (TYP)

BRIDGE ABUTMENT | 12" = 1'-0" | 3

Elevations

Spectrum Bridge/Project No. 659148

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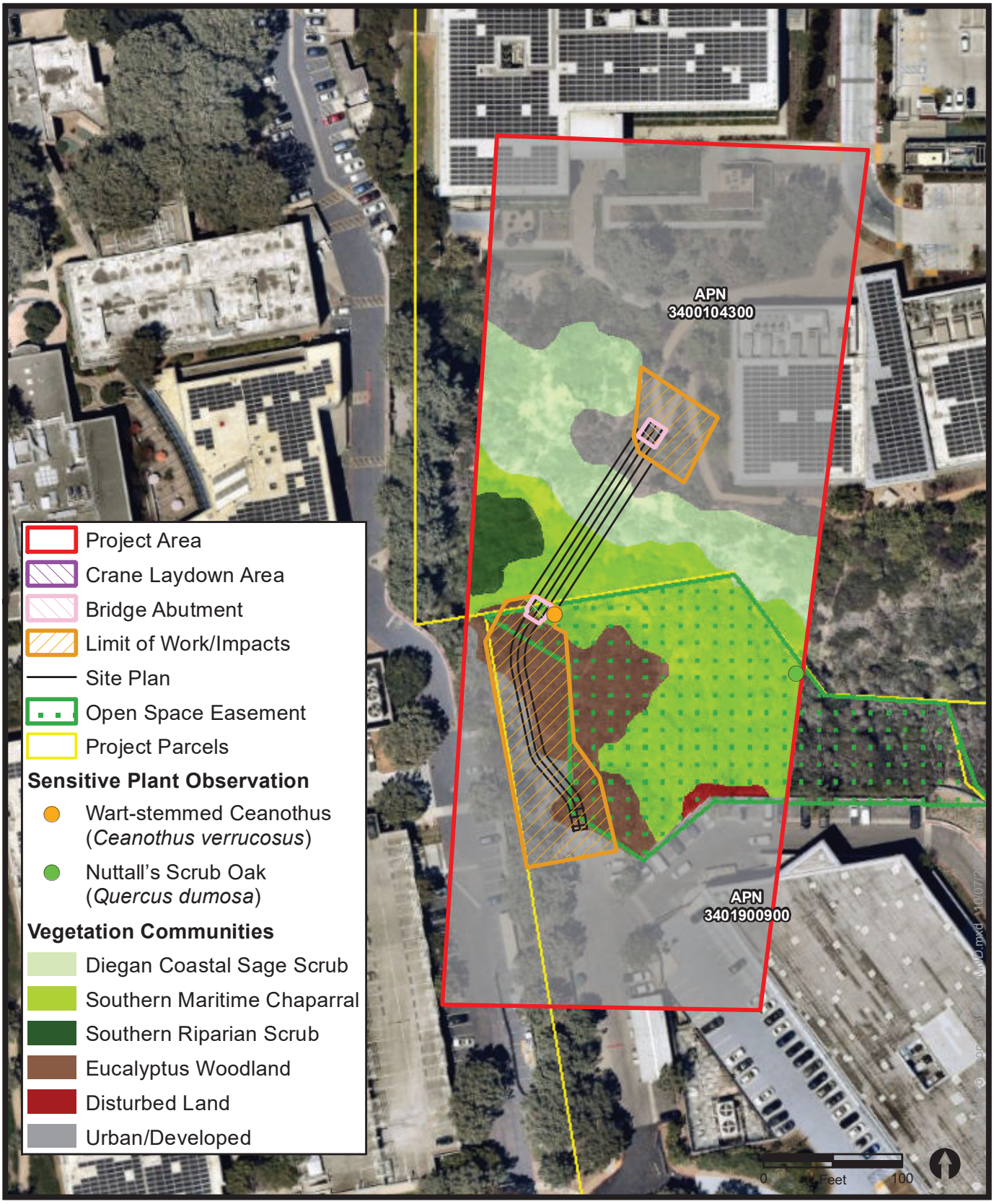
FIGURE
No. 6



Impacts to Biological Resources

Spectrum Bridge/Project No. 659148

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FIGURE

No. 7