



THE CITY OF SAN DIEGO

DEVELOPMENT SERVICES DEPARTMENT

Date of Notice: June 8, 2012

PUBLIC NOTICE OF A

DRAFT MITIGATED NEGATIVE DECLARATION

WBS No.: S-01015.02.01.01

The City of San Diego Entitlements Division has prepared a draft Mitigated Negative Declaration for the following project and is inviting your comments regarding the adequacy of the document. The draft Mitigated Negative Declaration has been placed on the City of San Diego web-site at <http://clerkdoc.sannet.gov/Website/publicnotice/pubnotceqa.html>. **Your comments must be received by July 12, 2012 to be included in the final document considered by the decision-making authorities.** Please send your written comments to the following address: **Myra Herrmann, Environmental Planner, City of San Diego Development Services Center, 1222 First Avenue, MS 501, San Diego, CA 92101** or e-mail your comments to DSDEAS@sandiego.gov with the Project Name and Number in the subject line. The General Development Plan for the project can be found on the following City website at <http://www.sandiego.gov/planning/programs/parkplanning/tpcitypark.shtml>.

General Project Information:

- Project Name: **TORREY PINES CITY PARK GENERAL DEVELOPMENT PLAN (GDP)**
- Project No. **206482** / SCH No. *Pending*
- Community Plan Area: **University**
- Council District: **1**

Subject: **MAYORAL APPROVAL** to allow for the adoption of the Torrey Pines City Park General Development Plan (GDP). Torrey Pines City Park is a resource-based park first established in 1899 which includes the National Register listed Gliderport. The proposed Torrey Pines GDP consists of an approximately 57-acre portion of the approximately 434-acre Torrey Pines City Park, and represents the conceptual master plan for the aforementioned portion of Torrey Pines City Park. The Torrey Pines City Park GDP site is bounded to the north by Indian Canyon and to the south by Box Canyon. Steep ocean bluffs are located adjacent to the west, beyond which is the Torrey Pines State Beach, Torrey Pines City Beach (also known as Black's Beach) and the Pacific Ocean. Torrey Pines Golf Course, Torrey Pines State Natural Preserve, University of California, San Diego (UCSD), Scripps Hospital, and the Salk Institute are located east of the proposed Torrey Pines City Park GDP. The project site is within the North City Local Coastal Program, as well as, the University Community Planning Area. The site is not included on any Government Code listing of hazardous waste sites.

The intent of the GDP is to develop a sustainable park that protects the coastal bluffs and natural habitat while providing for the recreational needs of existing and future park users.

The program detailed in the GDP includes the following six primary components and associated goals:

- Flight – provide access for wind-powered soaring;
- Beach Access – provide a physical link from the bluff to the ocean;
- Conservation – preserve and enhance the natural and cultural resources;
- Education – provide interpretation of resources – natural and cultural;
- Passive Recreation – provide for the enjoyment of natural open space; and
- Support Facilities – provide components to be shared by all users.

The GDP recommends general development options related to each program component, including: preserving and interpreting the park's cultural resources; improving aircraft uses (fixed-wing aircraft, radio controlled aircraft, hanglider, and paraglider) and the flight operations center; improving beach access trails; restoring eroded bluffs; delineating picnic and viewing areas; providing public restroom facilities; delineating parking; and improving access for emergency vehicles. Future entitlements including a Site Development Permit (SDP) and Coastal Development Permit (CDP) would be required prior to project implementation, but are not being proposed at this time.

As a part of subsequent SDP and CDP approvals, a Multi-Habitat Planning Area (MHPA) boundary line adjustment would be included as an action taken by the discretionary decision maker at that time. Approximately 2.4 acres of land would be removed from the MHPA through a boundary line correction due to the fact this area has been in Gliderport use since the 1930s. In addition, the MHPA boundary line adjustment would remove 0.5 acre currently within the MHPA and would add 22.5 acres to coastal MHPA preserve area.

The proposed project would replace the existing 3,200-square-foot (SF) flight operations building with an expanded structure to incorporate flight retail, meeting/classroom, food service and flight storage. The facility would be relocated to an area that would minimize flight/wind disturbance; and provide improved access. The building could be expanded to include up to an additional 2,800 SF of space. Trash and recyclable material receptacles for the café would be stored in a manner that prevents animal access and that collects leachate for proper disposal. Surface runoff would not be allowed to comingle with the leachate. Café staff would be required to inspect the area shortly after trash is collected to clean up any residual trash or leachate.

The GDP proposes improvements to the takeoff/landing area for hang glider and paraglider aircraft. Removable bollards connected by heavy chain link would be installed along the boundary between the park and UCSD property, such that the barrier could be removed on days when the runway is in seasonal use by fixed-wing sailplanes.

The Park currently contains two existing connection points to the beach. Indian Canyon Trail extends to the beach from the North Bluff area, while Citizen's Trail connects the Park to the beach from the South Bluff. The GDP proposes to control and define pedestrian paths; no new pathways are proposed by the GDP. Stairways with wooden steps and handrails are proposed along portions of both trails to promote safe access. In addition, minor modifications of the existing trails may also occur to promote safety and minimize erosion. Improvements to the trails would be designed to retreat with erosion. Signage would be provided at the top and bottom of each trail, including warning signs alerting users to the

difficulty of the trail and unstable coastal bluff conditions. Pedestrian barriers would be installed along the edge of the parking and North Bluff area.

The GDP would modify historical functions within the National Register of Historic Places (NRHP) boundary of the Torrey Pines City Park by improving the emergency landing strip, defining and controlling access to the Gliderport and adjacent beach, protecting and restoring native vegetation, providing improved and controlled access to existing picnic and observation areas, and implementing an interpretive program. Improvements would be implemented pursuant to the Secretary of the Interior's Standards and Guidelines for the Treatment of Historic Properties, in particular the Standards for Rehabilitation. While the GDP would limit excavation to the maximum extent feasible to preserve archaeological resources, some excavation may be required. Fill would be imported to accommodate storm water detention and achieve the necessary grades for site improvements.

Approximately 21 acres of the Park would be planted with native, water-efficient vegetation that would complement existing scrub habitats (i.e., Diegan coastal sage scrub, maritime succulent scrub, coastal bluff scrub, etc.; Figure 5). The airfield and a portion of the North Bluff would be planted with native grasses and sedges. Low-growing native grasses and forbs would be planted adjacent to runways and parking lots. A variety of native shrubs and herbaceous plants, along with Torrey pine, would be used as accent and transition plantings near the northern and southern parking areas (away from flight areas). Temporary, above-ground irrigation would be provided to establish vegetation; this would be monitored to ensure that it is functioning properly and is not creating runoff or erosion issues.

Roads would be surfaced with resin-bonded aggregate over Class II aggregate base. Gap-graded material (consisting of sized rock, clay loam, and a soil aggregating polymer), referred to as a lithwick in the GDP, would be included in some planting areas. Lithwick layers would detain storm water runoff and slowly disperse it to the native vegetation, to ensure its establishment and long-term viability. Energy dissipaters also would be provided consistent to approved storm water manuals and MSCP Subarea Plan.

The GDP proposes to implement an interpretive program through displays and signage that provides information on orientation, regulations, soaring, cultural and natural resources throughout the park area. A museum may also be integrated into the flight operation center. Signage would be grouped and integrated to minimize its visual impact to the site. Gathering area(s) for outdoor classrooms and educational programs would be designated within the north and/or south bluffs.

Improvements to passive recreation would include providing approximately two miles of -nature trails that comply with the Americans with Disabilities Act (ADA). The GDP recommends elimination of redundant trails throughout the park site. No new trails are proposed, and existing trails that remain would be improved for better definition and access control. Signage would be installed to inform the public about risks of the potentially unstable geology. Enhancements to existing seating and picnic table areas, restricted to areas where they currently occur but located outside of flight zones are proposed. Observation decks of various sizes are identified. Multiple places to host a variety of gatherings would be provided within the North Bluff native grass area. Trash and recyclable material receptacles for public use would have secure lids and would be emptied at least once daily into trash receptacles. The existing sidewalk along Torrey Pines Scenic Drive would be extended to the park entrance.

Support facilities would include improvements to the existing 565-space parking area, such as improved delineation of parking spaces, use of porous pavement, and creation of ADA-compliant and designated pilot spaces. Up to 32 additional spaces for bicycles would be provided to create a total of 36 bicycle spaces. Two pre-manufactured "vault"-style restroom structures would be added and an existing City lifeguard observation area would be preserved. Solar-powered emergency lighting would be integrated into these facilities. No additional electrical service would be required or provided. Lighting adjacent to the MHPA would be of the lowest illumination allowed for human safety, selectively placed, shielded, and directed away from preserved habitat. No water or sewer service is proposed. Emergency vehicle access would be improved to meet the standards recognized by the City of San Diego Fire-Rescue Department.

An estimated 40,000 cubic yards of fill material may be imported and spread over up to 16.1 acres of the project site. Equipment for grading operation is anticipated to include a grader, a loader, a water truck, and dump trucks. Project staging would occur entirely within the footprint of the proposed disturbance area. The project would comply with Greenbook Section 802 regarding demolition material from removal of the existing flight operations building. All construction would occur during daylight hours; nighttime lighting would not be used during construction. Lighting adjacent to the MHPA would be selectively placed, shielded, and directed away from preserved habitat. The proposed improvements would be phased over time as funding becomes available.

Applicant: City of San Diego, Development Services Department, City Planning and Community Investment - Park Planning Division

Recommended Finding: The recommended finding that the project will not have a significant effect on the environment is based on an Initial Study and project revisions/conditions which now mitigate potentially significant environmental impacts in the following area(s): **LAND USE (MULTIPLE SPECIES CONSERVATION PROGRAM/MULTI-HABITAT PLANNING AREA), BIOLOGICAL RESOURCES, HISTORICAL RESOURCES (ARCHAEOLOGY), GEOLOGY/SOILS AND PALEONTOLOGY.**

Availability in Alternative Format: To request this Notice, the draft Mitigated Negative Declaration, Initial Study, and/or supporting documents in alternative format, call the Development Services Department at 619-446-5460 or (800) 735-2929 (TEXT TELEPHONE).

Additional Information: For environmental review information, contact Myra Herrmann at (619) 446-5372. The draft Mitigated Negative Declaration and supporting documents may be reviewed, or purchased for the cost of reproduction, at the Fifth floor of the Development Services Center. If you are interested in obtaining a hard-copy of the draft Mitigated Negative Declaration, or the separately bound technical appendices, they can be purchased for an additional cost. **The Torrey Pines City Park GDP will be heard by the City of San Diego's Park & Recreation Board on Thursday, June 21, 2012 at 2pm in the City Administration Building, Council Committee Room, 12th Floor.** For additional information regarding the public meeting/hearing on this project, contact Jeff Harkness at (619) 533-6595. This notice was published in the SAN DIEGO DAILY TRANSCRIPT and distributed on **June 8, 2012.**

Cecilia Gallardo, AICP
Assistant Deputy Director
Development Services Department



ENTITLEMENTS DIVISION

(619) 446-5460

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Project No. 206482

SCH# *Pending*

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- 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): **LAND USE (MULTIPLE SPECIES CONSERVATION PROGRAM), BIOLOGICAL RESOURCES, HISTORICAL RESOURCES (ARCHAEOLOGY), GEOLOGY/SOILS AND PALEONTOLOGY.** The project proposal requires the implementation of specific mitigation identified in Section V of this Mitigated Negative Declaration (MND). The project as presented avoids or mitigates the potentially significant environmental effects identified, and the preparation of an Environmental Impact Report (EIR) would 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 Bid Opening/Bid Award 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 have been incorporated.
 - 2. In addition, the ED shall verify that the MMRP Conditions/Notes that apply ONLY to the construction phases of this project are included VERBATIM, under the heading, **"ENVIRONMENTAL/MITIGATION REQUIREMENTS."**

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

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

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

B. GENERAL REQUIREMENTS – PART II

Post Plan Check (Prior to the 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:

Project Biologist/Monitors

Landscape Contractor

Archaeologist/Monitors

Native American Observer/Monitors

Paleontologist/Monitors

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) 206482, shall conform to the mitigation requirements contained in the associated Environmental Document and implemented to the satisfaction of the DSD’s ED, RE and MMC. The requirements may not be reduced or changed but may be annotated (i.e. to explain when and how compliance is being met and location of verifying proof, etc.). Additional clarifying information may also be added to other relevant plan sheets and/or specifications as appropriate (i.e., specific locations, times of monitoring, methodology, etc.)

Note:

Permit Holder's Representatives must alert the 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 the RE and MMC BEFORE the work is performed.

3. **OTHER AGENCY REQUIREMENTS:** Evidence that any other agency requirements or permits have been obtained or are in process shall be submitted to the RE and MMC for review and acceptance prior to the beginning of work or within one 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.
 - N/A
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.
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

<i>Issue Area</i>	<i>Document submittal</i>	<i>Associated Inspection/Approvals/Note</i>
General	Consultant Qualification Letters	Prior to Pre-construction meeting
General	Consultant Const. Monitoring	Prior to or at Pre-Construction meeting
Biology	Biology Reports	Limit of Work Verification/site observations
Biology	Biology Monitoring Reports	Precon survey results/monitoring reports
Archaeology	Consultant Qualifications	Prior to Pre-Construction meeting
Archaeology	Archaeology Monitoring Reports	Monitoring Reports (draft + final)
Paleontology	Paleontological Monitoring Reports	Monitoring Reports (draft + final)
Geology	Geotechnical Investigation/Evaluation	Approval prior to permit issuance
Final MMRP	Final monitoring reports	Final MMRP inspection

SPECIFIC MMRP ISSUE AREA CONDITIONS/REQUIREMENTS:

LAND USE – MULTIPLE SPECIES CONSERVATION PROGRAM (MSCP/MHPA)

- I. Prior to Preconstruction meeting:
 - a. Prior to the Notice to Proceed, which will be sent to DSD, the ADD

Environmental Designee shall verify that all Multi-Habitat Planning Area (MHPA) boundaries and limits of work have been delineated on all construction documents.

- b. Prior to the first pre-construction meeting, the Applicant Department shall provide a letter of verification to the Mitigation Monitoring Coordination (MMC) Section stating that a qualified Biologist or City Biologist, as defined in the City of San Diego Biology Guidelines, has been retained to implement the project's MSCP Monitoring Program. The letter shall include the names and contact information of all persons involved in the Biological Monitoring of the project.
- c. At least thirty days prior to the pre-construction meeting, the qualified Biologist shall submit all required documentation to MMC, verifying that any special reports, maps, plans and time lines, such as, but not limited to, revegetation plans, plant relocation requirements and timing, MSCP requirements, avian or other wildlife protocol surveys, impact avoidance areas or other such information has been completed and updated.

II. Prior to the Notice to Proceed:

- a. The qualified biologist (project biologist) shall attend the first preconstruction meeting and discuss the projects biological monitoring program.
- b. The limits of work shall be clearly delineated by a survey crew prior to brushing, clearing or grading. The limits of work, as shown on the approved Exhibit A, shall be defined with flagging and checked by the biological monitor before initiation of construction grading. All native plants or species of special concern, as identified in the biological technical report, shall be staked, flagged and avoided within Brush Management Zone 2, if applicable.
- c. **MONITORING EXHIBITS** All consultants are required to submit, to 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.

III. During Construction:

- a. The Biological Monitor shall be present full-time during clearing activities, which could result in impacts to biological resources as identified on the Biological Monitoring Exhibit.
- b. The monitor shall document field activity via the Consultant Site Visit Record (CSVr). The CSVr's shall be faxed to MMC the first day of monitoring, the last day of monitoring, monthly.
- c. The Biological Monitor shall immediately notify MMC by phone of any unanticipated impacts outside the approved limits of work, and shall also submit written documentation

to MMC within 24 hours by fax or email with photos of the impacts to biological resources in context, if possible.

In addition, the following mitigation measures related to the **MHPA Land Use Adjacency Guidelines** shall be implemented during construction:

- d. Prior to initiation of any demolition and/or construction-related grading, the project biologist shall discuss the sensitive nature of the adjacent habitat with the crew and subcontractor.
- e. Invasive non-native plant species shall not be introduced into areas within, or adjacent to, the MHPA. Landscape plans shall contain non-invasive native species adjacent to sensitive biological areas as shown on the approved Exhibit A.
- f. All lighting adjacent to the MHPA shall be shielded, unidirectional, low pressure sodium illumination (or similar) and directed away from preserve areas using appropriate placement and shields. If lighting adjacent to the MHPA is required for nighttime construction, it shall be directed away from the preserve and the tops of adjacent trees with potentially nesting raptors, using appropriate placement and shielding.
- g. All construction activities (including staging areas and/or storage areas) shall be restricted to the development area as shown on the approved Exhibit A. No equipment maintenance shall be conducted within or near the adjacent open space and/or sensitive areas and shall be restricted to the development area, as shown on the approved Exhibit. All construction activities shall not encroach into sensitive biological areas within either the open-space and/or MHPA areas. The project biologist shall monitor construction activities, as needed, to ensure that construction activities do not encroach into biologically sensitive areas beyond the limits of work as shown on the approved Exhibit "A".
- h. Natural drainage patterns shall be maintained as much as possible during construction. Erosion control techniques, including the use of sandbags, hay bales, and/or the installation of sediment traps, shall be used to control erosion and deter drainage during construction activities into the adjacent open space. Drainage from all development areas adjacent to the MHPA shall be directed away from the MHPA, or if not possible, must not drain directly into the MHPA, but instead into sedimentation basins, grassy swales, and/or mechanical trapping devices as specified by the City Engineer.
- i. No trash, oil, parking or other construction related activities shall be allowed outside the established limits of grading, as shown on the approved Exhibit A. All construction related debris shall be removed off-site to an approved disposal facility.

IV. SPECIAL STATUS BIRD CONDITIONS

All maintenance activities shall be conducted outside established breeding seasons for the following special-status birds (i.e., August 15 through March 1, annually) which are known to occur within the study area: California gnatcatcher.

California gnatcatcher (STATE ENDANGERED/FEDERALLY ENDANGERED)

No clearing, grubbing, grading, or other construction activities shall occur between *March 1st and August 15th*, the breeding season of the California Gnatcatcher, until the following requirements have been met to the satisfaction of the ADD/Environmental Designee:

- A. A qualified biologist (possessing a valid Endangered Species Act Section 10(a)(1)(a) recovery permit) shall survey those wetland areas that would be subject to construction noise levels exceeding 60 decibels [db(a)] hourly average for the presence of the California gnatcatcher. Surveys for this species shall be conducted pursuant to the protocol survey guidelines established by the U.S. Fish and Wildlife Service within the breeding season prior to the commencement of construction. If the California Gnatcatcher is present, then the following conditions must be met:
- I. Between March 1 and August 15, no clearing, grubbing, or grading of occupied Least Bell's vireo habitat shall be permitted. Areas restricted from such activities shall be staked or fenced under the supervision of a qualified biologist; and
 - II. Between March 1 and August 15, no construction activities shall occur within any portion of the site where construction activities would result in noise levels exceeding 60 db(a) hourly average at the edge of occupied California Gnatcatcher or habitat. An analysis showing that noise generated by construction activities would not exceed 60 db(a) hourly average at the edge of occupied habitat must be completed by a qualified acoustician (possessing current noise engineer license or registration with monitoring noise level experience with listed animal species) and approved by the city manager at least two weeks prior to the commencement of construction activities. Prior to the commencement of any of construction activities during the breeding season, areas restricted from such activities shall be staked, fenced or flagged under the supervision of a qualified biologist; or
 - III. At least two weeks prior to the commencement of construction activities, under the direction of a qualified acoustician, noise attenuation measures (e.g., berms, walls) shall be implemented to ensure that noise levels resulting from construction activities will not exceed 60 db(a) hourly average at the edge of habitat occupied by the California Gnatcatcher. Concurrent with the commencement of construction activities and the construction of necessary noise attenuation facilities, noise monitoring* shall be conducted at the edge of the occupied habitat area to ensure that noise levels do not exceed 60 db(a) hourly average. If the noise attenuation techniques implemented are determined to be inadequate by the qualified acoustician or biologist, then the associated construction activities shall cease until such time that adequate noise attenuation is achieved or until the end of the breeding season (September 16).
- * Construction noise monitoring shall continue to be monitored at least twice weekly on varying days, or more frequently depending on the construction activity, to verify that noise levels at the edge of occupied habitat are maintained below 60 db(a) hourly average or to the ambient noise level if it already exceeds 60 db(a) hourly average. If not, other measures shall be

implemented in consultation with the biologist and the add/environmental designee, as necessary, to reduce noise levels to below 60 db(a) hourly average or to the ambient noise level if it already exceeds 60 db(a) hourly average. Such measures may include, but are not limited to, limitations on the placement of construction equipment and the simultaneous use of equipment.

- B. If California gnatcatchers are not detected during the protocol survey, the qualified biologist shall submit substantial evidence to the ADD/Environmental Designee and applicable resource agencies which demonstrates whether or not mitigation measures such as noise walls are necessary between March 1st and August 15th as follows:
1. If this evidence indicates the potential is high for California gnatcatcher to be present based on historical records or site conditions, then condition A. III., shall be adhered to as specified above.
 2. If this evidence concludes that no impacts to this species are anticipated, no mitigation measures would be necessary.

BIOLOGICAL RESOURCES:

THIS PROJECT REQUIRES IMPLEMENTATION OF MITIGATION FOR DIRECT IMPACTS TO, SOUTHERN COASTAL BLUFF (TIER I), DIEGAN COASTAL SAGE SCRUB (TIER II), NON-NATIVE GRASSLAND (TIER IIIB) INSIDE THE MHPA, AND NON-NATIVE GRASSLAND OUTSIDE THE MHPA IN ACCORDANCE WITH THE *TORREY PINES CITY PARK PROJECT RESTORATION AND ENHANCEMENT PLAN (2012)* PREPARED BY HELIX ENVIRONMENTAL PLANNING, INC. FOR THE PROJECT.

I. Entitlements Plan Check

- a. Prior to Permit Issuance and/or the Notice to Proceed (which will be sent to DSD), the ADD Environmental Designee of the Entitlements Division shall verify that the following condition has occurred to mitigate direct impacts to 0.1 acre of southern coastal bluff scrub (including disturbed and sparse areas) within the MHPA at a 2:1 ratio via restoration, 1.5 acre of Diegan coastal sage scrub (including disturbed and sparse areas) within and 0.6 acre outside the MHPA at a 1:1 ratio. Mitigation for impacts to 0.1- acre of non-native grassland within the MHPA shall be mitigated at a 1:1 ratio while impacts to 0.8 acres of non-native grassland outside the MHPA shall occur at a 0.5:1 ratio. GDP impacts shall be mitigated by the restoration of 2.8 acres of habitat, including 2.6 acres of Diegan coastal sage scrub and 0.2 acre of southern coastal bluff scrub and translocation of one individual of *Aphanisma blitoides* in accordance with the approved Biological Technical Report prepared by Helix Environmental, Inc. (February 20, 2012). **Note: The restoration and enhancement provided by the conceptual *Torrey Pines City Park Project Restoration and Enhancement Plan (2012)* exceeds the mitigation requirement by providing for a total of 11.69 acres, including 10.18 acres of restoration (9.19 acres coastal sage scrub [salvage and restoration], 0.85 acre coastal bluff scrub, and 0.14 acre maritime succulent scrub) and 1.51 acres of enhancement (0.63 acre coastal sage scrub, 0.56 acre coastal bluff scrub, and 0.32 acre of maritime succulent scrub.**

II. Prior to Permit Issuance

- a. The Applicant shall provide detailed plans and specifications for the restoration of upland habitat satisfactory to the City Manager to mitigate for direct impacts to 3.1 acre of impacts to 0.1 acre Southern Coastal Bluff (inside MHPA), 1.5 acre of Diegan coastal sage scrub (inside MHPA), 0.6 Diegan coastal sage scrub (outside the MHPA), 0.1 acre non native grassland (inside MHPA), and 0.8 acre non native grassland (outside the MHPA). **Note: The restoration and enhancement provided by the conceptual Torrey Pines City Park Project Restoration and Enhancement Plan (2012) exceeds the mitigation requirement by providing for a total of 11.69 acres, including 10.18 acres of restoration (9.19 acres coastal sage scrub [salvage and restoration], 0.85 acre coastal bluff scrub, and 0.14 acre maritime succulent scrub) and 1.51 acres of enhancement (0.63 acre coastal sage scrub, 0.56 acre coastal bluff scrub, and 0.32 acre of maritime succulent scrub.** Specifications must be found to be in conformance with the conceptual *Torrey Pines City Park Project Restoration and Enhancement Plan (2012)* prepared by Helix Environmental Planning, Inc.:
 1. Mitigation Goal The project shall mitigate for impacts to 3.1 acres of upland habitat through the restoration of 0.2 acre of Southern coastal bluff and 2.6 acre of Diegan coastal sage scrub within the boundaries of the Torrey Pine City Park GDG as detailed in the Plan. In addition, the restoration effort would include translocation of one individual *Aphanisma blitoides*.
 2. Responsibilities The Contractor shall be responsible for all grading and contouring, clearing and grubbing, installation of plant materials and native seed mixes, and any necessary maintenance activities or remedial actions required during installation and the 120-day plant establishment period as detailed in the Mitigation Plan. Standard Best Management Practices shall be implemented to insure that sensitive biological resources would not be impacted by water run off.
 3. Biological Monitoring Requirements All biological monitoring in or adjacent to wetlands shall be conducted by a qualified wetland biologist. The biologist shall conduct construction monitoring during all phases of the project. Orange flagging shall be used to protect sensitive habitat. Construction related activity shall be limited to the construction corridor areas as identified on the construction plans. Both a detailed Performance Criteria plan and all the maintenance requirements are found in the Offsite Mitigation Plan.
 4. Notification of Completion: At the end of the fifth year, a final report shall be submitted to Mitigation Monitoring Coordination section evaluating the success of the mitigation. The report shall make a determination of whether the requirements of the mitigation plan have been achieved. If the final report indicates that the mitigation has been in part, or whole, unsuccessful, the Applicant shall be required to submit a revised or supplemental mitigation program to compensate for those

portions of the original mitigation program which were not successful. At such time, the Applicant must consult with the Development Services Department. The Applicant understands that agreed upon remedial measures may result in extensions to the long-term maintenance and monitoring.

III. General Bird Mitigation

- a. If project grading/brush management is proposed in or adjacent to native habitat during the typical bird breeding season (i.e. Feb. 1-Sept. 15), or an active nest is noted, the project biologist shall conduct a pregrading survey for active nests in the development area and within 300 feet of it, and submit a letter report to MMC prior to the preconstruction meeting.
- b. If active nests are detected, or considered likely, the report shall include mitigation in conformance with the City's Biology Guidelines and applicable State and Federal Law (i.e. appropriate follow up surveys, monitoring schedules, construction and noise barriers/buffers, etc.) to the satisfaction of the Assistant Deputy Director (ADD) of the Entitlements Division. Mitigation requirements determined by the project biologist and the ADD shall be incorporated into the project's Biological Construction Monitoring Exhibit (BCME) and monitoring results incorporated in to the final biological construction monitoring report.
- c. If no nesting birds are detected per III.a., above, mitigation under III a. is not required.

IV. Post Construction

- a. Submittal of Draft Monitoring Reports to MMC
 1. The Applicant or Project Biologist, as appropriate, shall submit two copies of the Draft Monitoring Report which describes the results, analysis, and conclusions of all phases of the Biological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring,
 2. MMC shall return the Draft Monitoring Report to the Applicant or Project Biologist for revision, for preparation of the Final Report.
 3. The Applicant or Project Biologist shall submit revised Draft Monitoring Report to MMC for approval.
 4. MMC shall provide written verification to the Applicant or Project Biologist of the approved report.
 5. MMC shall notify the applicant, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.
- b. Submittal of Final Monitoring Reports to MMC

1. The Applicant or Project Biologist shall submit one copy of the approved Final Monitoring Report to MMC, within 90 days after notification from MMC that the draft report has been approved.

GEOLOGY/SOILS

1. Prior to the implementation of any improvements as a part of future entitlement actions, the applicant shall prepare and submit subsurface geologic/geotechnical evaluations required in association with planned improvements to determine if a geologic hazard exists and include shall include measures to be taken to minimize the risk. The report shall be submitted to the ADD/Environmental Designee and Development Services Department (DSD) Geology Section in accordance with all applicable guidelines and standards to the satisfaction of City Engineer.
2. Prior to the implementation of any improvements as a part of future entitlement actions, the applicant shall assure that Structural improvements are set back from eroding bluffs by a horizontal distance of 80 feet or greater as part of the project to avoid increasing erosion of soils. Final facility setback distance from the bluffs shall be determined upon completion of a subsurface geotechnical evaluation prior to project implementation. Only temporary irrigation shall be provided, and monitored by the Restoration Contractor/Landscape Architect to assure compliance with the City's Environmentally Sensitive Lands Regulation (ESL).

HISTORICAL RESOURCES (ARCHAEOLOGY)

I. Prior to Permit Issuance

A. Entitlements Plan Check

1. Prior to issuance of any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction meeting, 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. 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 1/4 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.
2. Identify Areas to be Monitored
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.
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).
3. 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.

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 (CSV). The CSV's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (**Notification of Monitoring Completion**), and in the case of ANY discoveries. The RE shall forward copies to MMC.

B. Discovery Notification Process

1. In the event of a discovery, the 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 an 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 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 (Appendix C/D) 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. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC.
 3. 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 5.
- 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.

PALEONTOLOGICAL RESOURCES

I. Prior to Permit Issuance

A. Entitlements Plan Check

1. Prior to issuance of any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction meeting, whichever is applicable, the Assistant Deputy Director (ADD) Environmental designee shall verify that the requirements for Paleontological Monitoring have been noted on the appropriate construction documents.

B. Letters of Qualification have been submitted to ADD

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

II. Prior to Start of Construction

A. Verification of Records Search

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

B. PI Shall Attend Precon Meetings

1. Prior to beginning any work that requires monitoring; the Applicant shall arrange a Precon Meeting that shall include the PI, Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified paleontologist shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Paleontological Monitoring program with the Construction Manager and/or Grading Contractor.
 - a. If the PI is unable to attend the 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.
2. Identify Areas to be Monitored
Prior to the start of any work that requires monitoring, the PI shall submit a Paleontological Monitoring Exhibit (PME) based on the appropriate construction documents (reduced to 11x17) to MMC identifying the areas to be monitored including the delineation of grading/excavation limits. The PME shall be based on the results of a site specific records search as well as information regarding existing known soil conditions (native or formation).
3. When Monitoring Will Occur

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

III. During Construction

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

1. The monitor shall be present full-time during grading/excavation/trenching activities as identified on the PME that could result in impacts to formations with high and moderate resource sensitivity. **The Construction Manager is responsible for notifying the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances OSHA safety requirements may necessitate modification of the PME.**
2. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as trenching activities that do not encounter formational soils as previously assumed, and/or when unique/unusual fossils are encountered, which may reduce or increase the potential for resources to be present.
3. The monitor shall document field activity via the 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 Paleontological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate.
2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.
3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible.

C. Determination of Significance

1. The PI shall evaluate the significance of the resource.
 - a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required. The determination of significance for fossil discoveries shall be at the discretion of the PI.
 - b. If the resource is significant, the PI shall submit a Paleontological Recovery Program (PRP) and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume.
 - c. If resource is not significant (e.g., small pieces of broken common shell fragments or other scattered common fossils) the PI shall notify the RE, or BI as appropriate, that a non-significant discovery has been made. The Paleontologist shall continue to monitor the area without notification to MMC unless a significant resource is encountered.

- d. The PI shall submit a letter to MMC indicating that fossil resources will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that no further work is required.

IV. Night and/or Weekend Work

- A. If night and/or weekend work is included in the contract
 1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the 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 on the next business day.
 - b. Discoveries
All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction.
 - c. Potentially Significant Discoveries
If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction shall be followed.
 - d. The PI shall immediately contact MMC, or by 8AM on the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.
- B. If night work becomes necessary during the course of construction
 1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.
 2. The RE, or BI, as appropriate, shall notify MMC immediately.
- C. All other procedures described above shall apply, as appropriate.

V. Post Construction

- A. Preparation and Submittal of Draft Monitoring Report
 1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Paleontological Guidelines which describes the results, analysis, and conclusions of all phases of the Paleontological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring.
 - a. For significant paleontological resources encountered during monitoring, the Paleontological Recovery Program shall be included in the Draft Monitoring Report.
 - b. Recording Sites with the San Diego Natural History Museum
The PI shall be responsible for recording (on the appropriate forms) any significant or potentially significant fossil resources encountered during the Paleontological Monitoring Program in accordance with the City's Paleontological Guidelines, and submittal of such forms to the San Diego Natural History Museum with the Final Monitoring Report.
 2. MMC shall return the Draft Monitoring Report to the PI 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 Fossil Remains
1. The PI shall be responsible for ensuring that all fossil remains collected are cleaned and catalogued.
 2. The PI shall be responsible for ensuring that all fossil remains are analyzed to identify function and chronology as they relate to the geologic history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate
- C. Curation of fossil remains: Deed of Gift and Acceptance Verification
1. The PI shall be responsible for ensuring that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution.
 2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC.
- D. Final Monitoring Report(s)
1. The PI shall submit two copies of the Final Monitoring Report to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved.
 2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from MMC which includes the Acceptance Verification from the curation institution.

The above mitigation monitoring and reporting program will require additional fees and/or deposits to be collected prior to the issuance of building permits, certificates of occupancy and/or final maps to ensure the successful completion of the monitoring program.

VI. PUBLIC REVIEW DISTRIBUTION:

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

United States Government

- U.S. Fish and Wildlife Service (23)
- U.S. Army Corps of Engineers (26)
- U.S. Environmental Protection Agency (19)
- MCAS Miramar (24)
- National Park Service (21)

State of California

- California Department of Fish and Game (32A)
- Cal EPA (37A)
- Department of Toxic Substances Control (39)
- Department of Parks & Recreation – Southern Service Center (40)
- Office of Historic Preservation (41)
- Natural Resources Agency (43)
- Regional Water Quality Control Board, Region 9 (44)
- State Clearinghouse (46A)
- Coastal Commission (48)
- Water Resources Control Board (55)
- Native American Heritage Commission (56)
- Department of Parks & Recreation – Therese Muranaka (476)

City of San Diego

Mayor's Office (91)

Council Member Lightner, District 1 (MS 10A)

City Attorney

Shannon Thomas (MS 93C)

Development Services Department

Renee Mezo

Jeff Harkness

Cathy Winterrowd

Myra Herrmann

Kristen Forburger

Julius Ocen

Ismail Elhamad

Jim Quinn

Jacquelyn Adams

Mitigation Monitoring Coordination (MS 1102B)

Environmental Services Department

Lisa Wood

Public Utilities Department

Mehdi Rastakhiz

Leonard Wilson

Library Dept.-Gov. Documents MS 17 (81)

University City Branch Library (81JJ)

North University City Branch Library (81JJJ)

La Jolla-Riford City Branch Library (81L)

Real Estate Assets Department (85)

Fire & Life Safety (MS 603)

Other Groups and Individuals

Sierra Club (165)

San Diego Canyonlands (165A)

San Diego Audubon Society (167)

Jim Peugh (167A)

California Native Plant Society (170)

San Diego Bay & Coastkeeper (173)

Endangered Habitat League (182 and 182A)

San Diego Natural History Museum (166)

Carmen Lucas (206)

Clint Linton (215B)

South Coastal Information Center @ San Diego State University (210)

San Diego Historical Society (211)

San Diego Archaeological Center (212)

Save Our Heritage Organization (214)

Ron Christman (215)

Louie Guassac (215A)

Frank Brown - Inter-Tribal Cultural Resource Council (216)

Campo Band of Mission Indians (217)
 San Diego County Archaeological Society (218)
 Kumeyaay Cultural Repatriation Committee (225)
 Kumeyaay Cultural Heritage Preservation (223)
 Native American Distribution (NOTICE ONLY 225A-S)
 Barona Group of Capitan Grande Band of Mission Indians (225A)
 Campo Band of Mission Indians (225B)
 Ewiiapaayp Band of Mission Indians (225C)
 Inaja Band of Mission Indians (225D)
 Jamul Indian Village (225E)
 La Posta Band of Mission Indians (225F)
 Manzanita Band of Mission Indians (225G)
 Sycuan Band of Mission Indians (225H)
 Viejas Group of Capitan Grande Band of Mission Indians (225I)
 Mesa Grande Band of Mission Indians (225J)
 San Pasqual Band of Mission Indians (225K)
 Ipai Nation of Santa Ysabel (225L)
 La Jolla Band of Mission Indians (225M)
 Pala Band of Mission Indians (225N)
 Pauma Band of Mission Indians (225O)
 Pechanga Band of Mission Indians (225P)
 Rincon Band of Luiseno Indians (225Q)
 San Luis Rey Band of Luiseno Indians (225R)
 Los Coyotes Band of Mission Indians (225S)
 Stephanie Hurlbrink (479)
 University Community Planning Group (480)
 The Guardian UCSD (481)
 UCSD Physical and Community Planning (482)
 Carol Pietras – University City Community Association (486)
 Debbie Knight – Friends of Rose Canyon (487)
 Chamber of Commerce (492)
 Torrey Pines Association (186)
 Citizens Coordinate for Century 3 (179)
 Torrey Pines City Park Advisory Board
 Laura Burnett – Wallace Robert's & Todd, Inc. (Consultant/Landscape Architect)
 Andrea Bitterling – Helix Environmental Planning, Inc.(Environmental Consultant)
 James Daniels – ASM Affiliates, Inc. (Archaeological Consultant)

VII. RESULTS OF PUBLIC REVIEW:

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

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


Myra Hermann, Senior Planner
Development Services Department

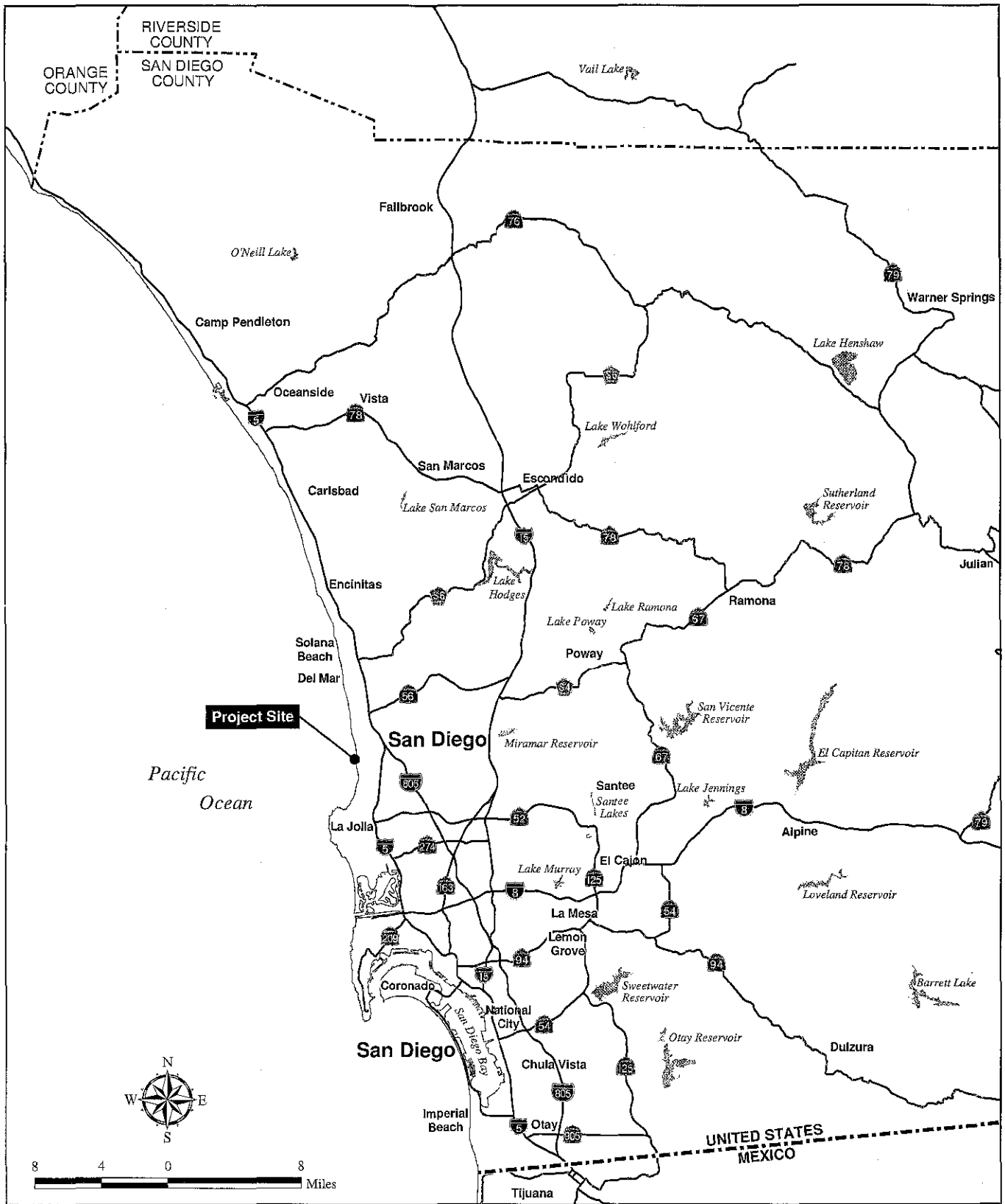
June 8, 2012
Date of Draft Report

Analyst: Herrmann/Forburger

Date of Final Report

Attachments:

- Figure 1 - Regional Location Map
- Figure 2 -Project Location Map
- Figure 3- General Development Plan
- Figure 4- Multi-Habitat Planning Area Boundary Adjustments
- Figure 5- Proposed Planting Plan
- Figure 6a- Vegetation and Sensitive Resource Impacts north
- Figure 6b- Vegetation and Sensitive Resource Impacts south
- Figure 7- Vegetation within MHPA Boundary Adjustment Areas
- Initial Study Checklist



Regional Location Map

TORREY PINES CITY PARK



Project Location Map

TORREY PINES CITY PARK

Figure 2

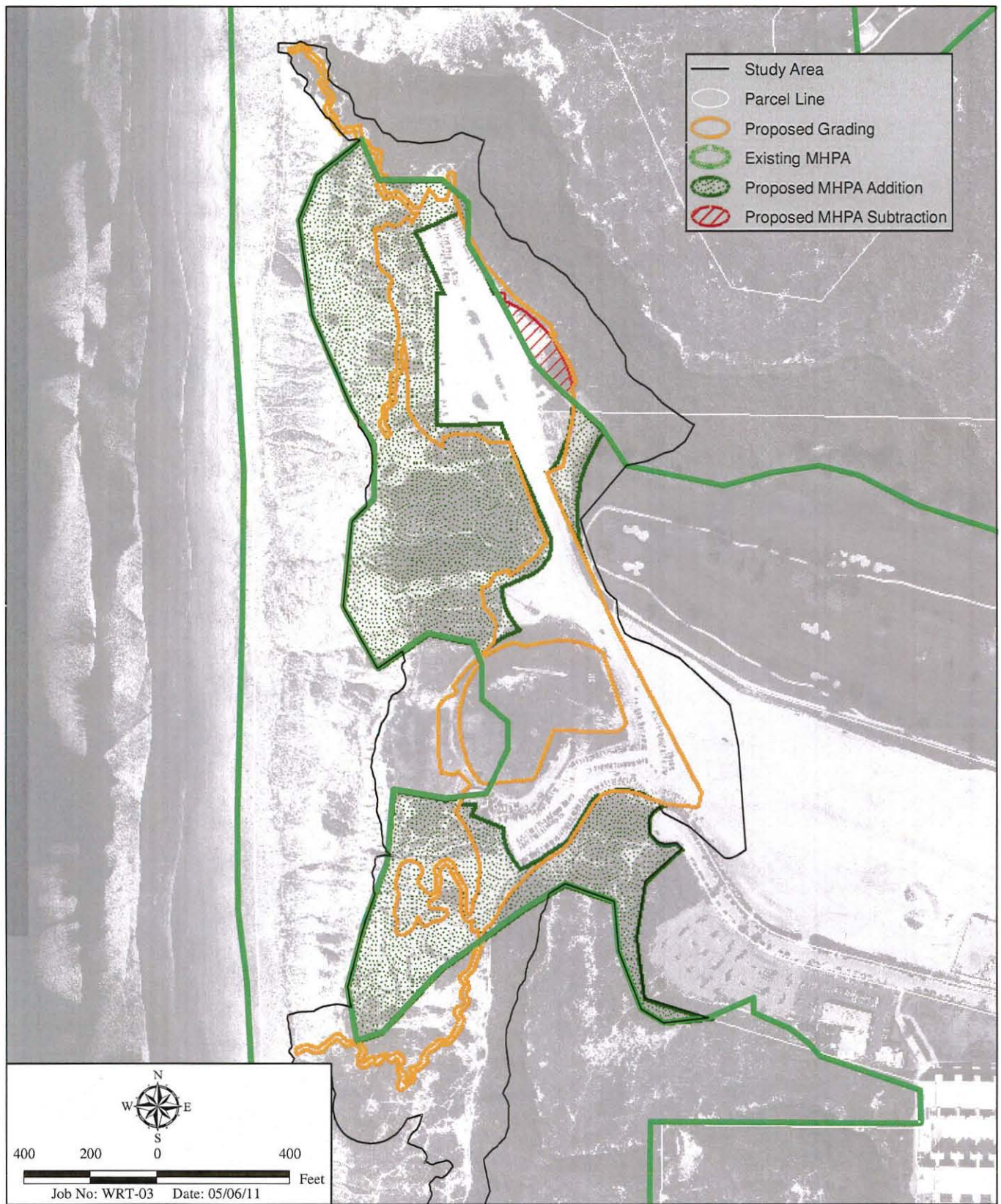


Source: WRT Landscape Architecture Planning & Design
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General Development Plan

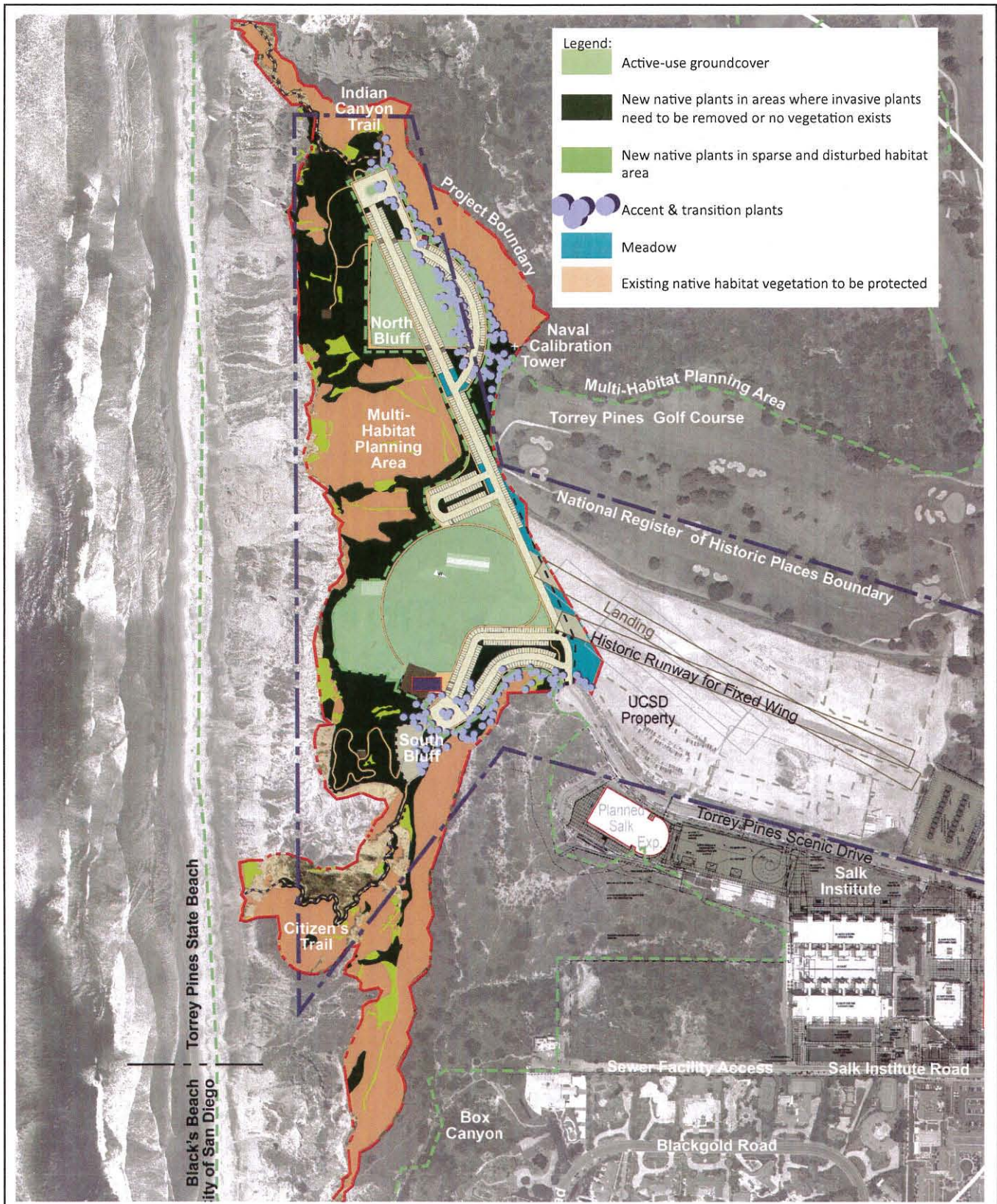
TORREY PINES CITY PARK

Figure 3



Multi-Habitat Planning Area Boundary Adjustments

TORREY PINES CITY PARK



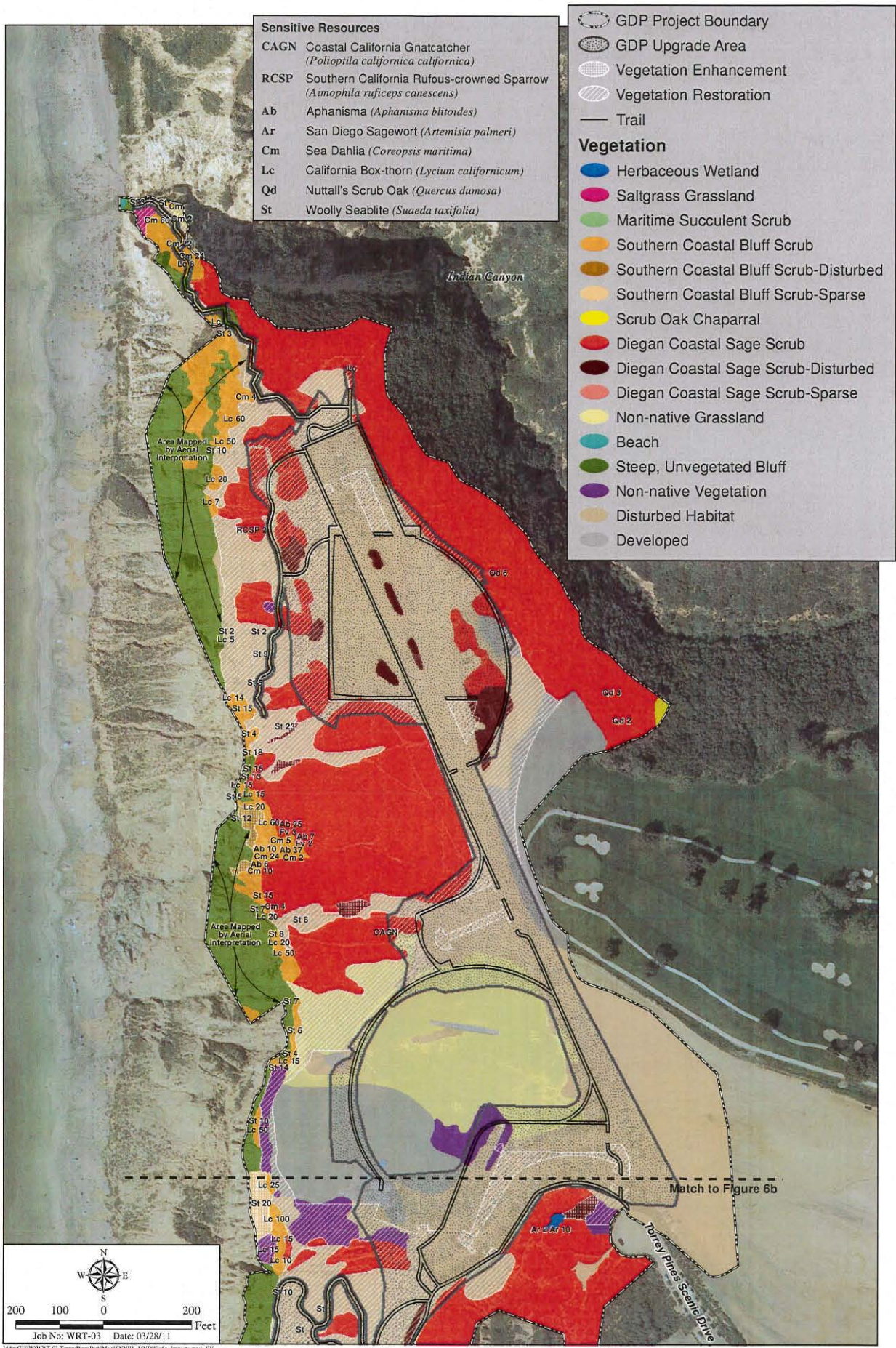
Source: WRT Landscape Architecture Planning & Design

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Proposed Planting Plan

TORREY PINES CITY PARK

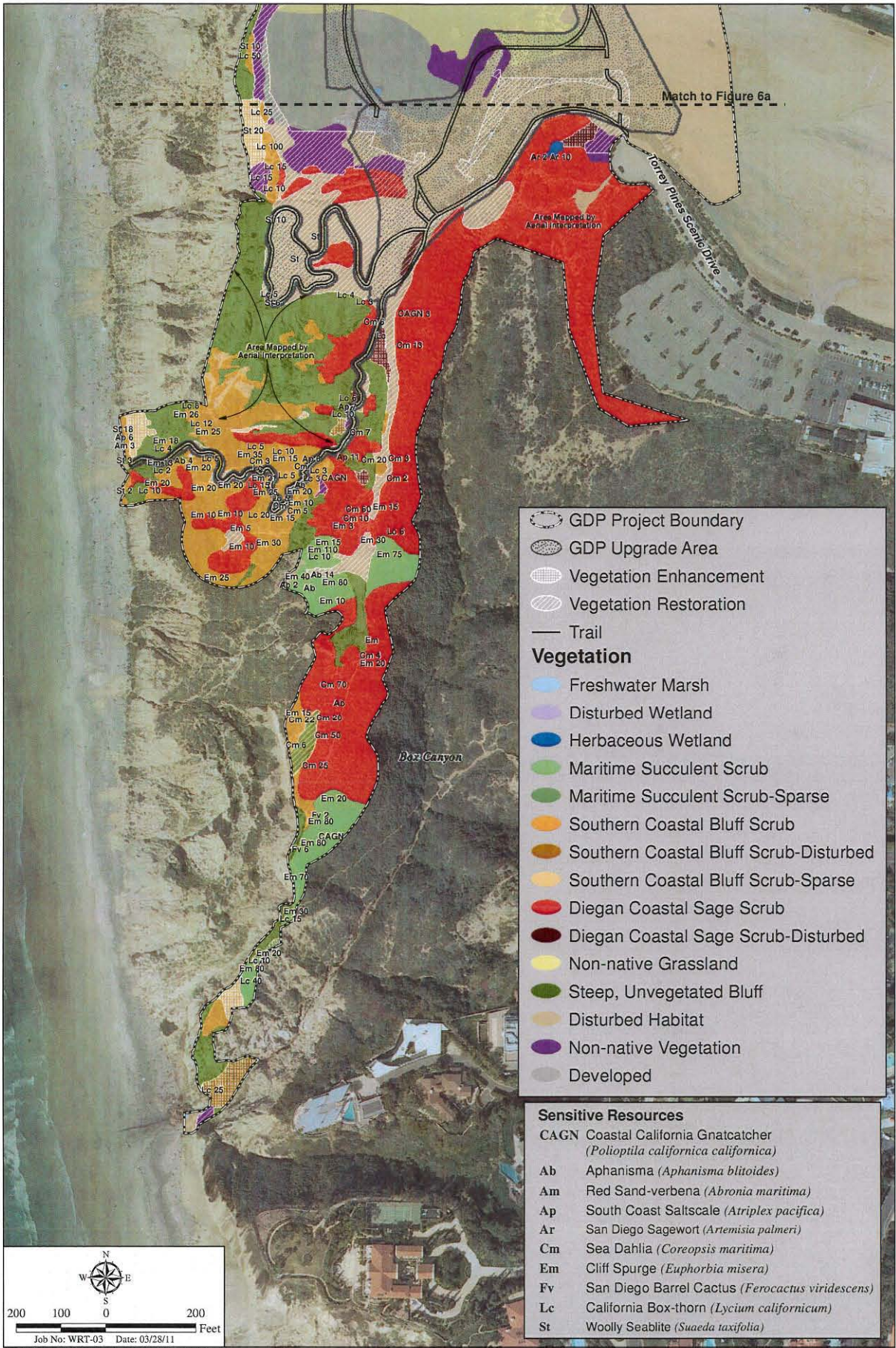
Figure 5



Vegetation and Sensitive Resource Impacts

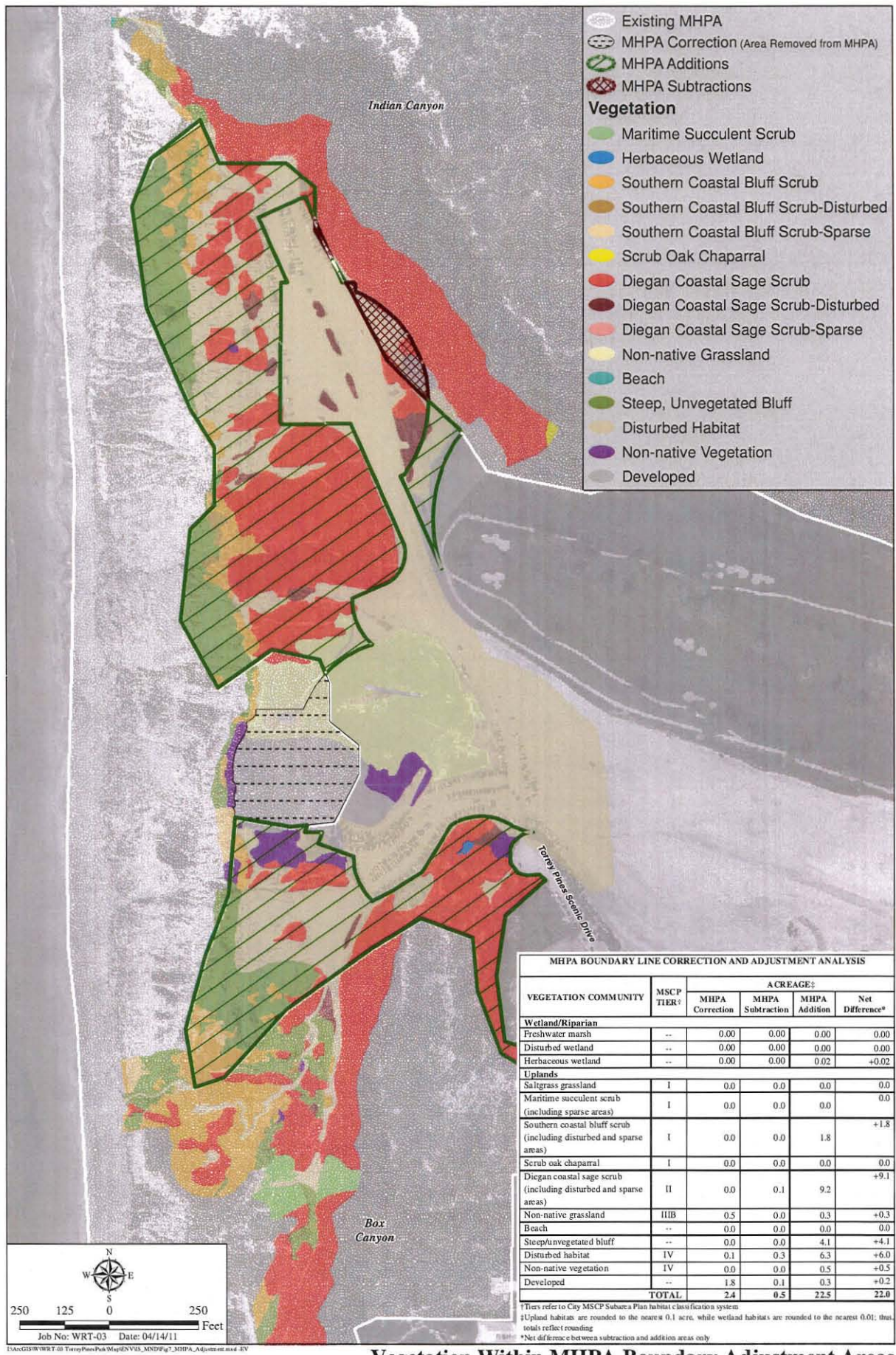
TORREY PINES CITY PARK

Figure 6a



Vegetation and Sensitive Resource Impacts

TORREY PINES CITY PARK



Vegetation Within MHPA Boundary Adjustment Areas

TORREY PINES CITY PARK

Initial Study Checklist

1. Project title/Project number: TORREY PINES CITY PARK GENERAL DEVELOPMENT PLAN (GDP)/(PROJECT NO. 206482)

2. Lead agency name and address:

CITY OF SAN DIEGO
DEVELOPMENT SERVICES DEPARTMENT
1222 FIRST AVENUE, MS 501
SAN DIEGO, CA 92101

3. Contact person and phone number: Myra Herrmann, (619) 445-5372

4. Project location: 2800 Torrey Pines Scenic Drive between Genesee Avenue and La Jolla Village Drive, in the City of San Diego (Figures 1 and 2)

5. Project applicant/sponsor's name and address:

CITY OF SAN DIEGO, DEVELOPMENT SERVICES DEPARTMENT
CITY PLANNING AND COMMUNITY INVESTMENT – PARK PLANNING DIVISION
1222 1ST AVENUE, MS 413
SAN DIEGO, CA 92101

6. General plan designation: Open Space

7. Zoning: Open Space (OP-1-1)

8. Description of project:

Torrey Pines City Park is a resource-based park first established in 1899. Previous master plans have been prepared for the site and recommended improvements, but were never approved.

The proposed Torrey Pines General Development Plan (GDP) addresses an approximately 57-acre portion of the approximately 434-acre Torrey Pines City Park, and represents the conceptual/master plan for the Park. The intent of the GDP is to develop a sustainable park that protects the coastal bluffs and natural habitat while providing for the recreational needs of existing and future park users. The program detailed in the GDP includes the following six primary components and associated goals:

- Flight – provide access for wind-powered soaring;
- Beach Access – provide a physical link from the bluff to the ocean;
- Conservation – preserve and enhance the natural and cultural resources;
- Education – provide interpretation of resources – natural and cultural;
- Passive Recreation – provide for the enjoyment of natural open space; and
- Support Facilities – provide components to be shared by all users.

Taking these goals and the interests of the public into consideration, the GDP recommends general development options related to each program component, including: preserving and interpreting the park's cultural resources; improving aircraft uses (fixed-wing aircraft, radio controlled aircraft, hanglider, and paraglider) and the flight operations center; improving beach access trails; restoring eroded bluffs; delineating picnic and viewing areas; providing public restroom facilities; delineating parking; and improving access for emergency vehicles. The six components of the park program are described in detail below and illustrated on Figure 3. A Site Development Permit and Coastal Development Permit will be required prior to project implementation, but are not being proposed at this time.

Project Features

Flight

The proposed project would replace the existing 3,200-square-foot (SF) flight operations building with an expanded structure to incorporate flight retail, meeting/classroom, food service and flight storage. The facility would be relocated to an area that would minimize flight/wind disturbance; and provide improved access. The building could be expanded to include up to an additional 2,800 SF of space. Trash and recyclable material receptacles for the café would be stored in a manner that prevents animal access and that collects leachate for proper disposal. Surface runoff would not be allowed to comingle with the leachate. Café staff would be required to inspect the area shortly after trash is collected to clean up any residual trash or leachate.

The takeoff/landing area for hang glider and paraglider aircraft use would be improved. Removable bollards connected by heavy chain link would be installed along the boundary between the park and University of California, San Diego (UCSD) property, such that the barrier could be removed on days when the runway is in seasonal use by fixed-wing sailplanes. On such days, a gate would be closed so that vehicular and pedestrian traffic could not proceed beyond the South Bluff, and the roadway to the north of that point would be used as an improved emergency landing strip. This area would be used for access to the North Bluff and general public parking on other days.

Beach Access

The Park has two existing connection points to the beach. Indian Canyon Trail extends to the beach from the North Bluff area, while Citizen's Trail connects the Park to the beach from the South Bluff. The GDP proposes to control and define pedestrian paths; no new pathways are proposed by the GDP. Stairways with wooden steps and handrails are proposed along portions of both trails to promote safe access. In addition, minor modifications of the existing trails may also occur to promote safety and minimize erosion. Improvements to the trails would be designed to retreat with erosion. Signage would be provided at the top and bottom of each trail, including warning signs alerting users of the difficulty of the trail and unstable coastal bluff conditions. Pedestrian barriers would be installed along the edge of the parking and North Bluff area. The combination of defining existing trails and installing pedestrian barriers is intended to limit human access to the site's native habitats.

Conservation

The GDP would modify historical functions within the National Register of Historic Places (NRHP) boundary of the Torrey Pines City Park by improving the emergency landing strip, defining and controlling access to the Gliderport and adjacent beach, protecting and restoring native vegetation, providing improved and controlled access to existing picnic and observation areas, and implementing an interpretive program. Improvements would be implemented pursuant to the Secretary of the Interior's Standards and Guidelines for the Treatment of Historic Properties, in particular the Standards for Rehabilitation. While the GDP would limit excavation to the maximum extent feasible to preserve archaeological resources, some excavation may be required. Fill would be imported to accommodate storm water detention and achieve the necessary grades for site improvements.

The project would include a modification to the City of San Diego's Multi-Habitat Planning Area (MHPA) boundary, as illustrated on Figure 4. Approximately 2.4 acres of land would be removed from the MHPA through a boundary line correction, because this area has been in Gliderport use since the 1930s. In addition, a boundary line adjustment would remove 0.5 acre currently within the MHPA and would add 22.5 acres.

Approximately 21 acres of the Park would be planted with native, water-efficient vegetation that would complement existing scrub habitats (i.e., Diegan coastal sage scrub, maritime succulent scrub, coastal bluff scrub, etc.; Figure 5). The airfield and a portion of the North Bluff would be planted with native grasses and sedges. Low-growing native grasses and forbs would be planted adjacent to runways and parking lots. A variety of native shrubs and herbaceous plants, along with Torrey pine, would be used as accent and transition plantings near the northern and southern parking areas (away from flight areas). Temporary, above-ground irrigation would be provided to establish vegetation; this would be monitored to ensure that it is functioning properly and is not creating runoff or erosion issues.

Impacts to sensitive plant species would be reduced to the maximum extent feasible during construction of the proposed trail improvements.

In order to better manage and promote absorption of storm water, roads would be surfaced with resin-bonded aggregate over Class II aggregate base. Gap-graded material (consisting of sized rock, clay loam, and a soil aggregating polymer), referred to as a lithwick in the GDP, would be included in some planting areas. Lithwick layers would detain storm water runoff and slowly disperse it to the native vegetation, to ensure its establishment and long-term viability. Energy dissipaters also would be provided.

Education

The education component of the project would implement an interpretive program through displays and signage that provides information on orientation, regulations, soaring, cultural and natural resources throughout the park area. A museum may also be integrated into the flight operation center. Signage would be grouped and integrated to minimize its visual impact to the site. Gathering area(s) for outdoor classrooms and educational programs would be designated within the north and/or south bluffs.

Passive Recreation

Improvements to passive recreation would include providing approximately two miles of - nature trails that comply with the Americans with Disabilities Act (ADA). The GDP recommends elimination of redundant trails throughout the park site. No new trails are proposed, and existing trails that remain would be improved for better definition and access control. Signage would be installed to inform the public about risks of the potentially unstable geology. Enhancements to existing seating and picnic table areas, restricted to areas where they currently occur but located outside of flight zones are proposed. Observation decks of various sizes are identified. Multiple places to host a variety of gatherings would be provided within the North Bluff native grass area. Trash and recyclable material receptacles for public use would have secure lids and would be emptied at least once daily into trash receptacles. The existing sidewalk along Torrey Pines Scenic Drive would be extended to the park entrance.

Support Facilities

Support facilities would include improvements to the existing 565-space parking area, such as improved delineation of parking spaces, use of porous pavement, and creation of ADA-compliant and designated pilot spaces. Up to 32 additional spaces for bicycles would be provided to create a total of 36 bicycle spaces. Two pre-manufactured “vault”-style restroom structures would be added And an existing City lifeguard observation area would be preserved. Solar-powered emergency lighting would be integrated into these facilities. No additional electrical service would be required or provided. Lighting adjacent to the MHPA would be of the lowest illumination allowed for human safety, selectively placed, shielded, and directed away from preserved habitat. No water or sewer service is proposed. Emergency vehicle access would be improved to meet the standards recognized by the City of San Diego Fire Department.

Grading/Construction

An estimated 40,000 cubic yards of fill material may be imported and spread over up to 16.1 acres of the project site. As noted above, the GDP would limit excavation to the maximum extent feasible; any excavation necessary is anticipated to be minimal. Equipment for the grading operation is anticipated to include a grader, a loader, a water truck, and dump trucks. The graded area would be watered twice daily to control dust. Project staging would occur entirely within the footprint of the proposed disturbance area. The project would comply with Greenbook Section 802 regarding demolition material from removal of the existing flight operations building. All construction would occur during daylight hours; nighttime lighting would not be used during construction. It is likely that the proposed improvements would be phased over time as funding becomes available.

9. Surrounding land uses and setting: Briefly describe the project's surroundings:

The project site is within, and surrounded by, the 434 acres that comprise Torrey Pines City Park. It is within the University Community Plan Area and North City Local Coastal Program.

The site is bounded to the north by Indian Canyon and to the south by Box Canyon. Drainage is generally westward through these canyons. Steep ocean bluffs are adjacent to the west, beyond which is the Torrey Pines State Beach, Torrey Pines City Beach (also known as Black's Beach) and the Pacific Ocean. East of the project site are the Torrey Pines Golf Course, Torrey Pines State Natural Preserve, UCSD, Scripps Hospital, and the Salk Institute.

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

No other approvals are anticipated to be required at this time.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- | | | |
|--|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Agricultural and Forestry Resources | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Transportation/Traffic |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities/Service Systems |
| <input checked="" type="checkbox"/> Geology/Soils | <input type="checkbox"/> Noise | <input type="checkbox"/> Mandatory Findings of 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
D) AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The Torrey Pines City Park is located on coastal bluffs overlooking the Pacific Ocean. Topography within the GDP project boundary ranges from 8 feet AMSL along the beach to 344 feet AMSL on the relatively flat portion of Torrey Pines Mesa. One permanent structure and developed areas associated with the Torrey Pines Gliderport occur within the GDP project boundary. In addition, native habitat, nature trails, seating areas, observation decks, and parking areas also occur within the Park. Views of the bluffs and ocean from the park comprise the primary scenic vista. Views of the bluffs comprising the park also are available from Torrey Pines Scenic Drive; however, the bluffs block views of the ocean from public roadways.

Overall, the character of the Park would not change with implementation of the proposed GDP. The existing uses would generally be unchanged although the flight operations building would be relocated and essentially double in size. The visual impact of the increase in building size would be offset by relocating the structure to an area which would be less visible from the key vantage points identified earlier. Specifically, the new location would provide less encumbered views of the Gliderport take-off/landing areas. Currently, the higher elevation of the Gliderport already limits northerly views from these trails. Views to the west from the parking areas adjacent to the Gliderport and Flight Operations Center and beyond would also be improved with the new location because the north-south building footprint would be reduced.

Several aspects of the proposed GDP would enhance the scenic qualities of the park including the proposed revegetation and construction of a flight operations building that is more visually consistent with other elements of the park. Additionally, new viewing opportunities would be provided and the building itself would feature an observation deck, which would provide users with unobstructed views to the north and west. These improvements would increase opportunities for park users to enjoy the scenic vistas.

Thus, it is determined that the project would not cause a significant impact to a scenic vista.

b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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There are no designated scenic highways in the project vicinity. The closest eligible State Scenic Highway, I-5, is located over one mile to the east. Thus, the project would not impact

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a state scenic highway.

The portion of the Torrey Pines City Park addressed in the GDP is not inhabited by the rare endemic Torrey Pine, nor any other trees which would be considered scenic resources. No rock outcroppings would be disturbed with implementation of the GDP.

The GDP would preserve known cultural resources associated with the Kumeyaay, Camp Callan and the history of wind-powered flight within the project footprint. Facilities associated within the National Historic Register Gliderport boundary, including the radio-controlled flight area, take-off and landing area, and flight operations center, would be maintained and/or enhanced for improved use. No historic buildings located within or adjacent to the project site would be affected by implementation of the proposed GDP.

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

The GDP is designed to enhance the quality and diverse character of the park. The proposed improvements would be similar in appearance to the existing facilities at the park. Approximately 19 acres of new native vegetation would be planted to restore eroded bluffs and improve the visual quality of the site. Vegetation would be compatible with naturally occurring, existing vegetation, and would accommodate different functions such as active use groundcover, restoration, accent and transition (i.e., screening, backdrop planting, shade, frame views, focal points), and meadow, as appropriate. Trails would be improved with segments of wooden steps and handrails following existing routes. Interpretive signage, designed through a themed signage program to create a unified image and sense of place, would be grouped and integrated into elements such as pavement, fencing, buildings, and seating to minimize its aesthetic impact to the site. No significant change in landform or grading would occur. The GDP would not reduce the diversity of elements associated with the project site, and implementation of the GDP would not result in an aesthetic that is significantly different from the existing aesthetic within the park.

The proposed expansion and relocation of the existing Flight Operations Center would not diminish the aesthetic value of the Park. Although the building would essentially double in size, it would be moved to a less visible portion of the park and would not exceed 30 feet in height. In addition, the building would be designed in consideration of the contextual architectural styles of the original Salk Institute, as well as materials used in wind-powered aircraft. Vertical materials would be dark value and color to blend visually into the park surroundings. Based on these guidelines, the structure would be more visually consistent with the park than the current white metal structure.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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As the overall change in the visual quality or character noticed by viewers of the site would be an improvement over existing conditions, the proposed GDP would not result in significant aesthetic impacts.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

No project construction would occur at night, and no lighting or other facilities would be constructed that would cause substantial light or glare. The GDP calls for integration of solar-powered emergency lighting into buildings (Flight Operations, restrooms, etc.). This lighting would be designed to illuminate only the area immediately surrounding each structure. Lighting adjacent to the MHPA would be of the lowest illumination allowed for human safety, selectively placed, shielded, and directed away from preserved habitat in accordance with the MSCP Subarea Plan, Land Use Adjacency Guidelines. Thus, the GDP would not result in significant light or glare impacts.

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

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. – Would the project:

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

The project site does not support any Prime, Unique, or Statewide Important Farmlands, nor would it convert any of these farmlands to a non-agricultural use. Thus, no impact to important farmland would occur from implementation of the proposed GDP.

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

The project site is zoned as Open Space (OP-1-1), which does not exclusively allow agricultural uses. The project site is not under a Williamson Act contract and is not currently utilized for agricultural purposes, nor are there any future plans for agricultural uses at the site. No impact would occur.

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

No forest land, timberland, or timberland zoned Timberland Production are located within

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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or adjacent to the project site, nor would the GDP propose any changes to the zoning of the site to such uses. Thus, implementation of the proposed GDP would not impact land zoned for forest land.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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No forest land would be lost, nor would forest land be converted to non-forest use with implementation of the GDP. Thus, implementation of the proposed GDP would not impact forest land.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

As discussed in response II(b) above, the project site is not currently used for or planned for agricultural purposes. There are no current or planned agricultural or forest uses in the immediate vicinity of the project site. The project would not conflict with any existing agricultural or forest land or result in the conversion of agricultural or forest land to other uses. Thus, no impact would occur.

III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied on to make the following determinations - Would the project:

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Federal and state laws regulate the criteria air pollutants emitted into the ambient air by stationary and mobile sources. Criteria pollutants are defined by state and federal law as a risk to the health and welfare of the general public. The United States Environmental Protection Agency (USEPA) is responsible for enforcing the Federal Clean Air Act (CAA) of 1970 and its 1977 and 1990 Amendments. The CAA required the USEPA to establish

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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National Ambient Air Quality Standards (NAAQS), which identify concentrations of pollutants in the ambient air below which no adverse effects on the public health and welfare are anticipated. The NAAQS regulate six criteria pollutants: carbon monoxide (CO), sulfur dioxide (SO₂), nitrogen dioxide (NO₂), ozone (O₃), respirable particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), and lead (Pb). The California Air Resources Board (CARB) has established the more stringent California Ambient Air Quality Standards (CAAQS) for the six criteria pollutants through the California CAA of 1988, and also has established CAAQS for additional pollutants, including sulfates, hydrogen sulfide, vinyl chloride and visibility-reducing particles. Areas that do not meet the NAAQS or the CAAQS for a particular pollutant are considered to be “nonattainment areas” for that pollutant.

The CARB is the state regulatory agency with authority to enforce regulations to achieve and maintain the NAAQS and CAAQS. The CARB is responsible for the development, adoption, and enforcement of the state’s motor vehicle emissions program, as well as the adoption of the CAAQS. In San Diego, the Air Pollution Control District (SDAPCD) is responsible for attainment planning required by the California CAA. The SDAPCD develops the Regional Air Quality Strategy (RAQS) to address strategies within the San Diego Air Basin (SDAB) to attain and maintain air quality standards (June 30, 1992, as amended). The local RAQS, in combination with those from all other California nonattainment areas with serious (or worse) air quality problems, are used by CARB to develop the California State Implementation Plan (SIP). The SIP was adopted by the CARB in 1994 and approved by the USEPA in mid-1996. Since that date, the SDAB has achieved its attainment goals in a timely manner.

Project-related construction would create a temporary addition of pollutants to the local airshed. With the implementation of standard dust control measures (i.e., watering twice daily), construction of the proposed project would not conflict with or obstruct the implementation of the RAQS or applicable portions of the SIP (HELIX Environmental Planning, Inc. [HELIX] 2011).

The project would be consistent with the uses anticipated in the City’s General Plan, and is therefore consistent with the RAQS. The total operational impacts associated with motor vehicle trips generated by the project would be the predominate source of long-term project emissions. Operational conditions would be in compliance with strategies in the RAQS (SDAPCD 2009) for attaining and maintaining the air quality standards, because operational emissions would not exceed the regional thresholds for criteria pollutants. Impacts related to conflicts with the applicable air quality plan would be less than significant.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Violate any air quality standard or contribute substantially to an | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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existing or projected air quality violation?

On April 15, 2004, the SDAB was classified as a basic nonattainment area for the 8-hour NAAQS for O₃. The SDAB is an attainment area for the NAAQS for all other criteria pollutants. The SDAB currently falls under a national "maintenance plan" for CO, following a 1998 redesignation as a CO attainment area (SDAPCD 2008b). The SDAB is currently classified as a nonattainment area under the CAAQS for O₃ (serious nonattainment), PM₁₀, and PM_{2.5} (CARB 2008).

Construction activities, including soil disturbance dust emissions and combustion pollutants from on-site construction equipment and from off-site trucks hauling dirt or building materials, would create a temporary addition of pollutants to the local airshed. As shown in Table 1, project emissions would be below the significance thresholds set forth by the SDAPCD, City of San Diego, and South Coast Air Quality Management District (SCACAQMD) for construction emissions of criteria pollutants. Due to the fact that construction of the project would be short-term in nature (and likely phased over time based on the availability of funding), construction would not result in emissions that would violate any air quality standard or contribute substantially to an existing or projected air quality violation. Project construction would employ standard dust control measures (i.e., watering twice daily) and would therefore be in compliance with strategies in the RAQS (SDAPCD 2009) for attaining and maintaining the air quality standards. A less than significant impact would occur with regard to construction-related criteria pollutant emissions.

Source	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Fine Site Grading and Planting						
Site Grading	0.00	0.00	0.00	0.00	79.00	16.50
Off-Road Diesel	2.83	23.44	11.96	0.00	1.17	1.08
On-Road Diesel	1.08	16.13	5.50	0.02	0.70	0.59
Worker Trips	0.03	0.06	1.02	0.00	0.01	0.00
<i>Sub-total</i>	3.94	39.63	18.48	0.02	80.88	18.17
Construction Equipment						
Off-Road Diesel	3.67	23.10	11.52	0.00	1.39	1.28
Vendor Trips	0.92	11.95	8.67	0.02	0.55	0.45
Worker Trips	2.62	4.44	82.06	0.08	0.62	0.32
<i>Sub-total</i>	7.21	39.49	102.25	0.10	2.56	2.05
Architectural Coatings						
Architectural Coatings Off-Gas	82.94	0.00	0.00	0.00	0.00	0.00

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact		
Worker Trips	0.03	0.05	0.99	0.00		
<i>Sub-total</i>	<i>82.98</i>	<i>0.05</i>	<i>0.99</i>	<i>0.00</i>		
Table 1 (cont.)						
ESTIMATED CONSTRUCTION EMISSIONS (lbs/day)						
Source	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Paving						
Asphalt Off-Gas	0.38	0.00	0.00	0.00	0.00	0.00
Off-Road Diesel	2.34	14.17	8.17	0.00	1.24	1.14
On-Road Diesel	0.08	1.13	0.39	0.00	0.05	0.04
Worker Trips	0.07	0.11	2.04	0.00	0.02	0.01
<i>Sub-total</i>	<i>2.87</i>	<i>15.41</i>	<i>10.59</i>	<i>0.00</i>	<i>1.30</i>	<i>1.19</i>
Maximum Daily Emissions	82.98	39.63	102.25	0.10	80.88	18.17
Significance Threshold (lbs/day)	137	250	550	250	100	55
Exceeds Threshold?	No	No	No	No	No	No

Notes: ROG = relative organic gases, NO_x = oxides of nitrogen, CO = carbon monoxide, SO_x = sulfur oxides, PM₁₀ = respirable particulate matter, PM_{2.5} = fine particulate matter.

Source: HELIX 2011

The operational impacts associated with the GDP would include impacts associated with vehicular traffic, as well as area sources such as energy use, plantings, consumer products use, and architectural coatings use. As shown in Table 2, project emissions would be below the significance thresholds set forth by the SDAPCD, City of San Diego, and SCAQMD for operational emissions of criteria pollutants. Based on the result of the analysis contained in the air quality study prepared for the project, daily operational emissions would not exceed the regional thresholds for any criteria pollutants.

Table 2						
SUMMARY OF ESTIMATED OPERATIONAL EMISSIONS						
Emission Source	Maximum Daily Emissions (lbs/day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Sources	0.25	0.04	3.09	0.00	0.01	0.01
Vehicular Sources	1.49	1.50	13.69	0.02	0.15	0.10
Total	1.74	1.54	16.78	0.02	0.16	0.11
Significance Threshold (lbs/day)	137	250	550	250	100	55
Exceed Thresholds?	No	No	No	No	No	No

Notes: ROG = relative organic gases, NO_x = oxides of nitrogen, CO = carbon monoxide, SO_x = sulfur oxides,

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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PM₁₀ = respirable particulate matter, PM_{2.5} = fine particulate matter.
 Source: HELIX 2011

As neither construction nor operational emissions would exceed allowable levels, the proposed GDP would not result in a significant air quality impact.

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

The SCAQMD's approach for assessing cumulative impacts is based on forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and state CAAs. As discussed in response III(a), the project would not conflict with the RAQS or applicable portions of the SIP and would maintain the attainment goals of the SDAB for all criteria pollutants. In addition, as discussed in response III(b), due to the fact that the construction of the project would be short-term in nature, construction would not result in a cumulatively considerable net increase of O₃ precursors (ROG and NO_x), PM₁₀ or PM_{2.5} (refer to Table 1). The proposed use is consistent with the land use designations modeled in the RAQS. As shown in Table 2, estimated operational emissions would not exceed the City's significance thresholds. Thus, the proposed GDP would not result in cumulatively considerable contributions to criteria pollutants within the SDAB.

- d) Expose sensitive receptors to substantial pollutant concentrations?
- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Sensitive receptors include schools (preschool through 12th grade), hospitals, resident care facilities, day-care centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality. None of these types of uses occur adjacent to the Park, nor would implementation of the proposed GDP result in any substantial levels of pollutants. As discussed earlier, the GDP does not propose any uses which are not already occurring within the Park. Furthermore, none of these ongoing activities generate pollutant concentrations which would be adverse to sensitive receptors if they did occur near the Park. Lastly, health risks from pollutants generally require prolonged exposure of decades. Chronic exposure is defined in the California Air Pollution Control Officers Association (CAPCOA) Air Toxics "Hot Spots" Program Risk Assessment

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Guidelines as 24 hours per day, seven days per week, 365 days per year, for 70 years. Persons using Park facilities or surrounding areas would not experience this level of exposure.

Although diesel exhaust particulate matter would be emitted from heavy equipment used in the construction process, the generation would be short-term and not result in the prolonged period of exposure required to pose a health hazard. With regard to operational sources of diesel particulate matter, it is not anticipated that the recreational park and food service establishments would experience high enough truck volumes to pose a risk from diesel particulates. Truck volumes in excess of 100 trucks per day would be required before a health risk would be created. Additionally, while it is possible that the food services serving the recreational park could emit organic gases from the cooking of animal fats and oils, emissions would be controlled through to an exhaust hood to a roof-top vent.

No risk from exposure local carbon monoxide hot spots are anticipated. The traffic analysis concluded that the addition of Project-generated traffic would not result in a change in operating conditions from acceptable levels to deficient level at any intersection locations. As a result, Project implementation would not result in the formation of CO hotspots.

In the absence of any localized health risk posed by air pollutants in the project vicinity, it is determined that the proposed Project would not result in a significant health risk.

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

The only source of odor anticipated from GDP implementation activities would be exhaust emissions from the diesel equipment and haul trucks. During construction, diesel equipment operating at various locations on the site may generate some nuisance odors; however, the closest sensitive receptors (such as university student housing units) are located approximately 1,500 feet east of the project site and odors associated with construction would be temporary, ceasing at the completion of the construction period. As such, construction would not cause an odor nuisance, and odor impacts would be less than significant.

The project site would be developed with recreational park land uses, which are not typically associated with odor complaints. Food preparation associated with the food service operation could produce odors, but these odors would not be considered objectionable. On-site trash receptacles and portable toilets would have the potential to create adverse odors. However, trash receptacles and portable toilets would be located and maintained in a manner that promotes odor control. Thus, no significant noise odors would occur from implementation of the GDP.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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IV. BIOLOGICAL RESOURCES –

Would the project:

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| <p>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?</p> | □ | ☑ | □ | □ |
|--|---|---|---|---|

Numerous biological field surveys were conducted of the Park in 2009 and 2010. The results of the surveys are presented in the project biological technical report prepared for the GDP (HELIX 2012). The field surveys included vegetation mapping and mapping of sensitive plant and animal species. No federally or state listed plant species were observed within the GDP project boundary; however, one Multiple Species Conservation Program (MSCP) Narrow Endemic species, aphanisma (Aphanisma blitoides) was identified during the field survey. The following nine other sensitive plant species were observed within the project boundary: Nuttall's scrub oak (Quercus dumosa), south coast saltscale (Atriplex pacifica), San Diego barrel cactus (Ferocactus viridescens), sea dahlia (Coreopsis maritima), cliff spurge (Euphorbia misera), red sand-verbena (Abronia maritima), San Diego sagewort (Artemisia palmeri), California box-thorn (Lycium californicum), and woolly seablite (Suaeda taxifolia).

The following sensitive species have been identified in the area where trail improvements are proposed: aphanisma, south coast saltscale, sea dahlia, cliff spurge, California box-thorn, and woolly seablite. In order to minimize impacts to these species, locations of these plants would be identified in the field and efforts made to design the trails in a way that minimizes potential impacts to these plants. Impacts to aphanisma would be significant due to its status as a narrow endemic. Impacts to the other species would not be considered significant given their low sensitivity. Furthermore, these species would be included in the native planting proposed as part of the GDP.

Several sensitive bird species could be affected by the GDP. The federally listed threatened coastal California gnatcatcher (Poliophtila californica californica) was detected within the

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><i>GDP project boundary. In addition, southern California rufous-crowned sparrow (Aimophila ruficeps canescens) was observed within the GDP project boundary. The southern portion of the GDP project boundary also is a documented American peregrine falcon (Falco peregrinus anatum) use area. While no direct impacts to sensitive animal species observed within the GDP project boundary would occur, implementation of the proposed project would indirectly impact coastal California gnatcatcher and southern California rufous-crowned sparrow by impacting suitable habitat (2.1 acres of Diegan coastal sage scrub [including disturbed and sparse areas]). In addition, raptor foraging habitat (0.9 acre of non-native grassland) would be impacted. Indirect impacts to these species also could occur through disruption of breeding or nesting activities if construction occurs during the breeding season, or through increased refuse associated with the expanded food service or public trash receptacles. These impacts are considered significant.</i></p>				

Because the project has the potential to result in direct and/or indirect impacts to sensitive species, the Mitigation, Monitoring and Reporting Program (MMRP) detailed in Section V of the Mitigated Negative Declaration (MND) is required. Mitigation for impacts to aphanisma would include translocation of the species into the MHPA in accordance with an approved Habitat Restoration Plan. Indirect impacts to coastal California gnatcatcher and southern California rufous-crowned sparrow would be mitigated through the proposed addition of 22.5 acres of habitat into the MHPA, preconstruction surveys, installation of appropriate fencing prior to clearing and grading, and requirements for containing, removing, and cleaning refuse. These mitigation measures would reduce impacts to sensitive species to below a level of significance.

- 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?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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As presented in the project biological technical report (HELIX 2012), the land within the GDP project boundary supports a number of wetland and upland plant communities which are identified as important in local, state and federal planning efforts. These habitats include: freshwater marsh, disturbed wetland, herbaceous wetland, saltgrass grassland, maritime succulent scrub (including sparse areas), southern coastal bluff scrub (including disturbed and sparse areas), scrub oak chaparral, Diegan coastal sage scrub (including disturbed and sparse areas), non-native grassland, beach, steep/unvegetated bluff, and non-native vegetation.

Proposed grading and trail improvements are estimated to directly impact 16.1 acres within

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

the GDP project boundary (refer to Figures 6a and 6b and Table 3). Impacts to sensitive vegetation communities total 3.1 acres, including less than 0.1 acre of saltgrass grassland, 0.1 acre of southern coastal bluff scrub (including disturbed and sparse areas), 2.1 acres of Diegan coastal sage scrub (including disturbed and sparse areas), and 0.9 acre of non-native grassland. Impacts to sensitive vegetation communities are considered significant.

Table 3
IMPACTS TO SENSITIVE VEGETATION COMMUNITIES

VEGETATION COMMUNITY/HABITAT	MSCP TIER†	ACREAGE‡		
		INSIDE MHPA*	OUTSIDE MHPA*	TOTAL
Wetland/Riparian				
Freshwater marsh	--	0.00	0.00	0.00
Disturbed wetland	--	0.00	0.00	0.00
Herbaceous wetland	--	0.00	0.00	0.00
Uplands				
Saltgrass grassland	I	<0.1	0.0	<0.1
Maritime succulent scrub (including sparse areas)	I	0.0	0.0	0.0
Southern coastal bluff scrub (including disturbed and sparse areas)	I	0.1	0.0	0.1
Scrub oak chaparral	I	0.0	0.0	0.0
Diegan coastal sage scrub (including disturbed and sparse areas)	II	1.5	0.6	2.1
Non-native grassland	IIIB	0.1	0.8	0.9
Beach	--	0.0	0.0	0.0
Steep/unvegetated bluff	--	0.1	0.0	0.1
Disturbed habitat	IV	3.1	8.6	11.7
Non-native vegetation	IV	0.1	0.2	0.3
TOTAL		5.0	11.1	16.1

† Tiers refer to City MSCP Subarea Plan habitat classification system

‡ Upland habitats are rounded to the nearest 0.1 acre, while wetland habitats are rounded to the nearest 0.01; thus, totals reflect rounding

* Impacts inside and outside MHPA calculated based on post-MHPA boundary line correction and adjustment

Source: HELIX 2012

While areas consisting of freshwater marsh, disturbed wetlands, herbaceous wetland, and beach occur within the GDP project boundary, the proposed project would not directly impact these areas.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mitigation for impacts to southern coastal bluff scrub (including disturbed and sparse areas) within the MHPA would occur at a 2:1 ratio, while mitigation for impacts to Diegan coastal sage scrub (including disturbed and sparse areas) within and outside the MHPA would occur at a 1:1 ratio. Mitigation for impacts to non-native grassland within the MHPA would be mitigated at a 1:1 ratio while impacts to non-native grassland outside the MHPA would occur at a 0.5:1 ratio. GDP impacts would be mitigated by the restoration of 2.8 acres of habitat, including 2.6 acres of Diegan coastal sage scrub and 0.2 acre of southern coastal bluff scrub. Sensitive habitats would be mitigated in kind with the exception of the saltgrass grassland and non-native grassland: these will be mitigated with coastal sage scrub. Coastal sage scrub will be used to mitigate for the saltgrass grassland impacts because of the small scale of these impacts and corresponding mitigation. There are two reasons for mitigating for the non-native grassland with coastal sage scrub: (1) it is unlikely, given the soil types and the extant native habitats in the Park, that needlegrass dominated grassland previously existed here; and (2) there are no nearby sources for native grassland propagules. The restoration of 2.6 acres of Diegan coastal sage scrub includes mitigation for impacts to 0.13 acre of non-native grassland within the MHPA (1:1 ratio) and 0.75 acre of non-native grassland outside the MHPA (0.5:1 ratio).

The restoration and enhancement provided by this plan exceeds the mitigation requirement by providing for a total of 11.69 acres, including 10.18 acres of restoration (9.19 acres coastal sage scrub [salvage and restoration], 0.85 acre coastal bluff scrub, and 0.14 acre maritime succulent scrub) and 1.51 acres of enhancement (0.63 acre coastal sage scrub, 0.56 acre coastal bluff scrub, and 0.32 acre of maritime succulent scrub). Areas successfully restored beyond the 2.8 acres required as mitigation for the Park GDP will be available to mitigate for impacts by other projects. All restoration and enhancement would occur within the MHPA. These restoration and enhancement areas would be subject to monitoring requirements and success criteria, as detailed in the Restoration and Enhancement Plan (Appendix D of the Biological Technical Report; HELIX 2012). As such, impacts to biological resources would be reduced to below a level of significance following mitigation.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed project would not directly impact any naturally occurring wetland habitat. A minimum 60-foot buffer would be provided from all wetland habitats. Impacts to wetlands, as defined by Section 404 of the Clean Water Act, would be less than significant.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Project development would not impact any wildlife corridors, as much of the GDP project boundary is highly disturbed and the existing native habitat is already fragmented. The project would not block wildlife movement within the canyons in the MHPA or fill any tributary canyons, nor would it block any part of the wildlife corridor to the Pacific Ocean. The proposed MHPA boundary adjustment would facilitate wildlife by adding 22.5 acres to the MHPA including a large patch of Diegan coastal sage scrub that supports coastal California gnatcatcher.

e) Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed GDP would be in compliance with the City's policy on public tree protection. No designated tree resources would be removed and no impact would occur. Project grading and GDP development would occur approximately 1,300 feet south of freshwater marsh and disturbed wetlands, substantially beyond than the 100-foot wetland buffer required in the City's Environmentally Sensitive Lands (ESL) Regulation for these habitats. Project grading and GDP development would, however, occur within 60 feet from the herbaceous wetland, which would require a deviation from the ESL. A deviation can be granted for the project, provided findings in Sections 126.0504(c) and 126.0708 of the Land Development Code (LDC) can be made. The determination whether findings can be made would be made based on a subsequent Site Development Permit (SDP) application. If the findings cannot be made, revisions to the site plan would be required to provide the buffer distance determined to be necessary. Given the small, isolated, and relatively low-sensitivity nature of this wetland, biological impacts associated with a 60-foot buffer would be less than significant.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
approved local, regional, or state habitat conservation plan?				

The City's MSCP Subarea Plan has been prepared to meet the requirements of the California Natural Communities Conservation Planning (NCCP) Act of 1992. This Subarea Plan describes how the City's portion of the MSCP Preserve, the MHPA, would be implemented. The MSCP identifies a MHPA that is intended to link all core biological areas into a regional wildlife preserve. A MHPA boundary line adjustment is proposed to subtract 0.5 acre and add 22.5 acres within the MHPA for a net increase of 22.0 acres to the MHPA. In addition, approximately 2.4 acres of land (consisting of 0.5 acre of non-native grassland, 0.1 acre of disturbed habitat, and 1.8 acres of developed land) is proposed for a MHPA boundary line correction due to the continued use of the area (the Gliderport) since the early 1930s (refer to Figure 4).

Adjustments to the MHPA boundary may be made without amending the Subarea Plan or the MSCP Plan when an area of equivalent or greater biological value than what currently exists is included in an MHPA. The proposed MHPA boundary line correction would be in compliance with the six conditions of approval in evaluation of the biological value of the adjustment areas (Section 5.4.2 of the Final MSCP Subarea Plan; Ogden Environmental and Energy Services 1997) as detailed in the project's Biological Technical Report (HELIX 2012).

The City's MSCP Subarea Plan Land Use Adjacency Guidelines contain a number of guidelines designed to minimize the impact of adjacent development on resources within the MHPA. Because areas within the GDP project lie adjacent to the MHPA (post-MHPA boundary line correction and adjustment), these guidelines are applicable to the proposed project. Per the guidelines, issues pertaining to habitat insularization, drainage and toxins, lighting, noise, barriers, invasive plant species, grading/land development and increased trash must not adversely affect the preserve area.

Design measures and criteria contained in the GDP would prevent adverse indirect impacts on the MHPA. Specifically, project design measures would be implemented to control erosion, sedimentation, and pollution that could impact water resources on and off site. Lighting within the GDP project boundary would consist solely of solar emergency lighting around structures and would be of the lowest illumination allowed for human safety, selectively placed, shielded, and directed away from preserved habitat pursuant to the City's Municipal Code Section 142.0740. The beach access/trails that exist would be improved and steep topography and barriers elsewhere would deter people from traversing open space areas. Planting would follow the guidelines set forth in the GDP, which require entirely native vegetation. No grading or development would occur outside of the GDP Upgrade Area. The MMRP detailed in Section V of the MND would ensure implementation of the above-described GDP design elements at the specific project level. Implementation of these

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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measures would reduce the project's indirect impacts to below a level of significance.

V. CULTURAL RESOURCES –

Would the project:

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

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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The purpose and intent of the Historical Resources Regulations of the Land Development Code (Chapter 14, Division 3, and Article 2) is to protect, preserve and, where damaged, restore the historical resources of San Diego. The regulations apply to all proposed development within the City of San Diego when historical resources are present on the premises. CEQA requires that before approving discretionary projects, the Lead Agency must 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 are further addressed below in Section V.b.

A historical evaluation prepared for the proposed GDP discusses the historical context of the Torrey Pines City Park and Gliderport (Cultural Land Planning & Research 2010). The Torrey Pines Gliderport is listed on the California Register of Historic Resources and National Register of Historic Places as a historical site of local and state significance. The Gliderport is considered a "Historic Site," due to its association with events that have made a significant contribution to the broad patterns of history. It also is considered a "Component Landscape," which is a discrete portion of the landscape that contributes to the significance of a National Register property.

The GDP has been designed to enhance and respect the quality and character of the Gliderport site through programmed park uses, innovative composition of forms, interpretive elements, and natural materials. Historic uses and facilities on site would be maintained or improved through implementation of the proposed project. Modifications to historical features within the National Register boundary would include improvements to the emergency landing strip; improved access to the Gliderport; improved beach access;

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>planting of 19 acres of native vegetation; improved pedestrian trails, picnic areas, and observation areas; and development of an interpretive program. These changes would result in the Gliderport having improved access, utility, and recognition, and have been reviewed by City Historical Resources staff to ensure consistency with the Secretary of the Interior's Standards and Guidelines for the Treatment of Historic Properties, in particular the Standards of Rehabilitation. Impacts to historical resources would be less than significant.</i>				

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

	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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A Phase I inventory of the project site was conducted by ASM Affiliates, Inc., in April 2010, which included a records search conducted at the South Coastal Information Center (SCIC) and the San Diego Museum of Man, and an intensive pedestrian survey was performed by an archaeologist and Native American Monitor. The records search documented 31 previously recorded archaeological sites within a one-mile radius: 29 prehistoric sites, 1 historic site, and 1 site with both prehistoric and historic components.

Two prehistoric archaeological sites were documented within the project Area of Potential Effects (APE) (SDI-4624 and CA-SDI-20,664). Site SDI-4624 is located within the take-off and landing zone for gliders at the Torrey Pines Gliderport. This is a prehistoric habitation site characterized by a low, intact mound with artifacts and shell visible on the surface. Site CA-SDI-20,664 consists of a low-density shell and artifact scatter located north of SDI-4624 along the western margin of the north-south runway.

Several significant prehistoric sites, located near the project area, have been demonstrated to contain multiple human burials of great antiquity. The close proximity of extensive and complex prehistoric habitation sites to the current project area suggests that SDI-4624 has a high potential for containing significant cultural deposits in addition to human remains. As a result, and in accordance with the City's Historical Resources Guidelines (April 2001), testing was conducted between February 6 and 8, 2012 to determine subsurface presence/absence and significance of the two sites under CEQA and City guidelines.

The results of testing at SDI-4624 revealed that much of the site had been disturbed by plowing, surface ripping, and the importation of fill. The areas that were less impacted by heavy machinery were heavily impacted by rodent disturbance. The eastern sloped side of the site contained the highest concentration of surface and subsurface cultural deposits. Many of the surface artifacts were found in the spoils of rodent burrows. None of the previously identified lithic artifacts at CA-SDI-20,664 were relocated during the current investigation. Some shell was noted on the south end of the site in an area that is now heavily

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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impacted by vehicle traffic. The six shovel test pits did not yield any subsurface cultural material. The current investigation recommended that SDI-4624 and SDI-20,664 do not meet necessary and sufficient conditions to be recommended eligible for listing in the City's Historical Resources Register or the California Register of Historical Resources. The proposed project would not involve improvements or activities that could potentially alter or destroy sites SDI-4624 and CA-SDI-20,664. These sites are located within areas planned for open space. As such, less than significant archaeological resource impacts are anticipated.

While the GDP would limit excavation on site to the maximum extent feasible, some excavation may be required. Given the archaeological sensitivity of the area, if excavation is required, impacts to currently unknown deposits may occur. Mitigation would require monitoring by a qualified archaeologist and Native American monitor during any ground-disturbing activities in areas immediately surrounding CA-SDI-4624 and CA-SDI-20,664. Therefore, implementation of the MMRP detailed in Section V of the MND would reduce potentially significant impacts to historical (archaeological) resources to below a level of significance.

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

The City of San Diego's CEQA Significance thresholds state that grading which exceeds 1,000 cubic yards with 10 feet of depth has the potential to adversely affect paleontological resources (high and moderate resource potential) and monitoring would be required. A paleontological record search, conducted by the San Diego Natural History Museum (2009), identified eight recorded fossil localities within a one-mile radius of the project site. These localities occur within the marine and estuarine deposits of the Lindavista Formation, Scripps Formation, Del Mar Formation, and Ardath Shale Formation, all of which have produced fossils of marine invertebrates (e.g., clams, pectens, nautiloids, snails, tusk shells, and crabs). As a result, excavation activities associated with the proposed project within the Lindavista, Scripps, Del Mar, Ardath Shale, and Torrey Sandstone formations have the potential to impact significant fossil deposits. Mitigation would require paleontological monitoring and recovery of significant paleontological resources. Therefore, implementation of the MMRP detailed in Section V of the MND would reduce potentially significant impacts to paleontological resources to below a level of significance.

- d) Disturb and human remains, including those interred outside of formal cemeteries?

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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No human remains have been documented within the project area; however, they have been documented in the vicinity and have potential to occur in association with SDI-4624. Should remains be encountered during ground disturbance activities, all required provisions/protocols would be implemented for the treatment of human remains as detailed in the MMRP (Section V of the MND) and in accordance with the California Public Resources Code and the California Health and Safety Code including consultation with the state designated Native American MLD will reduce potential impacts to below a level of significance.

VI. GEOLOGY AND SOILS – Would the project:

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

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

There are no known active faults crossing the project site. The nearest known active fault is the Rose Canyon fault located approximately 1.5 miles to the south. The Salk fault is mapped as crossing the southern portion of the project study area, outside the area of proposed improvements; however, it is not considered active. The potential for ground surface rupture due to fault movement is considered low for the project site. Because no active faults are located on the project site and the project would comply with the California Building Code (CBC), implementation of the project would result in less than significant impacts associated with the rupture of a known earthquake fault.

ii) Strong seismic ground shaking?

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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See response VI(a.i) with regard to study area seismicity. The project site is subject to ground shaking due to the presence of several active faults in the region, and has historically experienced moderate to high levels of seismicity. However, compliance with the CBC would reduce potential impacts associated with strong seismic ground shaking to less than significant levels.

iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Liquefaction is the phenomenon in which loosely deposited, saturated granular soils behave as a fluid for a short period of time during strong earthquake-induced ground shaking. Based on the dense nature of underlying formational materials and lack of near surface groundwater table, the potential for liquefaction at the project site does not exist. Thus, significant liquefaction impacts are not anticipated to occur.

iv) Landslides?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Ardath Shale and Scripps Formation are sedimentary rocks that may contain planes of weakness. A large landslide has been mapped in the area of the Citizen's Trail located southwest of the Gliderport. A second large landslide is mapped on the southernmost portion of the site. A moderate-size landslide is anticipated to exist off-site in the north-facing slope of the west-draining canyon, just east of the Indian Canyon Trail. Several relatively shallow landslides and/or slope talus debris deposits also exist along the lower portion of the steep bluff face opposite the Gliderport.

The existence of these known landslides and the potential for others to exist, pose a potential risk to proposed improvements, most notably stairways traversing the bluffs. Thus, landslides pose a potentially significant impact. Subsurface geologic/geotechnical evaluations would be required in association with planned improvements to determine if a landslide risk exists and what measures should be taken to minimize the risk. Carrying out these studies and the associated remedial actions would reduce potential landslide risks to below a level of significance.

b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Coastal bluff areas adjacent to the project site are susceptible to slope failure due to erosion by wave action. In addition, bluff erosion can be exacerbated by irrigation and other surface water at the tops of slopes and human activities on the bluffs.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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To reduce potential erosion impacts, the GDP requires lithwick and structural improvements (e.g., observation decks) to be set back from eroding bluffs by a horizontal distance of 80 feet or greater as part of the project to avoid increasing erosion of soils. Final facility setback distance from the bluffs would be determined upon completion of a subsurface geotechnical evaluation prior to implementation. Only temporary irrigation would be provided, and it would be closely monitored. Implementation of the MMRP detailed in Section V of the MND would reduce potentially significant impacts related to soil erosion to below a level of significance.

- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|-------------------------------------|-------------------------------------|--------------------------|

As discussed in responses VI(a.iii) and VI(a.iv), the potential exists for impacts related to landslides. Based on the dense nature of underlying formational materials and lack of near surface groundwater table, the potential for lateral spreading, subsidence, liquefaction, or collapse at the project site is minimal. Block falls are known to occur where the bluff face fails as the result of undermining due to wave erosion. There have been documented bluff failures adjacent to the project site in modern times. As discussed in response VI(b), structural improvements with adequate setbacks from eroding bluffs (to be determined through a comprehensive geotechnical design evaluation) would be implemented as part of the project to avoid increasing erosion of soils. Subsurface geologic/geotechnical evaluations would be required in association with planned improvements to determine if a blockfall risk exists and what measures should be taken to minimize the risk. Carrying out these studies and the associated remedial actions would reduce potential blockfall risks to below a level of significance

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|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

Expansive and/or compressible soils may be present on the project site. The soil of the Lindavista Formation typically has low to moderate expansion, while the Ardath Shale and

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Scripps Formation typically have moderate to high expansion. The surficial soil and landslides are also anticipated to be expansive and compressible. Any expansive or compressible soils encountered during construction would be treated in accordance with standard engineering methods (e.g., lime treatment, moisture conditioning, or utilization of special foundations) to reduce impacts to less than significant levels. Implementation of these measures would reduce potentially significant impacts related to expansive or compressible soils to below a level of significance.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Proposed on-site restrooms would be “vault”-style, pumped periodically for off-site disposal. No septic tanks are proposed. Thus, no impact would occur.

VII. GREENHOUSE GAS EMISSIONS

– Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

In order to serve as a guide for determining when a project triggers the need for a greenhouse gas (GHG) significance determination, the City has established an interim screening threshold for GHG emission analysis. Based on guidance in the CAPCOA report “CEQA & Climate Change,” dated January 2008, the City is using an annual generation rate of 900 metric tons of GHGs to determine when further GHG analysis is required. This emission level is based on the amount of vehicle trips, the typical energy and water use, and other factors associated with projects. Based on this guidance from California Environmental Quality Act (CEQA) Guidelines, the City, and CAPCOA, implementation of the proposed GDP would result in a significant, cumulative climate change impact if it would generate in excess of a screening criterion of 900 metric tons of GHG.

As detailed in the air quality and greenhouse gas technical report prepared for the proposed GDP (HELIX 2011) and Addendum to the GHG Report dated May 4, 2012, GHG emissions

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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associated with the construction of the proposed GDP would be through use of heavy equipment and vehicle trips. The total estimated GHG emissions for the duration of construction would be 328 metric tons of carbon dioxide (CO₂) (Table 4). Amortized over 30 years, the proposed construction activities would contribute 10.95 metric tons per year of CO₂ emissions. Construction GHG emissions would be substantially below the screening criterion of 900 metric tons per year of CO₂ equivalent, and impacts would be less than significant.

Table 4 TOTAL CONSTRUCTION GHG EMISSIONS	
Emission Source	CO₂ Emissions (tons per year)
<i>Grading</i>	
Fugitive Dust - Grading	0.00
Site Grading Offroad Diesel	73.04
Site Grading Onroad Diesel	80.52
Worker Trips	3.32
TOTAL	156.88
<i>Construction and Paving</i>	
Offroad Diesel	28.84
Vendor Trips	29.79
Worker Trips	102.83
Architectural Coatings	-
Architectural Coatings Worker Trips	2.23
Paving Offroad Diesel	31.13
Paving Onroad Diesel	4.77
Paving Worker Trips	5.62
Paving Offgas	-
Subtotal	205.20
TOTAL (tons)	362.08
TOTAL (metric tons)	328.47
Threshold (metric tons)	900
Exceed Thresholds?	No

Source: HELIX 2011

With respect to operations under the proposed GDP, direct GHG emissions would be associated with the propane gas combustion (food preparation) and use of other fuel-consuming equipment (landscaping equipment). Emissions associated with energy use would arise from the combustion of fossil fuels to provide energy for the flight operation center. Indirect emissions sources would include solid waste and vehicular use emissions.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The project site does not contain water, sewer, or electrical services. Bottled water and portable toilets would be used on site. Irrigation would only be used temporarily for plant establishment. All electrical power would be derived from solar panels. As a result, operational emissions related to generation of electricity and water usage are not quantified in this analysis.

As indicated in Table 5, project vehicular traffic is the primary source of GHG emissions. Natural gas use would result in approximately 0.02 metric tons per year of CO₂ equivalent emissions. Solid waste disposal would result in emissions of approximately 1.13 metric tons per year of CO₂ equivalent, based on an estimated solid waste generation rate of 0.0013 tons per acre per year (California Recycle 2010). Based on the maximum of approximately 580 average daily trips (ADT) projected for the proposed project (RBF Consulting 2012), emissions of mobile-source CO₂ equivalent GHGs emissions were estimated at 242 metric tons per year. This estimate is conservative in that it reflects typical motor vehicle emissions as of November 1, 2006; it does not reflect regulations subsequently adopted by CARB to reduce motor vehicle GHG emissions, including the Low Carbon Fuel Standard (currently under litigation) or Pavley I clean-car standards.

Table 5 SUMMARY OF ESTIMATED OPERATIONAL GREENHOUSE GAS EMISSIONS				
Emission Source	Annual Net Emissions (metric tons/year)			
	CO₂	CH₄	N₂O	CO₂e
Amortized Construction Emissions	10.95	--	--	10.95
Natural Gas Use Emissions	0.02	0.0001	0.0001	0.02
Solid Waste Emissions	1.13	0.0001	0.0001	1.13
Vehicular Use Emissions	272	0.0070	0.0072	274.37
Global Warming Potential Factor	1	21	310	-
TOTAL CO₂ Equivalent Emissions	286			
Screening Threshold Criteria	900			
Exceed Threshold?	No			

Source: HELIX 2011

The total estimated project-related operational GHG emissions would be 286 metric tons of CO₂e emissions per year. As operational GHG emissions would be below the screening criterion of 900 metric tons per year of CO₂ equivalent, GHG impacts would be less than significant.

b) Conflict with an applicable plan,

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				

As the GHG emissions related to implementation of the proposed GDP would fall below the 900 metric tons screening criterion described in response VII(a), the project would not conflict with state and federal plans and policies intended to reduce GHG emissions.

Torrey Pines City Park is mostly a self-sufficient recreational park, which would emit significantly less GHG emissions than other recreational parks with full water and power utilities services. As indicated in response VII(a), the proposed project emissions would be substantially below the 900 metric ton screening criterion. The main source of operational GHG emissions associated with the GDP would be vehicular emissions. Both the state of California and the federal government have adopted GHG emission reduction measures that are designed to reduce the amount of GHGs emitted from vehicles. The U.S. Congress has recently adopted legislation to require Corporate Average Fuel Economy (CAFE) standards to reach 35 miles per gallon by the year 2020. The new CAFE standards would lead to approximately 23 percent greater fuel efficiency, which would further reduce GHG emissions. Based upon the implementation of the current project design features (such as solar power and drought-tolerant vegetation) and the federal and state vehicle GHG emission reduction regulations, the GDP would be consistent with the goals of AB 32 of reducing GHG emissions to 1990 levels by 2020. The GDP also would be consistent with the goals of City's General Plan and Climate Protection Action Plan and would thus have a less than significant GHG impact.

VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:

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

No storage, transport, use, or disposal of any hazardous materials is proposed as part of the GDP. Thus, no impact related to the transport of hazardous materials would occur with implementation of the proposed GDP.

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

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
release of hazardous materials into the environment?				

As discussed in the response to VIII(a), no health risk would result from implementation of the proposed GDP

- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- | | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

There are no schools located within one-quarter mile of the project site; therefore, no such hazards would result.

- 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?
- | | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

Based on historical environmental research, which included a review of environmental databases of hazardous waste properties maintained by the State Water Resources Control Board, California Department of Toxic Substances Control, and USACE, the GDP area does not include any areas listed as hazardous materials sites (Ninyo & Moore 2009). One adjacent property, the Salk Institute, was listed as having a closed leaking underground storage tank release case associated with the facility. Based on the closed status of the case, there is a low likelihood that the facility has impacted the environmental integrity of the site.

The project site is located within the boundary of the former Camp Callan. As a result, there is a moderate possibility that soil on the site has been impacted by historical military operations on the site (e.g., munitions debris and/or unexploded ordnance). Further assessment would be performed at the site if discolored soil suggestive of contamination or other potential environmental issues are encountered during subsurface disturbance activities (if any), in accordance with applicable regulations and standard construction procedures. Should hazardous materials be discovered, remedial actions required by state and federal laws would reduce the potential risk to below a level of significance.

- e) For a project located within an
- | | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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airport land use plan or, where such a plan has not been adopted, within two mile of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

The project site is not located within an airport land use plan or within two miles of a public airport or public use airport, or private airstrip, but is located within approximately 2.5 miles of Marine Corps Air Station (MCAS) Miramar. The federal Department of Defense has established Accident Potential Zones (APZs) for the air station. The established APZs define the areas that would be more likely to be affected by aircraft accidents. The project site is not located within any APZs for MCAS Miramar. Therefore, the project would not increase aircraft safety hazards and no safety hazards associated with flight activity have been identified. Accordingly, the project would not result in a safety hazard for people residing or working in the project area.

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

The GDP area includes the Torrey Pines Gliderport, which is classified by the California Department of Transportation (Caltrans) Aeronautics Division as a Temporary Airport. The Gliderport is further classified as a Private Airport, because it is not open to the general public. The proposed improvements have been designed to be compatible with the air traffic patterns and recreational usage of the Gliderport. Therefore, the project would not increase aircraft safety hazards and no safety hazards associated with flight activity have been identified. Accordingly, the project would not result in a safety hazard for people residing or working in the project area.

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

Access to the site would be improved to meet the standards recognized by the City of San Diego Fire –Rescue Department. Definition of parking spaces and vehicle access areas would improve the ability to access or evacuate the site. Thus, no impacts to emergency response plans would result from implementation of the proposed GDP.

- h) Expose people or structures to a
- | | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				

The GDP area is rated fairly low in terms of fire hazard severity due to favorable geographic proximity to the coast as compared to locations east of Interstate 805 (I-805) where fire hazard jumps up quickly. Nevertheless, the GDP area features open space containing vegetation that could be susceptible to wildland fires. The proposed project would comply with all fire safety regulations and code requirements established by the City of San Diego Fire Department to ensure the potential for wildland fires is less than significant.

IX. HYDROLOGY AND WATER QUALITY - Would the project:

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

The water quality technical report prepared in May 2012 (RBF Consulting) determined that the proposed project would not affect local water bodies. As required under the National Pollutant Discharge Elimination System (NPDES), administered by the Regional Water Quality Control Board (RWQCB), a Storm Water Pollution Prevention Plan (SWPPP) would be created for the proposed project as a condition of the approval of final grading plans. The plan would address erosion control measures that would be implemented to avoid erosion impacts to exposed soil associated with construction activities. During construction, best management practices (BMPs) would be implemented to reduce soil erosion and runoff. Potential water quality impacts would be avoided or reduced to less than significant levels through conformance with the NPDES Permit conditions.

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

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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for which permits have been granted)?

According to the geological technical study prepared for the proposed GDP (Ninyo & Moore 2009a), perched groundwater may exist in canyon areas adjacent to the project site; however, it is not likely that groundwater would be encountered at the project site. Groundwater depths vary throughout the project site and vicinity, depending upon topography, and range from just beneath the ground surface in the low-lying areas along the bottoms of canyons and drainages near the ocean to greater than 50 feet at the project site.

The proposed project does not involve any long-term use of groundwater, with no associated impacts related to groundwater supplies or aquifer drawdown. Porous pavement would be used for the parking areas to facilitate groundwater recharge. Drive aisles constructed with resin bonded pavement will be graded to drain toward the porous sections. The porous parking stalls will provide sufficient surface area for runoff to filtrate into a one-foot-deep aggregate base. The aggregate base will be lined with a filter fabric (or similar means).

As determined in the water quality technical report (RBF Consulting 2012), the project is not anticipated to cause or contribute to an exceedence of applicable groundwater receiving water quality objectives. As such, no impacts to long-term infiltration or groundwater recharge would occur.

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

Existing drainage patterns and discharge locations would not be significantly altered by the proposed GDP. As discussed in the analysis of the hydrology and hydraulics of the GDP area (RBF Consulting 2012), the Torrey Pines City Park does not contain any drainage infrastructure under existing conditions. Runoff sheet flows in a westerly direction across the site and discharges to multiple canyons which drain to the Pacific Ocean. A substantial portion of the site has experienced significant erosion due to lack of vegetated cover and uncontrolled driveways and parking. The project proposes to import gap graded soil, increase vegetation, and restrict vehicles to designated drive isles and parking stalls.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Proposed improvements will dramatically reduce the potential for uncontrolled drainage discharge and subsequent erosion associated with low intensity storms. Instead of immediate runoff and subsequent channels and gullies, as with the existing conditions, proposed conditions will provide swales, porous pavement storage, and bubbler outlets (see Appendix F of report) to effectively increase the time of concentration to each discharge point and provide intermediate storage and infiltration. During larger intensity events, proposed improvements will continue to function better than existing conditions due to the reduction in concentrated discharge. See below for further discussion. Potential for erosion or siltation would be further reduced through the implementation of applicable construction BMPs and reduction of concentrated flows, as described in response IX(d). Thus, impacts to on-site drainage would be less than significant.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Implementation of the proposed GDP would include several measures to reduce surface runoff including porous pavement in parking areas, the use of gap-graded soil and increased vegetation. Site design BMPs would be incorporated to conserve natural areas and minimize impervious cover in order to maintain or reduce increases in peak flow velocities from the project site. Additionally, implementation of the GDP would not alter the course of a stream or river. As a result of the reduction in surface water and the lack of impacts to existing drainage, implementation of the proposed GDP would not result in flooding on-site or downstream.

Proposed improvements will dramatically reduce the potential for uncontrolled drainage discharge and subsequent erosion associated with low intensity storms. Instead of immediate runoff and subsequent channels and gullies, as with the existing conditions, proposed conditions will provide swales, porous pavement storage, and bubbler outlets (see Appendix F of report) to effectively increase the time of concentration to each discharge point and provide intermediate storage and infiltration. During larger intensity events, proposed improvements will continue to function better than existing conditions due to the reduction in concentrated discharge. See below for further discussion.

The parking stalls will be constructed with porous pavement. Drive aisles constructed with resin bonded pavement will be graded to drain toward the porous sections. The

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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porous parking stalls will provide sufficient surface area for runoff to filtrate into a one-foot-deep aggregate base. The aggregate base will be lined with a filter fabric (or similar means).

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| e) Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

As discussed in response IX(d), implementation of the proposed GDP is expected to result in a net reduction in surface runoff. Furthermore, drainage collected on the property would be discharged directly to the Pacific Ocean; thereby avoiding adverse impacts to downstream storm water facilities. Storm water management on the site would comply with RWQCB Municipal NPDES Permit requirements, including the incorporation of site design, source control, and treatment control BMPs; and Low Impact Development (LID) strategies. The project does not represent a substantial source of polluted runoff, and site design and source control BMPs would prevent the generation of potential pollutants and exposure of storm water to pollutants. Thus, implementation of the proposed GDP would not result in significant water pollutants.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| f) Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

As discussed in responses IX(a), (c) and (e), no significant impacts to water quality would occur with implementation of the proposed GDP.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

There is no existing or planned housing within the project boundaries. Furthermore, the Federal Emergency Management Agency (FEMA) has not mapped any Special Flood Hazard Areas for the project site. Thus, no flooding risk would result from implementation of the proposed GDP.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| h) Place within a 100-year flood hazard area, structures that would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

As indicated in response IX(g), the project is not located within a 100-year flood hazard

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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zone. Thus, structures associated with the proposed GDP would not be exposed to risks related with flooding.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project site is not located within a dam inundation zone, and thus would not be subject to flooding due to a dam failure. The proposed GDP would not result in the exposure of people or structures to a significant risk or loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| j) Inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

There is a low potential for significant tsunami effects in the developed portions of the project site, since the elevation is approximately 325 feet AMSL. Potential for inundation at the beach and bluff areas of the site would not be adversely affected by the proposed project, and the project is not anticipated to expose additional users to this potential hazard.

Based on the site's distance from enclosed bodies of water, the potential for a seiche at the project site is considered low. Thus, no significant impact would occur.

While the presence of steep, vegetated slopes increases the potential for mudflows to occur within the project site, the project would incorporate design measures, such as limiting landscape irrigation and use of permeable pavement, to reduce the potential mudflow impacts to less than significant.

X. LAND USE AND PLANNING –

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

The Torrey Pines City Park GDP is designed to enhance the quality and character of the park, in addition to improving connectivity and linkage to beach access, adjacent land uses, and communities. The proposed GDP would not introduce new uses or involve improvements which would physically divide an established community. Thus, the proposed GDP would not physically divide an established community.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project site is designated as Public/Semi-Public Park of regional significance in the University Community Plan and Open Space in the City of San Diego General Plan, and zoned as Open Space (OP-1-1). The GDP would help implement the applicable goals and policies of the University Community Plan and the City's General Plan.

As described in response IV(e), proposed grading within 100 feet of an herbaceous wetland would require deviation findings under the City's ESL at the time of Site Development Permit issuance. Compliance with the ESL would be provided through the necessary deviation findings or, in the event the findings cannot be made, through provision of a larger buffer.

The proposed project has complied with Senate Bill 18 requirements regarding Native American consultation by providing letters offering an opportunity to consult to 19 Native American individuals and organizations identified by the Native American Heritage Commission. No responses were received.

Approval of the GDP does not require deviation findings in accordance with the ESL Regulations, as no development is proposed at this time. However, as stated above, when a future lessee or the City submits an application to implement any element of the GDP review in accordance with the ESL Regulations and approval of a SDP with deviation findings would be required. Therefore, approval of the GDP would not conflict with applicable land use plans.

Future GDP implementation will require review/approval of a Coastal Development Permit (CDP) in accordance with the City's Land Development Code as it applies in the Coastal Zone. Compliance with all provisions of the ESL Regulations for projects within the Coastal Zone and preparation of CDP findings will be required.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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As discussed earlier, the proposed project would increase the amount of land in the MHPA. In addition, as discussed in response IV(f), the proposed GDP would comply with the Land Use Adjacency Guidelines established to protect adjacent MHPA land from park activities. Thus, impacts to the MSCP would be less than significant.

XI. MINERAL RESOURCES – Would the project?

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

The proposed project is underlain by the surficial soils, very old paralic deposits (Pleistocene-age shore and nearshore deposits), Scripps Formation, and Ardath Shale, which do not contain mineral resources. The loss of known mineral resources, valuable locally or regionally, would not occur as a result of development of the proposed project. Therefore, the proposed project would not result in any impacts associated with mineral loss.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project site is not currently mined and is not designated for future mining activities. As such, no impacts to mineral resources would occur.

XII. NOISE – Would the project result in:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Uses associated with the GDP would be consistent with current site uses (including periodic use of fixed-wing aircraft), and construction activities would comply with the units specified in the City's Noise Ordinance. The proposed Torrey Pines City Park GDP would not generate excessive noise levels beyond what is allowed in accordance with the General Plan,

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>University Community Plan, and the Municipal Code. Impacts would be less than significant.</i>				

b) Exposure of persons to, or generation of, excessive ground borne vibration or ground borne noise levels?

Proposed construction activities would not include drilling, mechanical hammering, or pile driving, so vibration and ground-borne noise would not be generated. Thus, no exposure to ground vibration or noise would occur.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Project-related noise generation would be limited to short-term construction activities and minor noise resulting from operation of the flight operations building and associated facilities. As noted above in response XII(a), the proposed GDP would not generate excessive noise levels beyond what is allowed in accordance with the General Plan, University Community Plan, and the Municipal Code, and no significant increases in permanent ambient noise levels would occur.

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

As discussed in response XII(c), the proposed project would result in temporary increases in ambient noise levels due to construction activities; however, such impacts would be within the limits specified in the Noise Ordinance. Periodic increases in noise levels also would occur in association with use of fixed-wing aircraft; however, this use would not increase beyond existing levels as a result of the GDP. Impacts related to temporary or periodic noise increases would be less than significant.

e) For a project located within an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport would

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
the project expose people residing or working in the area to excessive noise levels?				

The Park is not located within an airport land use plan for a public or public use airport. Thus, the Park users would not be exposed to excessive aircraft noise.

- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?
- | | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

As indicated earlier, the Gliderport has been in operation since the 1930s. While implementation of the GDP would improve some of the facilities associated with the Gliderport (e.g., relocation and expansion of the flight operations building), the nature and frequency of glider operations would be unchanged by the GDP. Thus, the GDP would not result in an increase in noise levels experienced by persons within and adjacent to the Park.

XIII. POPULATION AND HOUSING –
Would the project:

- a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
- | | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

The rehabilitation efforts proposed by the Torrey Pines City Park GDP would not directly or indirectly induce population growth.

- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
- | | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

There is no existing or planned housing within the project boundaries. Thus, no housing would be displaced by approval of the GDP.

- c) Displace substantial numbers of people, necessitating the
- | | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
construction of replacement housing elsewhere?				

As discussed in responses XIII.a. and XIII.b, implementation of the GDP would not displace any persons or housing.

XIV. PUBLIC SERVICES

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

i) Fire Protection

The proposed GDP would not affect or generate a need for new or altered fire protection; effects on fire protection would not occur. Thus, no new facilities would be required which could result in physical changes to the environment.

ii) Police Protection

The project does not propose any uses that would require any increase in police protection services. Thus, no new facilities would be required which could result in physical changes to the environment.

iii) Schools

The project would not generate any students. Thus, the GDP would not adversely affect schools.

v) Parks

The purpose of the proposed GDP to provide guidance for the future development of the Torrey Pines City Park and protection of the park's scenic, natural, cultural, and historical resources. The proposed uses and improvements are consistent with the

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>existing uses. Thus, the GDP would not adversely affect parks and would, in fact, have a positive effect on parks.</i>				

vi) Other public facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Adequate services are available to support the proposed project.

XV. RECREATION –

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project does not include housing or schools and would not increase the use of existing parks or recreational facilities. The proposed GDP would provide guidance for the future development of the Torrey Pines City Park and protection of the park's scenic, natural, cultural, and historical resources. The proposed uses and improvements are consistent with the existing uses. Thus, the GDP would not adversely affect recreation and would, in fact, have a positive effect on recreation facilities.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Construction of the park facilities and improvements would result in significant but mitigable impacts as identified elsewhere in this checklist.

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

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

A traffic impact study (RBF 2012) was prepared for the project in accordance with the City's Traffic Impact Study Manual (2003). The project study area was defined based on key access points to the project site from the regional and local transportation system. Study intersections include:

- *Genesee Avenue / I-5 northbound ramps*
- *Genesee Avenue / I-5 southbound ramps*
- *Genesee Avenue / North Torrey Pines Road*
- *North Torrey Pines Road / Torrey Pines Scenic Drive*
- *North Torrey Pines Road / La Jolla Shores Drive*
- *Torrey Pines Road / La Jolla Village Drive*

Study roadway segments include:

- *Genesee Avenue from I-5 to North Torrey Pines Road*
- *Genesee Avenue north of North Torrey Pines Road*
- *North Torrey Pines Road from Genesee Avenue to Torrey Pines Scenic Drive*
- *North Torrey Pines Road from Torrey Pines Scenic Drive to La Jolla Shores Drive*
- *North Torrey Pines Road from La Jolla Shores Drive to Torrey Pines Road-La Jolla Village Drive*
- *La Jolla Village Drive east of Torrey Pines Road*

The traffic analysis performed for the project determined that all study intersections and roadways are currently operating at acceptable levels of service (LOS). The Park currently

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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generates approximately 332 average daily trips (ADT). With implementation of the GDP, the traffic analysis forecasts that recreational use of the Park would generate a total ADT of 512. Of this total, 20 ADT would occur in the AM peak hour and 41 would occur in the PM peak hour, based on City of San Diego trip generation rates. The net increase in project-generated traffic from existing conditions is 180 ADT, including 7 AM peak hour trips, and 14 PM peak hour trips. The City's goal for acceptable levels of service (LOS) is LOS D or better at signalized intersections and along roadway segments. The addition of 180 ADT resulting from the GDP would not cause the level of service at study area intersections to change from acceptable to unacceptable. All the intersections would continue to operate at LOS D or better.

All roadway segments are forecast to continue to operate at acceptable LOS, except for Genesee Avenue, from I-5 to North Torrey Pines Road, and La Jolla Village Drive, east of La Jolla Scenic Drive North, in the Horizon Year (2030). The addition of project-generated trips to these segments is forecast to result would reduce the LOS from D to E and result in an unacceptable LOS. The change in volume-to-capacity ratio resulting from the project trips, however, would be substantially less than the City's significance threshold of 0.02. Therefore, the project would not significantly impact roadway segments. Thus, it is concluded that the proposed GDP would not significantly impact traffic in the area.

While construction activities would likely generate a small number of trips associated with construction equipment and worker vehicles, these trips would be limited to the construction period, and would not be considered substantial in relation to the existing traffic load in the project vicinity.

The project proposes improvements to pedestrian, bicycle, and transit access, which would provide improvement over existing conditions, as discussed below in response XVI(f). The project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, including alternative modes of transportation. Thus, it is determined that implementation of the GDP would not conflict with plans and ordinances intended to accommodate the flow of traffic.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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As discussed in response XVI(a), above, the proposed project would not conflict with an applicable congestion management program, and impacts would be less than significant.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project does not proposed any structures or components that would affect air traffic patterns. As discussed earlier, Gliderport operations would be unchanged by the proposed GDP. As such, no impact would occur.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

The north parking area would be used as an emergency landing strip for fixed wing aircraft use on flight days in the early spring. This is a historic use recognized by the National Register of Historic Places. Vehicular traffic would be controlled on flight days at the gate south of the runway to reduce hazards. Thus, implementation of the GDP would not create any significant traffic hazards.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project incorporates measures to allow adequate fire and police emergency access to the site. Thus, the project would not result in inadequate emergency access.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Access to the project site is provided via Torrey Pines Scenic Drive. Torrey Pines Scenic Drive does not currently have adequate sidewalks to provide safe pedestrian access to the park. While Class II bicycle lanes are provided on Torrey Pines Road, there are no marked

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><i>bicycle facilities (lanes or routes) within the City right-of-way on Torrey Pines Scenic Drive. The project proposes an extension of the existing sidewalk along Torrey Pines Scenic Drive to the park entrance to improve pedestrian connections. The project also proposes to improve certain park trails to be ADA accessible and link to the parking area and park entry. Currently, the site provides bicycle racks for up to four bicycles. The GDP proposes additional bicycle racks to accommodate up to 36 bicycles. These mobility improvements are intended to promote the use of walking and biking between the park and the surrounding areas, including UCSD and the Salk Institute.</i></p>				

North County Transit District Breeze Route 101 stops near the intersection of North Torrey Pines Road and Torrey Pines Scenic Drive. Changes to transit service are not proposed as part of the GDP; however, access to and from the bus stop would be improved by the extended sidewalk that leads directly from Torrey Pines Scenic Drive into the park.

Based on the improvements discussed above, the project would not be in conflict with any adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Thus, implementation of the GDP would not conflict with policies encouraging alternative forms of transportation and would, in fact, promote those policies.

XVII. UTILITIES AND SERVICE SYSTEMS – Would the project:

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

The project is not anticipated to violate any waste discharge requirements. During construction of the project, a SWPPP would ensure proper storm water control, minimizing or eliminating storm water contact with potential pollutants and the discharge of polluted storm water from the site. The SWPPP would be in compliance with the requirements of the State Water Resources Control Board General Permit for Construction Activities. After construction, activities on the project site would not involve the discharge of municipal or sanitary waste to surface waters, and the project does not propose non-storm water discharges that would require authorization by the RWQCB. Storm water management on site would comply with RWQCB Municipal NPDES Permit requirements, including the incorporation of site design, source control, and treatment control BMPs, and LID strategies. Thus, implementation of the proposed GDP would not exceed wastewater treatment requirements. Impacts would be less than significant.

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The proposed GDP would not result in uses which would require construction or expansion of water or wastewater treatment facilities. As discussed earlier, the current Park facilities are not connected to public water or wastewater facilities and the recommendations of the GDP would not change this fact. Thus, the GDP would not affect existing water and wastewater treatment facilities serving the area.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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During construction of the project, storm water systems would be protected from errant runoff and erosion and sedimentation through construction BMPs noted above. Operations of the proposed project would not put pressure on the storm water system or require alterations to the existing system. Storm water would be captured in new planting areas proposed in the GDP. A "lithwick" with an aggregate base would be established beneath roadways and paved areas to detain excess water (calculated to accommodate a 100-year storm event) prior to dispersion through adjacent vegetated areas. Gap-graded structural soil would be used under planting areas to facilitate dispersion. Thus, implementation of the GDP would not significantly impact existing storm drain facilities.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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As discussed in response XVII(b), with the exception of temporary, above ground irrigation required to establish new native vegetation and restore vegetation in eroded/degraded areas, no water services would be required at the project site. As such, no new water entitlements would be required, and the project would have a less than significant impact on existing

Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>water resources.</i>				
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Wastewater generated on site would be limited to four "vault"-style units. The proposed project would not require or result in the construction of new wastewater treatment facilities or the expansion of existing wastewater treatment facilities. Accordingly, no associated impact would occur.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Disposal of construction related materials, as applicable, would be directed to the appropriate City landfill after consultation with Environmental Services Department. The project would comply with Greenbook Section 802. As implementation of the GDP would not substantially change the ongoing park uses, there would be no significant increase in the amount of solid waste generated by Park operation. Thus, the project would not significantly impact the City's solid waste disposal facilities.

g) Comply with federal, state, and local statutes and regulation related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project would comply with all applicable, federal, state, and local statutes and regulations related to solid waste. Thus, no impact would occur with respect to compliance with solid waste regulations.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE –

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

The project has a potential to result in impacts to land use (MSCP/MHPA), biological resources, and cultural resources, as described in the applicable sections of this Initial Study. However, implementation of the mitigation measures identified in this Initial Study would reduce all impacts to a below level of significance.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?
- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

The project would not have a cumulatively considerable effect on air quality, biological resources, cultural resources, greenhouse gas emissions, water quality, traffic, or any other environmental issue areas.

- c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?
- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Any potential environmental effects on human beings resulting from this project could be reduced or eliminated through standard project design measures and/or compliance with applicable local, state or federal regulations.

INITIAL STUDY CHECKLIST

REFERENCES

I. Aesthetics / Neighborhood Character

- City of San Diego General Plan.
- Community Plan.
- Local Coastal Plan.

II. Agricultural Resources & Forest Resources

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

III. Air Quality

- California Clean Air Act Guidelines (Indirect Source Control Programs) 1990.
- Regional Air Quality Strategies (RAQS) - APCD.
- Site Specific Report: Air Quality and Greenhouse Gas Technical Report for the Torrey Pines City Park General Development Plan. HELIX Environmental Planning, Inc. (HELIX). November 29, 2011.

IV. Biology

- City of San Diego, Multiple Species Conservation Program (MSCP), Subarea Plan, 1997
- City of San Diego, MSCP, "Vegetation Communities with Sensitive Species and Vernal Pools" Maps, 1996.
- City of San Diego, MSCP, "Multiple Habitat Planning Area" maps, 1997.
- Community Plan - Resource Element.
- California Department of Fish and Game, California Natural Diversity Database, "State and Federally-listed Endangered, Threatened, and Rare Plants of California," January 2001.
- California Department of Fish & Game, California Natural Diversity Database, "State and Federally-listed Endangered and Threatened Animals of California," January 2001.
- City of San Diego Land Development Code Biology Guidelines.
- Site Specific Report: Biological Technical Report for the Torrey Pines City Park. HELIX. February 20, 2012.

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:
- Site Specific Report: Torrey Pines City Park General Development Plan, City of San Diego: Historical Evaluation. Cultural Land Planning & Research, March 2010.

- X Site Specific Report: Draft Archaeological Inventory for the Proposed Torrey Pines City Park, University of California at San Diego, La Jolla, California. ASM Affiliates, Inc. April 2010.
 - X Site Specific Report: Archaeological Testing and Evaluation for Sites CA-SDI-4624 and CA-SDI-20,664, Torrey Pines City Park General Development Plan, San Diego County California. May 2012.
- VI. Geology/Soils**
- ___ City of San Diego Seismic Safety Study.
 - ___ U.S. Department of Agriculture Soil Survey - San Diego Area, California, Part I and II, December 1973 and Part III, 1975.
 - X Site Specific Report: Geological Technical Study, General Development Plan, Environmental Impact Report, Torrey Pines City Park, San Diego, California. Ninyo & Moore Geotechnical and Environmental Services Consultants (Ninyo & Moore). August 26, 2009a.
 - X Site Specific Report: Torrey Pines City Park Addendum to Geological Technical Study, General Development Plan, Environmental Impact Report, San Diego, California. Ninyo & Moore. February 15, 2012.
- VII. Greenhouse Gas Emissions**
- X Site Specific Report: Air Quality and Greenhouse Gas Technical Report for the Torrey Pines City Park General Development Plan. HELIX. November 29, 2011.
 - X Site Specific Report: Addendum to the Greenhouse Gas Section for the Torrey Pines City Park General Development Plan. HELIX. May 4, 2012.
- VIII. Hazards and Hazardous Materials**
- ___ San Diego County Hazardous Materials Environmental Assessment Listing.
 - ___ San Diego County Hazardous Materials Management Division.
 - ___ FAA Determination.
 - ___ State Assessment and Mitigation, Unauthorized Release Listing, Public Use Authorized.
 - ___ Airport Land Use Compatibility Plan.
 - X Site Specific Report: Historical Environmental Research, Torrey Pines General Development Plan, La Jolla, California. Ninyo & Moore. August 7, 2009b.
- IX. Hydrology/Water Quality**
- ___ Flood Insurance Rate Map (FIRM).
 - ___ 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.
 - X Site Specific Report: Hydrology and Hydraulic Basis of Design, Torrey Pines City Park, San Diego, California. RBF Consulting. April 2010a; revised May 2012.
 - X Water Quality Technical Report (WQTR), Torrey Pines City Park. RBF Consulting. April 2010b., revised May 2012.
- X. Land Use and Planning**
- X City of San Diego General Plan.
 - X Community Plan.

- Airport Land Use Compatibility Plan.
- City of San Diego Zoning Maps.
- FAA Determination.

XI. Mineral Resources

- California Department of Conservation - Division of Mines and Geology, Mineral Land Classification.
- Division of Mines and Geology, Special Report 153 - Significant Resources Maps.
- Site Specific Report: Geological Technical Study, General Development Plan, Environmental Impact Report, Torrey Pines City Park, San Diego, California. Ninyo & Moore Geotechnical and Environmental Services Consultants (Ninyo & Moore). August 26, 2009.

XII. Noise

- 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.
- City of San Diego General Plan.
- Site Specific Report:

XIII. Paleontological Resources

- City of San Diego Paleontological Guidelines.
- Deméré, Thomas A., and Stephen L. Walsh, "Paleontological Resources City of San Diego," Department of Paleontology San Diego Natural History Museum, 1996.
- Kennedy, Michael P., and Gary L. Peterson, "Geology of the San Diego Metropolitan Area, California. Del Mar, La Jolla, Point Loma, La Mesa, Poway, and SW 1/4 Escondido 7 1/2 Minute Quadrangles," California Division of Mines and Geology Bulletin 200, Sacramento, 1975.
- Kennedy, Michael P., and Siang S. Tan, "Geology of National City, Imperial Beach and Otay Mesa Quadrangles, Southern San Diego Metropolitan Area, California," Map Sheet 29, 1977.
- Site Specific Report: Paleontological Record Search; Torrey Pines City Park General Development Plan. Kesler A. Randall, Department of Paleontology, San Diego Natural History Museum. September 21, 2009.

XIV. Population / Housing

- City of San Diego General Plan.
- Community Plan.
- Series 11 Population Forecasts, SANDAG.
- Other:

XV. Public Services

- City of San Diego General Plan.
- Community Plan.

XVI. Recreational Resources

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

XVII. Transportation / Circulation

- City of San Diego General Plan.
- Community Plan.
- San Diego Metropolitan Area Average Weekday Traffic Volume Maps, SANDAG.
- San Diego Region Weekday Traffic Volumes, SANDAG.
- Site Specific Report: Torrey Pines City Park General Development Plan Traffic Impact Analysis Report. RBF Consulting. May 7, 2012.

XVIII. Utilities

- Site Specific Report: Water Quality Technical Report (WQTR), Torrey Pines City Park. RBF Consulting. April 2010b.