Negative Declaration

PROJECT NAME:	Shinohara II Restoration Project
PROJECT LOCATION:	Otay River Valley
ASSESSOR'S PARCEL NO.:	APNs: Portions of 644-042-10 and 644-042-02 (5.57 acres total)
PROJECT APPLICANT:	City of Chula Vista
CASE NO.:	17-0004
DATE OF DRAFT DOCUMENT:	July 13, 2018
DATE OF FINAL DOCUMENT:	TBD

A. Project Setting

The 5.57-acre project site is located to the south of the Otay River, east of Interstate 805 and north of Dennery Road in the city of Chula Vista, San Diego County, California (see Attachment 1 for all figures; see Figure 1). The site is located within two parcels; Assessor's Parcel Numbers (APNs) 644-042-10 and 644-042-02. The City of Chula Vista (City) owns approximately 1 acre of the site (APN 644-042-02) and the remainder is owned by the Shinohara Family Trust (APN 644-042-10). The site is located within Section 19 of Township 18 South, Range 1 West, of the U.S. Geological Survey [USGS] 7.5-minute topographic map National City quadrangle (USGS 1975), as shown in Figure 2. The project site is within the Otay Valley Regional Park (OVRP). The project area is shown on an aerial photograph in Figure 3.

No structures or development is located on the site. On-site vegetation primarily consists of disturbed habitat, with patches of disturbed Diegan coastal sage scrub, southern willow scrub, and coast and freshwater marsh. The site is partially located within the Federal Emergency Management Agency 100-year floodplain.

The site is known to have historically received waste from a burn dump and is recorded as a known burn site. Burn ash from the South Bay Burn Site and other locations were brought to the site as fill material in the late 1970s. In order to comply with the cleanup order issued by the County Local Enforcement Agency and provide open space habitat in accordance with the OVRP, the City is undertaking remediation and restoration of the site.

The site is designated as Open Space Preserve and zoned F1 (Floodway). The existing land uses surrounding the site are as follows.

North:	Open Space, Open Space - Preserve and Limited Industrial
South:	Residential (City of San Diego)
East:	Open Space (River Valley)
West:	Open Space (River Valley)

B. Project Description

The proposed project involves burn ash remediation and restoration. The following remediation is proposed:

Remediation

1. Consolidation of a portion of the waste in areas where it is economically feasible, such as river banks and portions of the burn dump that encroach property lines.
2. Provide a minimum cover of 24 inches of clean, compacted soil over the existing refuse fill. Areas to receive cover placement will be stripped of all existing vegetation.
3. Grade the compacted soil cover such that a minimum grade of 3 percent occurs.
4. Provide engineered storm water runoff collection and conveyance facilities to prevent future ponding of storm water over the burn dump.
5. Provide improved drainage channel walls or slope armoring and scour protection along the natural drainage courses to prevent washout of the landfill from a 100-year, 24-hour storm event.
6. Provide erosion control and seeding to prevent future erosion of the final cover.
7. Provide final cover planting to sustain natural erosion protection compatible with the surrounding biota and consistent with the proposed end use of the properties as specified by the City's General Plan.
8. Provide a maintenance and inspection plan for the site during the post-closure period (typically 10 to 30 years, as determined by the regulatory authority).
9. Comply with San Diego Air Pollution Control District Rules 50, 51, and 55, which include:
    - Minimize simultaneous operation of multiple construction equipment units.
    - Use low pollutant-emitting construction equipment.
    - Use electrical construction equipment as practical.
    - Use catalytic reduction for gasoline-powered equipment.
    - Use injection-timing retard for diesel-powered equipment.
    - Water the construction area at least three times daily to minimize fugitive dust.
    - Stabilize graded areas as quickly as possible to minimize fugitive dust.
    - Pave permanent roads as quickly as possible to minimize dust.
    - Use electricity from power poles instead of temporary generators during building, if available.
    - Apply stabilizer or pave the last 100 feet of internal travel path within a construction site prior to public road entry.
    - Install wheel washers adjacent to a paved apron prior to vehicle entry on public roads.
    - Remove any visible track-out into traveled public streets within 30 minutes of occurrence.
    - Wet wash the construction access point at the end of each workday if any vehicle travel on unpaved surfaces has occurred.

- Provide sufficient perimeter erosion control to prevent washout of silty material onto public roads.
- Cover haul trucks or maintain at least 12 inches of freeboard to reduce blow-off during hauling.
- Suspend all soil disturbance and travel on unpaved surfaces if winds exceed 25 miles per hour.

Overall, the project remediation phase would provide a clean, compacted topsoil cap over the existing refuse fill. The capped area would have been stripped of all existing vegetation, graded, and contoured. The erodible slopes would be structurally sound and stabilized prior to restoration activities in accordance with the project-specific Geotechnical Report (Nova 2013).

Restoration

The proposed restoration would be in accordance with the Final Restoration Plan prepared by RECON dated September 7, 2016. A total of 5.57 acres would be restored, consisting of 4.60 acres of Diegan coastal sage scrub, 0.92 acre of southern willow scrub, and 0.05 acre of freshwater marsh (Table 1). Planting of Diegan coastal sage scrub vegetation species would occur in areas where finished elevations exceed 102 feet above mean sea level (amsl), southern willow scrub vegetation would be planted on areas between 88 and 102 feet amsl, and freshwater marsh would be passively restored in areas below 88 feet amsl (see species in Tables 3 and 4 of the Restoration Plan [RECON 2016]). Due to the presence of the federally listed threatened coastal California gnatcatcher (*Polioptila californica californica*) (RECON 2015a), the Diegan coastal sage scrub restoration will be structured to provide suitable habitat for this species. Due to the presence of the federally listed endangered least Bell's vireo (*Vireo bellii pusillus*) and California Watch List species Cooper's hawk (*Accipiter cooperii*) (RECON 2015a), the southern willow scrub restoration would be structured to provide suitable habitat for these species.

Table 1
Native Vegetation Communities to be Restored

Vegetation Community	Existing Conditions (acres)	Restoration Goal	Proposed Restoration (acres)
Disturbed Diegan coastal sage scrub	0.29	Diegan coastal sage scrub	4.60
Non-native grassland	3.49		
Disturbed habitat	0.91		
Southern willow scrub	0.82	Southern willow scrub and freshwater marsh	0.97
Coast and valley freshwater marsh	0.06		
TOTAL	**5.57**		**5.57**
Source: RECON 2015a.			

Restoration implementation activities would include site preparation, container plant installation, hydraulic seed application, and a 120-day plant establishment period (PEP). Site preparation would be completed at any time of year, but plant implementation would be conducted late fall to early winter.

After completion of the PEP, maintenance and monitoring would be conducted for a five-year period, or until the final performance standards are achieved (see Tables 2 to 4 below;

RECON 2016). Maintenance would include erosion control, supplemental irrigation, weed control, trash removal and possibly remedial planting. Nest avoidance and minimization measures would be taken prior to weeding during the nesting season. All implementation and maintenance activities would be overseen by a qualified restoration biologist. Refer to the measures below.

Table 2
Project Performance Standards

Performance Standard Name	Data Source	Metric	Performance Standard
Wetland Area	Wetland Delineation	Acreage	Required minimum acreages are met or exceeded to ensure no-net-loss
Vegetation Community	Field Verification and New Vegetation Map	Acreage	Required minimum acreages are met or exceeded to ensure no-net-loss
Native Cover	Vegetation Transects	Percent of sample points covered by at least one species	Must exceed minimum cover provided in Table 9
Non-native Cover	Vegetation Transects	Percent of sample points covered by at least one species	Must not exceed maximum cover provided in Table 9
Species Composition	Visual Assessments	Percent of installed species (planted or seeded) present in the project area	Must exceed 70% by Year 5
Species Composition	Vegetation Transects	Percent of vegetation cover that is comprised of installed species (planted or seeded)	Must exceed 70% by Year 5
Container Plant Survival	Survival Inventory	Percent of plants from all sample points that are surviving	Must exceed: 90% in Year 1 80% all other years
Tree Height	Vegetation Transects	Mean height by species	Must exceed minimum heights provided in Table 10
Erosion	Visual Assessments	Presence/absence	Erosional features are minor; the slopes are stable; sediment is not adversely affecting surrounding wetlands
Irrigation	N/A	N/A	Vegetation is in good health and without supplemental irrigation for at least one year.

Table 3
Performance Standards for Vegetation Cover

Year	Native Cover Minimum (%)			Non-Native Cover Maximum (%)
	DCSS	SWS	FWM	Total Cover
1	10	25	20	10
2	20	40	30	10
3	30	65	45	10
4	45	75	60	10
5	60	80	75	10
DCSS = Diegan coastal sage scrub; SWS = southern willow scrub; FWM = freshwater marsh				

Table 4 Minimum Tree Height Criteria			
		Minimum Height (feet)	
Scientific Name	Common Name	Year 3	Year 5
Baccharis salicifolia	mule fat	4	6
Platanus racemosa	California sycamore	4	9
Populus fremontii	Fremont cottonwood	8	20
Salix gooddingii	black willow	5	15
Salix laevigata	red willow	5	12
Salix lasiolepis	arroyo willow	5	12
Sambucus nigra	black elderberry	4	5

Project measures include:

- Prior to initiating any remediation-related activities, including clearing, grubbing, and grading, a qualified City-approved biological monitor would be retained and be on-site during clearing, grubbing, and/or grading activities. The biological monitor would attend all pre-construction meetings and be present during the removal of any vegetation to ensure that the approved limits of disturbance are not exceeded and provide periodic monitoring of the impact area including, but not limited to, trenches, stockpiles, storage areas, and protective fencing. The biological monitor would be authorized to halt all associated project activities that may be in violation of the City's Multiple Species Conservation Program (MSCP) Subarea Plan and/or permits issued by any other agencies having jurisdictional authority over the project.
- Before restoration activities occur in areas containing sensitive biological resources, all workers would be educated by a City-approved biologist to recognize and avoid those areas that have been marked as sensitive biological resources.
- Prior to initiating any remediation-related activities, including clearing, grubbing, and grading, biological fencing (i.e., Type ESA) would be installed in accordance with Chula Vista Municipal Code 17.35.030. Prominently colored, well-installed fencing shall be in place wherever the limits of grading are adjacent to sensitive vegetation communities or other biological resources, as identified by the qualified monitoring biologist. Fencing would remain in place at the limits of work along the toe of the slope. Fencing shall remain in place during all remediation activities.
- During the avian nesting season of January 15 to September 15, a qualified biologist would survey the site no more than 10 days prior to weed control activities. Active nests would be flagged and maintenance activities restricted at least 100 feet from any active nest (500 feet for raptors). If nests of any sensitive species are detected, including coastal California gnatcatcher or least Bell's vireo, a biological monitor would be present during weed control activities.

Discretionary Approvals

The City of Chula Vista is the lead agency under the California Environmental Quality Act (CEQA) and responsible for permitting the project. Due to the presence of jurisdictional waters (RECON 2015a) and a listed species (RECON 2015b), the project must also obtain a Section 404 permit authorization from the U.S. Army Corps of Engineers (ACOE), a 1600 Streambed Alteration Agreement from California Department of Fish and Wildlife (CDFW),

a 401 State Water Quality Certification from the Regional Water Quality Control Board (RWQCB), and a Section 7 consultation with the U.S. Fish and Wildlife Service (Table 5). The resource agency permitting process was initiated in 2015 and is currently in process.

Table 5
Discretionary Approvals Required

Agency	Role	Permit/Approval
City of Chula Vista	Lead Agency	Negative Declaration Adoption Finance Plan Approval Grading Permit
U.S. Army Corps of Engineers	Federal Agency with Permitting Authority	404 Permit
U.S. Fish and Wildlife Service	Federal Agency with Permitting Authority	Section 7 Formal Consultation
California Department of Fish and Wildlife	Trustee/Responsible Agency	1602 Streambed Alteration Agreement
Regional Water Quality Control Board	Responsible Agency	401 Water Quality Certification

C. Compliance with Zoning and Plans

The project site and surrounding area to the east and west are designated as Open Space Preserve by the General Plan and within the planning boundaries of the Chula Vista MSCP Subarea Plan. Implementation of the proposed project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the proposed project.

D. Public Comments

On July 13, 2018, a Notice of Availability was circulated to property owners within a 500-foot radius of the proposed project site. The public review period will end on August 11, 2018.

E. Identification of Environmental Effects

An Initial Study conducted by the City of Chula Vista (including the attached Environmental Checklist form) determined that the project would not have a significant environmental effect. The preparation of an Environmental Impact Report will not be required.

F. Consultation

1. Individuals and Organizations

City of San Diego, Jamal Batta, Deputy City Engineer, Floodplain Manager

California Department of Fish and Wildlife: Kelly Fisher, Environmental Scientist, South Coast Region

California Department of Resources Recycling and Recovery: Alan Zamboanga, Solid Waste and Cleanup Unit

California Department of Resources Recycling and Recovery: Steve Santa Croce

Federal Emergency Management Agency: Patrick “Rick” F. Sacbibit, P.E. Branch Chief

Regional Water Quality Control Board: David W. Gibson, Executive Officer

Regional Water Quality Control Board: Mike Porter

Regional Water Quality Control Board: Lisa Honma

San Diego County Department of Environmental Health, Stephen Kelley

San Diego County: Melissa Porter

U.S. Army Corps of Engineers: Layna E. Thrush, Project Manager, San Diego Field Office

U.S. Army Corps of Engineers: Shanti Santalli, San Diego Field Office

U.S. Fish and Wildlife Service: G. Mendel Stewart, Carlsbad Office

U.S. Fish and Wildlife Service: Eric Porter, Carlsbad Office

2. Documents

References

The following references were utilized to prepare this document:

Aspen. 2006. Otay River Watershed Management Plan. May 2006. Available at: http://www.projectcleanwater.org/images/stories/Docs/Otay/otay_wmp_final_2008.pdf ?1361c1&1361c1. Accessed: May 30, 2018.

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Geocon Incorporated. 2014. Preliminary Geotechnical Report, Parkside at Dennery Ranch. March 21, 2014.

Federal Highway Administration (FHWA). 2006. Roadway Construction Noise Model User's Guide. FHWA-HEP-05-054, SOTVNTSC-FHWA-05-01. Final Report. January.

Navcon Engineering, Inc. 2018. SoundPLAN Essential version 3.0.

San Diego County Airport Land Use Commission. 2010. Brown Field Municipal Airport Land Use Compatibility Plan. Available: http://www.san.org/Airport-Projects/Land-Use-Compatibility#118076-alucps Accessed: May 29, 2018.

State Water Resources Control Board. 2016. *2014/2016 Integrated Report (Clean Water Act Section 303(d) List / 305(b) Report)*. Map Available: https://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2014_2016.shtml.

2014. 2009-0009-DWQ Construction General Permit (As amended by 2010-0014-DWQ and 2012-0006-DWQ). Available: https://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

Technical Studies

The following technical studies were used to prepare this document:

Nova Services, Inc. (Nova). 2013. Geotechnical Evaluation. Shinohara II Burn Site. Parcel Numbers 644-042-02 and -10. October 2.

RECON Environmental (RECON). 2015a. Biological Technical Report for the Shinohara II Restoration Project, Chula Vista, California. October 29.

2015b. Record Search Results for Shinohara II Contamination Remediation Project (RECON Number 7014-1). July 13.

2016. Final Restoration Plan for the Shinohara II Restoration Project, Chula Vista, California. July 9, 2015. Revised September 7, 2016.

2018. Post-survey Notification of Focused Survey Results for Otay Tarplant and San Diego Ambrosia and Updated Vegetation Mapping for the Shinohara Project. June 4.

Rick Engineering Company (Rick Engineering). 2015. Request for a Conditional Letter of Map Revision (CLOMR) for a portion of Otay River Located within the City of Chula Vista, California. Prepared August 27, 2015. Revised November 2.

SCS Engineers (SCS). 2012a. Phase 1 Environmental Site Assessment and Regulatory Agency File Review and Document Compilation. January 23.

2012b. Site Investigation Report and Workplan for Additional Assessment. March 30.

2012c. Sampling and Analysis Plan. June 6.

2012d. Waste Characterization Report. December 17.

2015. Technical Specifications: Shinohara II Burn Site Final Cover. Prepared September 2013, Revised April.

Attachments

This document includes the following attachments:

Attachment 1 – Figures
- Figure 1: Regional Location
- Figure 2: Project Location on USGS Map
- Figure 3: Project Location on Aerial Photograph
- Figure 4: Existing Biological Resources
- Figure 5: Construction Noise Contours

Attachment 2 – Air Calculation Data

Attachment 3 – Noise Calculation Data

3. Initial Study

This environmental determination is based on the attached Initial Study, any comments received on the Initial Study, and any comments received during the public review period for this Negative Declaration. The report reflects the independent judgment of the City of Chula Vista. Further information regarding the environmental review of this project is available from the Chula Vista Planning and Building Department, 276 Fourth Avenue, Chula Vista, CA 91910.

Cheryl Goddard

Date: 7/13/18

Cheryl Goddard
Senior Planner, City of Chula Vista

1. Name of Proponent:	City of Chula Vista
2. Lead Agency Name and Address:	City of Chula Vista Development Services Department 276 Fourth Avenue Chula Vista, CA 91910
3. Address and Phone Number of Proponent:	See above
4. Name of Proposal:	Shinohara II Restoration Project
5. Date of Checklist:	July 13, 2018
6. Case No.:	17-0004

ENVIRONMENTAL ANALYSIS QUESTIONS:

Issues:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	■	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	■	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	■	☐
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☐	■

Comments:

a) **Less than Significant Impact**. Implementation of the proposed project would not have an adverse effect on a scenic vista. The proposed project is located in the Otay River Valley, which is designated as a scenic resource and Open Space Preserve by the City of Chula Vista General Plan (City of Chula Vista

2015) and Open Space (Conservation) and Open Space (Recreation) by the San Diego County General Plan. The Otay River Valley is an important component of the City's open space network, and includes significant scenic resources and vistas. Specific to the project viewshed, views of the Otay River Valley consist of the east-west Otay River Valley corridor surrounded by commercial development to the north, residential development to the south and southeast, and open space to the southwest. Given the topography of the surrounding area and the surrounding existing developments, the only public views of the project site are from the Otay river valley corridor itself as viewed by users of the nearby trails. While the existing view of the project site from the trails includes non-scenic developed areas, the immediate view along the river corridor and the distant views of natural mountains from existing and proposed trails of the river corridor is considered to be a significant scenic vista. This view of the river valley corridor also provides visual relief from the otherwise developed landscape, which is specifically identified as a valued scenic resource component in the City's General Plan.

Implementation of the proposed project would result in a temporary negative visual condition of a graded area without vegetation. However, the project would result in an improved long-term visual condition of the site by restoring the native habitat, returning the area to its natural state. More specifically, the implementation of the project would improve views of the project site by removing invasive species and improving hydrological conditions. All of these improvements would be performed in compliance with the City of Chula Vista Greenbelt Master Plan and the Otay Valley Regional Park (OVRP) Concept Plan, and would be consistent with the preservation of the site as open space in accordance with the General Plan. Overall, the temporary visual impact to the scenic vista would be less than significant considering the limited time the site would be disturbed. The permanent visual improvement of the project site and its contribution to the scenic river valley corridor would be a positive effect. Impacts to the scenic vista would be less than significant.

b) **Less than Significant Impact**. Implementation of the proposed project would not substantially damage scenic resources along a scenic highway. There are no officially designated state scenic highways in the vicinity of the proposed project (Caltrans 2017). According to Figure 5-4 of the General Plan's Land Use and Transportation Element, the nearest scenic roadway is Main Street to the north (City of Chula Vista 2015). However, given intervening structures and topography, the project site is not visible from this scenic roadway. In addition, there are no sensitive historic resources located on the project site. Further, the proposed project would improve the visual conditions of the site. Therefore, the proposed project would not substantially damage scenic resources along a state scenic highway or local roadway. Impacts would be less than significant.

c) **Less than Significant Impact**. The visual character of the area consists of a predominantly urbanized area with a natural but partially disturbed river corridor. The project would result in temporary changes to the visual character and quality of the project site due to construction activities as shown on the proposed grading plan. However, the proposed project would enhance the visual quality of the site via habitat restoration in the long term, as described under Section I(a) above; this temporary impact is less than significant considering the limited duration of grading activities. Ultimately, as described under Section I(a), the project would improve the visual quality and character of the project site, resulting in the enhancement of the natural river corridor. As a result, the proposed project would not substantially degrade the character or quality of the site or its surroundings, and impacts related to visual quality of the project site would be less than significant.

d) **No Impact**. Implementation of the proposed project would not create a new source of substantial light or glare. The proposed project would not install any lighting, nor would the implementation, monitoring, and maintenance effort require any lighting because all such work would be conducted during daylight hours. Furthermore, no glare would be produced because there would not be any reflective surfaces proposed as part of the restoration effort. No impacts would occur.

Mitigation:

No mitigation measures are required.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FOREST RESOURCES. Would the project:				
a) Convert 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?	☐	☐	☐	■
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	■
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	■
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	■
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?	☐	☐		■

Comments:

a) **No Impact**. Implementation of the proposed project would not convert farmland to a non-agricultural use. The site is defined as "Other Land" per the 2014 Farmland Mapping and Monitoring Program (California Department of Conservation 2014), and is designated as Open Space by the City General Plan. Further, the site consists of a burn ash site and is not suitable for use as farmland. Therefore, the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use, and no impact would occur.

b) **No Impact**. Implementation of the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract, as the site is not designated for such use, suitable for agricultural use or under a Williamson Act contract.

c) **No Impact.** The project site is not located in an area zoned as forest land, timberland, or a Timberland Production Zone. Therefore, no impacts on forest land or timberland would occur as a result of the proposed project.

d) **No Impact**. The project site is not located in an area zoned as forest land, timberland, or a Timberland Production Zone. Therefore, no impacts on forest land or conversion of forest land to non-forest use would occur as a result of the proposed project.

e) **No Impact**. The project vicinity does not include any active agricultural areas. In addition, the proposed habitat restoration would not result in conversion of farmland to a non-agricultural use. See responses II(a) and II(b) No impact would occur.

Mitigation:

No mitigation measures are required.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	■	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	■	☐
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)?	☐	☐	■	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	■	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	■	☐

Comments:

a) **Less than Significant Impact**. The project site is within the San Diego Air Basin (SDAB), the boundaries of which are contiguous with San Diego County. Within San Diego County, the San Diego Air Pollution Control District (SDAPCD) has primary responsibility for the development and implementation of rules and regulations designed to attain national ambient air quality standards (NAAQS) and California ambient air quality standards (CAAQS), as well as the permitting of new or modified sources and the development of air quality management plans.

The federal Clean Air Act (CAA) requires areas that are designated nonattainment to submit a State Implementation Plan (SIP) outlining the emission control regulations necessary to bring the area into attainment as expeditiously as practicable. Likewise, the California Clean Air Act (CCAA) requires areas that are designated nonattainment of state ambient air quality standards to prepare and implement plans (Regional Air Quality Standards [RAQS]) to attain the standards by the earliest practicable date. San Diego County is currently designated as a nonattainment area for the federal and state ozone standards, a partial maintenance area for federal carbon monoxide (CO), and a nonattainment area for the state particulate matter less than 2.5 microns ($PM_{2.5}$) and particulate matter less than 10 microns (PM_{10}) standards (California Air Resources Board 2018).

The San Diego Regional Air Quality Strategy (RAQS) is the region's plan for improving regional air quality and attaining the CAAQS, while the SIP is the region's plan for attaining the NAAQS. Both the

RAQS and SIP include a set of emissions control measures to reduce emissions within the basin. These emission controls are adopted as local air quality rules and regulations by SDAPCD. Both the RAQS and SIP rely on information from the California Air Resources Board (CARB) and the San Diego Association of Governments (SANDAG), including projected growth in the County and emission inventory data. CARB mobile source emission projections and SANDAG growth projections are based on population, vehicle trends, and land use plans developed by the region's cities, county, and special districts.

Projects that propose development that is consistent with the growth anticipated by the relevant planning documents that were used in the formulation of the RAQS and SIP would be consistent with the RAQS and SIP. The project site has a land use designation of Open Space. The proposed project would cap the site and restore native habitats in the Otay River Valley. Thus, because the proposed project would not result in a change in land use, the proposed project is consistent with the City's General Plan land use designation. Once constructed, operations and maintenance would be minor, and the proposed project would not result in any population or employment growth and is therefore consistent with regional growth projections. Additionally, the proposed project would implement all applicable SDAPCD rules, including Rule 55 (fugitive dust control), and both short-term construction and long-term operations would result in minimal emissions below thresholds, as described below under response III(b). The proposed project would not result in any land use or zoning changes that would conflict with the General Plan or zoning designations or result in growth beyond that prescribed in the City's General Plan. As such, because the proposed project would be consistent with the City's General Plan, which was used in the formulation of the RAQS and SIP, the proposed project is considered consistent with the RAQS and SIP. Impacts would be less than significant.

b) **Less than Significant Impact**. Construction of the proposed project would result in short-term emissions of reactive organic gases (ROG), nitrogen oxides (NO_X), CO, sulfur oxides (SO_X), PM_{10}, and $PM_{2.5}$ through the use of off-road construction equipment, material haul trucks, and employee vehicles. Ground disturbance and material movement would also generate fugitive PM_{10} and $PM_{2.5}$. Emissions would vary from day to day, depending on the level of activity, the specific type of construction activity occurring, and, for fugitive dust, prevailing weather conditions. Construction emissions were calculated using California Emissions Estimator Model (CalEEMod) 2016.3.2 (California Air Pollution Control Officers Association [CAPCOA] 2017). Primary inputs are the numbers of each piece of equipment and the length of each construction stage. CalEEMod estimates the required construction equipment based on surveys performed by the South Coast Air Quality Management District and the Sacramento Metropolitan Air Quality Management District of typical construction projects, which provide a basis for scaling equipment needs and schedule with a project's size. Construction emission estimates include emissions associated with the import of approximately 30,000 cubic yards of soil required to cap the site. Table 6 shows the total projected construction maximum daily emission levels for each criteria pollutant. CalEEMod data is contained in Attachment 2. Emissions were compared to SDAPCD Air Quality Impact Analysis "trigger" levels for criteria pollutant emissions (SDAPCD Rules 20.1, 20.2, and 20.3) which are intended for evaluating new or modified stationary sources. The SDAPCD does not consider these trigger levels to represent adverse air quality impacts; rather, if these trigger levels are exceeded by stationary sources associated with a project, the SDAPCD requires an air quality analysis to determine if a significant air quality impact would occur. As shown, emissions due to project construction would be less than the applicable screening thresholds. The project would also comply with the SDAPCD Rules 50, 51, and 55 that require dust control. Thus, construction of the proposed project would not result in an impact on air quality because emissions would not exceed applicable air quality standards or contribute to existing air quality violations.

Table 6 Summary of Maximum Buildout Construction Emissions (pounds per day)						
	Emissions					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	3	46	21	0	9	5
Significance Threshold	*250*	*250*	*550*	*250*	*100*	*67*

Project maintenance and monitoring activity is expected to be minimal and would include hand tools and some minor equipment (e.g., chainsaws, hedge trimmers). In addition, two truck trips per year are anticipated in order to periodically haul off debris. Maintenance and monitoring activities would be far less than construction activities, and consequently emissions are expected to be minimal and far below SDAPCD trigger levels. Therefore, operation of the proposed project would not result in an impact on air quality because emissions would not exceed applicable air quality standards or contribute to existing air quality violations.

c) **Less than Significant Impact**. See response III(b) above and response III(d) below. As discussed above, San Diego County is currently designated as a nonattainment area for ozone, PM_{10}, and $PM_{2.5}$. Cumulative impacts could result if the proposed project exceeds established thresholds for pollutants in which the region is nonattainment. In addition, cumulative impacts could result if the proposed project would be constructed at the same time as other development projects in the area, thereby exposing sensitive receptors to cumulative emission concentrations.

As discussed in response III(b), construction emissions would be less than the applicable screening thresholds for all criteria pollutants. The proposed project would also comply with SDAPCD Rules 50, 51, and 55 that require dust control. Maintenance and monitoring activities would be minor and would not contribute to any significant cumulative impacts related to the nonattainment status for ozone, PM_{10}, or $PM_{2.5}$. As the project would comply with SDAPCD regulations, the project contribution to a cumulatively considerable net increase in emissions would be less than significant.

d) **Less than Significant Impact**. Nearby sensitive receptors consist of the residences located to the south of the site. As the project consists of grading, restoration, and maintenance, the potential sources of pollutants are limited to diesel particulate matter (DPM), dust generation (PM) and carbon monoxide from vehicles, grading equipment, and activities during the day. The highest emissions would occur during construction considering the equipment necessary during grading, hauling, and vehicle trips and ground disturbance generation of PM would be the greatest during this time period. Long-term maintenance would involve a small number of infrequent trips, and would be less than significant. Thus, the analysis below focuses on the construction phase.

DPM can be a carcinogen if inhaled in high doses over the long term. Dust can be an irritant and cause watering eyes or irritation to the lungs, nose, and throat. Breathing CO can cause headaches, dizziness, vomiting, and nausea, and long-term exposure has been linked to increased risk of heart disease.

Considering the limited duration of grading activities and the 250 feet between the nearest residence and the center of grading, the project would not result in DPM exposure that would exceed the one in a million cancer risk. Therefore, the potential human health impact from exposure to DPM is considered to be minimal. In addition, the proposed project would not create congestion at nearby roadways or intersections, so the exposure to elevated CO concentrations is considered minimal. This impact would be less than significant.

e) **Less than Significant Impact**. The proposed project grading activities may generate minor odor related to diesel equipment. These odors would not affect a substantial number of people, as the scale of construction would be small and the frequency of vehicle trips would be low. Odor emissions would also dissipate as a function of distance and would dissipate to non-detectable levels at the nearest sensitive receptor. Therefore, the proposed project's odor impact would be less than significant.

Mitigation:

No mitigation measures are required.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. GREENHOUSE GAS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	■	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	■	☐

Comments:

a) **Less than Significant Impact**. The City utilizes a 900 metric tons carbon dioxide equivalent ($MTCO_2e$) screening level threshold to determine the significance of greenhouse gas (GHG) emissions based on the CAPCOA's *CEQA & Climate Change* (2008). Projects that emit less than 900 $MTCO_2e$ would be considered to have a less than significant cumulative impact on climate change.

The project would generate have temporary GHG emissions during construction, with GHG sources consisting of construction equipment, worker trips, water use, waste generation, and energy use. Operational source emissions would be from maintenance vehicles, waste generation, and minor equipment use. The primary emissions occur as carbon dioxide (CO_2) from gasoline and diesel combustion, with more limited vehicle tailpipe emissions of methane (CH_4) and nitrous oxide (N_2O). Based on guidance from the South Coast Air Quality Management District (SCAQMD), total construction GHG emissions resulting from a project should be amortized over the lifetime of a project, which is typically 30 years. Construction emissions were calculated using CalEEMod, as discussed under Issue III. It was calculated that project construction would emit a total of 236 $MTCO_2e$, which would be 8 $MTCO_2e$ annually when amortized over 30 years. Operational emissions associated with maintenance activities would be minimal combined construction and operational emissions would be well below the 900 MT screening threshold; therefore, the project would result in a less than significant GHG emissions impact.

b) **Less than Significant Impact**. California adopted Assembly Bill 32 (AB 32), which establishes a statewide goal to reduce GHG emissions back to 1990 levels by 2020 and 40 percent below 1990 levels by 2030. AB 32 also requires the AB 32 Scoping Plan to be updated periodically, and it was most recently updated in 2017. AB 52 strategies are geared towards sectors and activities that generate significant amounts of GHGs. Activities associated with the proposed project are not considered by the AB 32 Scoping Plan as having a high potential to emit GHGs. The proposed project consists of short-term construction and minimal long-term maintenance and monitoring and would result in a low level of emissions, as described above. The project would rehabilitate and enhance the aquatic and terrestrial habitat in the Otay River Valley, which would increase carbon uptake and sequestration in perpetuity. Therefore, the proposed project would not conflict with AB 32.

At the local level, the City of Chula Vista has been implementing a Climate Action Plan (CAP) titled, *CO_2 Reduction Plan*, since 2000. The CAP was most recently updated in 2017. The CAP contains reduction objectives for each GHG emissions source, and a series of strategies to achieve those

objectives. This includes water conservation and reuse, waste reduction, renewable and efficient energy, and smart growth and transportation. Due to the nature of the proposed project and lack of development proposed, the City's CAP goals and strategies are not applicable to the project. None-the-less, the project would not obstruct or conflict with the City's CAP objectives or strategies. Additionally, given the proposed project is designed to enhance vegetation communities and wildlife habitats, the project is consistent with general local and statewide (AB 32 Scoping Plan) efforts to increase carbon sequestration and habitat.

Mitigation:

No mitigation measures are required.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, 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?	☐	☐	■	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	■	☐
c) Have a substantial adverse effect on federally protected waters as defined by Section 404 of the Clean Water Act (including, but no limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.	☐	☐	■	☐
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?	☐	☐	■	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	■
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	■	☐

Comments:

a) **Less than Significant Impact** A Biological Technical Report was prepared by RECON in 2015. A subsequent survey report was completed by RECON in 2018 for Otay tarplant and San Diego ambrosia. The following analysis is based on these reports.

Vegetation Communities

The following vegetation communities/land cover types were mapped within the survey area, which includes the project site and 100-foot buffer area surrounding the site): Diegan coastal sage scrub (includes disturbed and revegetated), southern willow scrub, coast and valley freshwater marsh, disturbed habitat, disturbed wetland, open water, and urban/developed land (Table 7; Figure 4).

Table 7
Existing Vegetation Communities in the Shinohara II Survey Area

Vegetation Community/Land Cover Type	Survey Area (acres)	Project Area/Limit of Work (acres)
Diegan Coastal Sage Scrub	0.70	--
Disturbed Diegan Coastal Sage Scrub	0.67	0.29
Revegetated Diegan Coastal Sage Scrub	0.46	--
Southern Willow Scrub	2.24	0.82
Coast and Valley Freshwater Marsh	1.31	0.06
Disturbed Habitat	5.14	4.40
Disturbed Wetland	0.04	--
Open Water	0.50	--
Urban/Developed	0.32	--
TOTAL	**11.38**	**5.57**
Source: RECON 2018.		

Per the City's MSCP (City 2003a) Subregional Plan Coastal sage scrub, a Tier II uncommon upland community, and non-native grassland, a Tier III common upland community, are considered sensitive vegetation communities. In addition, Freshwater marsh, southern willow scrub, disturbed wetland, and open water are considered sensitive wetland habitats by the City and Resource Agencies.

Sensitive Species

Three sensitive wildlife species are anticipated to occur on the project site based on the habitat present and presence in the vicinity; the federally listed threatened coastal California gnatcatcher (*Polioptila californica californica*), federally listed endangered least Bell's vireo (*Vireo bellii pusillus*), and California Watch List species Cooper's hawk (*Accipiter cooperii*). Burrowing owl has not been observed but has potential to nest on-site. All of these species are MSCP Subarea Plan covered species.

One sensitive plant, desert fragrance (*Ambrosia* [=*Hymenoclea*] *monogyra*), was observed on-site. This species is a California Native Plant Society (CNPS) Rare Plant Ranked 2B.2 (fairly endangered in California). No Otay tarplant or San Diego ambrosia were observed within the survey area during the 2018 focused survey (RECON 2018), as well as the original survey conducted in 2013 (RECON 2015a). While it is acknowledged that it is a low rainfall year and it may affect the potential to find rare plants, the survey area is not expected to support these species due to the soils present and the high density of existing vegetation.

Impacts

While the project would involve grading the entire 5.57-acre site, the project would include the restoration of habitat. Thus, the project would have temporary impacts to 0.29 acre of disturbed Diegan coastal sage scrub, 4.40 acre of disturbed habitat, 0.82 acre of southern willow scrub, and 0.06 acre of

coast and valley freshwater marsh. The proposed restoration would include 4.60 acres of Diegan coastal sage scrub and 0.97 acre of southern willow scrub and freshwater marsh (see Project Description). The temporal loss of habitat would be limited to a few months, and the long-term improved habitat would more than offset this loss. While the project would result in a temporary loss, the project would result in an increase in sensitive habitats in the long term, and impacts would be less than significant.

Project grading may result in the accidental loss of wildlife. Impacts to general wildlife are considered adverse, but less than significant.

As the project specifies grading would occur outside the bird breeding season (January 15 to September 15), the project is not anticipated to impact active raptor nests and other nests protected by Fish and Game Code Section 3503.5 (see Project Description and the Restoration Plan [RECON 2016]). This ensures avoidance of nesting coastal California gnatcatchers, least Bell's vireos, Cooper's hawks and, and burrowing owl. Thus, impacts to nesting birds and sensitive nesting birds would be less than significant.

The project would impact approximately 0.02 acre of disturbed habitat that is occupied by desert fragrance, a CNPS Rare Plant Rank 2B.2 plant species, within the City. This would impact a small number of plants and would not be considered significant, as loss of these individuals would not substantially affect the ability of this species to persist throughout its range. No impact to San Diego ambrosia or Otay tarplant would occur, as none were observed or expected to occur on-site.

Overall, the project was designed to minimize biological impacts and provide improved long-term biological value of the site. Project impacts to sensitive species and their habitats would be less than significant.

b) **Less than Significant Impact**. As indicated above, the project includes 0.06 acre of freshwater marsh and 0.82 acre of southern willow scrub riparian habitats. The project would temporarily impact this 0.88 acre of riparian habitat during grading, but would provide 0.97 acre of southern willow scrub and freshwater marsh in the long-term. This temporal loss would be less than significant considering the limited time habitat would be lost and the overall improvement in habitat value in the long-term.

c) **Less than Significant Impact**. The project site includes waters under the jurisdiction of the ACOE, CDFW, and the RWQCB. As shown in the Biological Technical Report Figure 6 (RECON 2015a) and identified in Table 8 below, 0.09 acre of the site is under the ACOE jurisdiction and 0.88 acre of the site is CDFW/RWQCB/City jurisdictional.

Table 8
Existing Jurisdictional Waters

Jurisdictional Waters	Project Area/Limit of Work (acres)	Survey Area (acres)
ACOE		
Wetlands	0.09	4.65
Non-wetland waters of the U.S.	0.00	1.02
Total ACOE	**0.09**	**5.67**
CDFW		
Wetland	0.88	5.92
Total CDFW	**0.88**	**5.92**
RWQCB		
Waters	0.88	5.92
Total RWQCB	**0.88**	**5.92**
City of Chula Vista		
Wetlands	0.88	5.92
Total City of Chula Vista	**0.88**	**5.92**
Source: RECON 2015a.		

The proposed project would temporarily impact a portion of the Otay River where the jurisdictional waters are present. The proposed temporary impacts and restoration efforts would be conducted in compliance with applicable state and federal water quality laws. The project has been submitted to the RWQCB, ACOE, and CDFW for review, and the project will obtain all necessary resource agency permits. Refer to draft Section 401 Water Quality Certification No. R9-2015-0196, Nationwide Permit SPL-2015-00853-RAG (with Section 7 Consultation/Biological Opinion FWS-SD-16B0255-17F0174), Streambed Alteration Agreement #1600-2015-0246-R5. Considering the project compliance with regulations, the proposed project would not have a substantial adverse effect on federally protected waters as defined by Section 404 of the Clean Water Act, and impacts would be less than significant.

d) **Less than Significant Impact**. The project area/limit of work is located within the Otay River Valley in the Chula Vista Preserve, and the site functions as a wildlife movement corridor, allowing for wildlife movement in a highly fragmented environment. Currently the site is fenced, which may limit some larger wildlife from utilizing the area. While the area may be fenced or partially fenced during grading and plant establishment, the fence would be removed and habitat would be restored in the long term. This would improve the site's connectivity and use as a wildlife corridor. Thus, the project would have a less than significant impact to wildlife movement.

e) **No Impact**. The City of Chula Vista Municipal Code (CVMC) Tree Ordinance applies only to streetscape trees and landscaping, but does not apply to the proposed project. The project is subject to the Habitat Loss and Incidental Take (HLIT) Ordinance, but would be in compliance considering the project consists of habitat restoration that inherently improves habitat and avoids impacts to sensitive species. HLIT findings have been prepared to demonstrate that the project is consistent with the City's MSCP Subarea Plan (City 2003a). No impact would occur.

f) **Less than Significant Impact**. The project site is located within the City of Chula Vista MSCP Subarea Plan (City 2003a). The MSCP Subregional Plan is designed to identify lands that would conserve habitat for federal and state endangered, threatened, or sensitive species, including the coastal California gnatcatcher and least Bell's vireo. The proposed project is located within the City's 100 percent MSCP Preserve Area. The MSCP Subarea Plan considers preserve management, scientific, and biological activities within the Preserve to be conditionally compatible with the Preserve. As indicated above, the project is consistent with the MSCP Subregional Plan considering it is intended to restore habitat and improve biological value within the preserve. This project complies with the MSCP Subarea Plan as it is a project involved with preserve management as described in Section 6.2.2 of the MSCP Subarea Plan. Additionally, Section 6.2.2 references the management goals and objectives outlined in Section 7.1, and the proposed restoration and remediation is compatible with the following management objectives: "to ensure the long-term viability and sustainability of native ecosystem function and natural processes throughout the preserve" and "to enhance and restore, where feasible, appropriate native plant associations and wildlife connections to adjoining habitat in order to provide viable wildlife and sensitive species habitat." HLIT findings have been prepared to demonstrate that the project is consistent with the City's MSCP Subarea Plan (RECON 2015a – Biological Resources Report Attachment 4).

The MSCP Subarea Plan identifies several issues that need to be addressed during the planning of a project in order to avoid negative impacts of development on adjacent open space preserve areas (City of Chula Vista 2003a). The areas include drainage, toxic substances, lighting, noise, invasives, and buffers. The proposed project has incorporated design features that would ensure that impacts to adjacent sensitive areas are less than significant, and the project is in compliance with the County of San Diego's MSCP Subarea Plan (see Project Description; RECON 2015a). In summary, (1) the project drainage would be controlled and revegetation would be provided via best management practices in accordance with the RWQCB requirements, (2) the intent of the project (proposed capping) is to prevent and reduce toxic substances from spreading to other areas and remediation would be conducted in accordance with local and state hazardous waste regulations, (3) no lighting would be installed and activities would occur during the day without supplemental lighting, (4) construction is planned outside of the bird breeding season to avoid noise impacts, (5) the project would utilize native plants for

restoration and maintenance includes weed control measures to reduce invasive plants, and (6) the project consists of a remediation and restoration effort, and no structures are proposed that would require buffers. Thus, indirect impacts to MSCP preserve areas would be less than significant.

Issues:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
VI. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in State CEQA Guidelines § 15064.5?	☐	☐	■	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines § 15064.5?	☐	☐	■	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	■	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	■	☐

Comments:

a) **Less than Significant Impact**. A records review and cultural resources analysis was completed for the proposed project (RECON 2015b). No recorded archaeological or historical sites were identified on the project site. In addition, no significant archaeological or historical resources are expected to be impacted by the project considering the site was filled with burn ash and the project consists of capping the site. No grading would occur within soils with potential to yield significant resources. Any historical trash deposited on the site would not be in situ and, therefore, would not qualify for the National Register of Historic Places (RECON 2015b). Therefore, the proposed project would not cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5. Impacts would be less than significant.

b) **Less than Significant Impact**. Refer to Section VI(a) above. No recorded archaeological resources were identified on-site. In addition, the project has no potential to impact significant resources considering ground disturbance would be limited to burn ash fill materials (RECON 2015b). Impacts would be less than significant.

c) **No Impact**. The proposed project would not directly destroy a unique paleontological resource, site, or unique geologic feature. The project would occur within burn ash soils that do not have potential to contain significant paleontological resources. No impact to paleontological resources would occur.

d) **Less than Significant Impact**. Considering the disturbed conditions of the site and the proposed ground disturbance being limited to the surficial burn ash fill soils, it is considered unlikely that human remains would be encountered during construction of the proposed project. In the unlikely event that human remains are discovered, the project construction manager would be required to comply with Health and Safety Code Section 7050.5 and Public Resources Code Section 5097. These regulations outline the procedures to follow in the event that human remains are uncovered, and the penalty for disobeying these procedures. Therefore, given the low likelihood of discovering human remains, as well as the existing laws in place that govern the handling of human remains, impacts related to the disturbance of human remains would be less than significant.

Mitigation:

No mitigation measures are required.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	☐	■
ii. Strong seismic ground shaking?	☐	☐	■	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	■	☐
iv. Landslides?	☐	☐	■	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	■	☐
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?	☐	☐	☐	■
d) Be located on expansive soil, creating substantial risks to life or property?	☐	☐	☐	■
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	■

Comments:

a) **i. No impact**. The project area is not located within a State of California Alquist-Priolo Earthquake Fault Hazard Zone, but the La Nacion Fault is located on or near the project site (California Department of Conservation 2017; City of Chula Vista 2015– General Plan Figure 9-7). The La Nacion Fault extends south from the Collwood Boulevard-Montezuma Road area along 54th Street, crosses State Highway 94 in the vicinity of Federal Boulevard, and then angles to the southeast through Paradise Hills. It reenters the City of San Diego at Otay Valley just easterly of Interstate 805, and roughly

parallels the latter into the San Ysidro area (City of San Diego 2008). Based on the analysis for the Parkside at Dennery Ranch development located directly south of the project site, fault study completed in 1995 by Pacific Soils Engineering determined this fault is not active and does not pose a rupture risk. The site-specific Geotechnical Evaluation by Nova Services, Inc. (Nova 2013) also indicates no known active faults are located on-site. Furthermore, the project does not propose any structures for human occupancy. As such, no impact related to fault rupture would occur.

ii. Less than Significant Impact. The site is located in the seismically active southern California region and would be subject to strong ground shaking in the event of a major earthquake. As noted in response VII(a)(i), the potentially on-site La Nacion Fault was determined to be inactive and would not pose a seismic risk. The nearest active fault is the Newport-Inglewood/Rose Canyon Fault located approximately 7 miles to the west, with a potential peak ground acceleration of 0.40 g (Nova 2013). Thus, the site could be subject to future seismic shaking and strong ground motion resulting from seismic activity. However, the project consists of site capping and habitat restoration, and no development is proposed. The project is not expected to draw a substantial amount of people, either during project implementation activities or permanently. Overall, the potential risk to people as a result of strong seismic ground shaking would be extremely limited and impacts on property would not exist. As a result, no impact would occur.

iii. Less than Significant Impact. Liquefaction occurs when saturated, non-cohesive soils are subject to pressure that results in soils acting like a near-liquid. The increase in pressure can be caused by strong ground motion from an earthquake, and liquefaction typically occurs where sandy or silty soils and groundwater less than 10 feet below ground surface exists. According to the City of Chula Vista's General Plan, the Otay River Valley lies within a liquefaction hazard area (City of Chula Vista 2015). Soils on-site consist of artificial fill, young alluvial floodplain deposits and old alluvial floodplain deposits. On-site groundwater levels range from 16 to 32 below ground surface (Nova 2013). Based on this, the site is considered to have a low potential for liquefaction. Furthermore, the proposed project is not expected to draw a substantial amount of people, either during project implementation activities or permanently and thus, would remain similar to existing conditions. No structures intended for human occupation (or otherwise) would be built and the potential risk to people as a result of ground failure or liquefaction would be low and potential impacts on property would not exist. As a result, impacts would be less than significant.

According to the Geotechnical Evaluation (Nova 2013), the site does have potential for dynamic compaction of dry soils due to the presence of soft soils and potential seismic activity. The project would include standard compaction of soils in accordance with the geotechnical report investigation to prevent any soil settlement. Impacts would be less than significant.

iv. Less than Significant Impact. The project site lies within the flat portion of the Otay River Valley and is not subject to landslide risk. While a slope exists to the south, this slope was constructed as a part of Dennery Ranch in accordance with City of San Diego requirements and an associated geotechnical report (Geocon 2014). As such, landslide risk is very low and the project would not result in a substantial adverse risk. Impacts would be less than significant.

b) **Less than Significant Impact**. The proposed project would involve grading the site, and placing a soil cap on the site, and subsequent habitat restoration. Construction activities could exacerbate erosion conditions by exposing soils and adding water to the soil from irrigation. Once restoration is complete, the area would be covered by vegetation that would prevent erosion.

As discussed in more detail below in Section IX, Hyd*rology and Water Quality, the General Construction Permit* (Adopted Order 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-0006-DWQ), is required for soil disturbance activities that would be greater than 1 acre. Compliance with the General Construction Permit requires the development and implementation of a site-specific Storm Water Pollution Prevention Plan (SWPPP) by a Qualified SWPPP Developer. The SWPPP would include measures to control erosion during construction. The project would be required to also obtain a grading permit from the City, and to comply with associated erosion control requirements.

Considering regulation compliance, the proposed project would result in less than significant impacts related to soil erosion during construction activities.

Once the proposed construction is complete, the site would be vegetated and the potential for erosion would be reduced. In addition, the site would be elevated and the associated potential for flooding and erosion would be minimized. The site would be monitored by a Qualified restoration ecologist during plant establishment, which would include monitoring for erosion and, if needed, remedial measures for erosion control. The grading plan also requires proper erosion control to the satisfaction of the City Engineer in addition to the mitigation monitor. Thus, long-term operational impacts related to soil erosion or loss of topsoil would be less than significant.

c) **No Impact**. As identified on the improvement plans, all grading would be conducted in accordance with the soils report and Geotechnical Evaluation (Nova 2013). This includes removal of unsuitable soils, proper soil compaction, and installation of subdrains. The project would also not draw a substantial amount of people to the site or place structures on the site. Thus, the potential risk to people as a result of unstable soil would be extremely limited while potential impacts on property would not exist. Refer to the responses above. The project would not result in impacts related to unstable soils.

d) **No Impact**. Due to the nature of the proposed project, it is not expected to draw a substantial amount of people, either during project implementation activities or permanently and thus, would remain similar to the existing undeveloped conditions. Moreover, no structures intended for human occupation (or otherwise) would be built, thus potential risk to people would be extremely limited while potential impacts on property would not exist. As a result, no impact would occur.

e) **No Impact.** No septic tanks or alternative wastewater disposal systems are proposed; therefore, no impact would occur.

Mitigation:

No mitigation measures are required.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	■	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	■	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	■
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?	☐	☐	■	☐
e) For a project within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project 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?	☐	☐	☐	■
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	■	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	■	☐

Comments:

a) **Less than Significant Impact.** Implementation of the proposed project would involve the transport, use, and disposal of hazardous materials such as fuel, solvents, chemicals, and oils associated with operating construction equipment. Such transport, use, and disposal must be compliant with applicable regulations such as the federal Resource Conservation and Recovery Act, which regulates the generation, transport, treatment, storage, and disposal of hazardous waste; Department of Transportation Hazardous Materials Regulations, which cover all aspects of hazardous materials packaging, handling, and transportation; and the local Certified Unified Program Agency regulations, which consolidate, coordinate, and make consistent the administrative requirements, permits, inspections, and enforcement activities of local environmental and emergency response programs. Although small amounts of fuel, solvents, chemicals, and oils would be transported, used, and disposed of during the construction phase, these materials are typically used in construction projects and would not represent the routine transport, use, and disposal of acutely hazardous materials.

   Once completed, the proposed project would reduce the long-term risk of hazardous material exposure. Impacts would be less than significant.

b) **Less than Significant Impact.** A *Phase 1 Environmental Site Assessment and Regulatory Agency File Review and Document Compilation* was completed for the project in January 2012 (SCS Engineers 2012a). The site is a former burn ash dump site, and the project proposes remediation by consolidating the burn ash and capping the site with engineered fill. The Phase 1 report evaluated the site for recognized environmental conditions (RECs), which consist of hazardous substances that may pose a threat to the environment or human health. The burn ash dump area (project site) is considered a recognized environmental condition that may contain hazardous contaminants such as metals. The site also has a history of agricultural use and low levels of pesticides may be present in soils. There are also Leaking Underground Storage Tank and other violation cases in the vicinity; however, none were deemed to pose a risk to the project site due to distance, remediation completed, and groundwater gradient.

   Additional site testing was completed under a local enforcement agency-approved Work Plan (SCS Engineers 2012b), and Sampling and Analysis Plan (SCS Engineers 2012c). The results of this testing was documented in a Waste Characterization Report (SCS Engineers 2012d). Based on this report, burn ash was generally 1.4 to 4 feet deep, with some areas up to 9.5 feet deep. Additional fill is located under the burn ash. Metals present in the burn ash fill included lead, cadmium, copper, and zinc. Low levels of petroleum hydrocarbons were also reported in one soil sample and arsenic was also in test samples. While dust from the site was determined to have a less than significant risk to nearby residents, the site was identified as a hazard due to ongoing trespassers digging for bottles. The report suggested capping and revegetation with natives to deter trespassers from digging on the property. The Technical Specifications (SCS Engineers 2015) was completed to plan and implement the proposed cap in accordance with regulations. Specific requirements include Health and Safety Plan, surveying, a Stormwater Pollution Prevention Plan (SWPPP), sampling and testing by Qualified laboratories, proper fill and compaction as evaluated by an engineer, fencing, revegetation, and record keeping. With the implementation of the proposed project in accordance with regulations and the associated plans, the proposed remediation would result in a less than significant hazardous material impact.

   As stated in the Phase 1 Report (SCS Engineers 2012a), "the Shinohara II portion of the Site, soil in this part of the Site [project site] will be disturbed during remediation and capping activities conducted to address the burn ash REC; however, because the material to be reconsolidated and capped will require special handling (i.e., dust control during excavation and reconsolidation, use of 40-hour HAZWOPPER-trained Contractors, etc.) and precautions due to the presence of CoCs [contaminants of concern] (particularly metals), the presence of pesticides would not require additional efforts and will be assessed during waste characterization." The project would be implemented in accordance with the Closure/Post-Closure Monitoring and Maintenance Plan, as required by the LEA.

Construction may also use acutely hazardous materials. Compliance with federal, state, and local regulations, including the implementation of a Health and Safety Plan and a SWPPP, would ensure that all hazardous materials are transported, used, stored, and disposed of properly, which would minimize potential impacts related to a hazardous materials release by the project. Impacts would be less than significant.

c) **No Impact.** Implementation of the proposed project would not create any impacts associated with hazardous emissions or handling of acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. There are no existing or proposed schools within 0.25 mile of the project area. No impact would occur.

d) **Less than Significant Impact.** As discussed under response VIII(a), the site is a burn ash dump site and may contain elevated levels of metals, pesticides, and petroleum. The project proposes to cap the site in order to reduce the potential hazard to the public. Proposed grading and capping activities would be conducted in accordance with a SWPPP, Health and Safety Plan, and conducted by qualified professionals in accordance with regulations. As such, impacts would be less than significant.

e) **No Impact.** The project site is approximately 2.3 miles northwest of the Brown Field Municipal Airport. The project is located in the Airport Influence Area, Airport Overflight Notification Area and Review Area 2 according to the Brown Field Municipal Airport Land Use Compatibility Plan (San Diego County Airport Land Use Commission 2010). As the project does not propose residential, the Airport Overflight Notification requirements do not apply. The project also does not propose any structures or otherwise change conditions in a manner that could interfere with navigable airspace and require review. Therefore, implementation of the proposed project would not result in a safety hazard for people residing or working in the project area. No impact would occur.

f) **No Impact.** Implementation of the proposed project would not result in a safety hazard for people residing or working in the project area because the project site is not within the vicinity of a private airstrip. No impact would occur.

g) **Less than Significant Impact.** Implementation of the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. While project construction would involve hauling soil to the site, the number of trucks would not significantly alter traffic or roadway conditions in a manner that would affect emergency response. Impacts would be less than significant.

h) **Less than Significant Impact.** According to information obtained from the California Department of Forestry and Fire Protection (CAL FIRE), the site is not within a CAL FIRE Very High Fire Hazard Severity Zone (CAL FIRE 2009). In addition, the project would not introduce a significant number of people to the area or propose housing near wildlands. The proposed capping and restoration would not significantly alter the wildlands fire risk at the site considering the project would adhere to City regulations and policies for fire safety. Thus, impacts related to exposure of people or structures to a significant risk of loss, injury, or death from wildfires would be less than significant.

Mitigation:

No mitigation measures are required.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Result in an increase in pollutant discharges to receiving waters (including impaired water bodies pursuant to the Clean Water Act Section 303(d) list), result in significant alteration of receiving water quality during or following construction, or violate any water quality standards or waste discharge requirements?	☐	☐	■	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? Result in a potentially significant adverse impact on groundwater quality?	☐	☐	■	☐
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?	☐	☐	■	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, or place structures within a 100-year flood hazard area which would impede or redirect flood flows?	☐	☐	■	☐
e) 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?	☐	☐	☐	■
f) 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?	☐	☐	☐	■

Comments:

a) **Less than Significant Impact**. The project consists of grading and capping the burn ash site and subsequent habitat restoration within the Otay River Valley. Drainage from the site currently sheet flows to the north to the Otay River, discharges into the salt flats, enters San Diego Bay, and ultimately the Pacific Ocean. According to the Final 2014/2016 California Integrated Report mapping (State Water Resources Control Board 2016), the Otay River is not a 303(d) listed water body.

The project would raise the site approximately 3 feet from installation of the soil cap. This change in topography would shift the flow of water; however, runoff would continue to sheet flow to the Otay River (Rick Engineering 2015). The project would also include habitat restoration and monitoring for a five-year period. The primary pollutant of concern related to these activities would be sediments generated by runoff over exposed soils. Additionally, construction equipment has the potential to generate accidental hazardous materials (e.g., gasoline, oils, grease, lubricants) release. Disturbance of the burn ash soils also has potential to increase metals, pesticide, and petroleum in runoff (see Section VIII above).

The proposed grading would be subject to the California State Water Resources Control Board's National Pollutant Discharge Elimination System General Permit for Stormwater Discharges Associated with Constructions and Land Disturbance Activities (General Construction Permit; Adopted Order 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-0006-DWQ). The Construction General Permit requires the development of a SWPPP. The SWPPP requires the identification of potential pollutant of concerns and best management practices (BMPs) to address those pollutants of concerns. The project is also required to obtain approval from the RWQCB via a Water Quality Certification due to the presence of jurisdictional waters. As a result, operation and maintenance-related impacts on water quality and water quality standards are expected to be less than significant, and no mitigation is required.

b) **Less than Significant Impact**. The project would not involve pumping of groundwater or installation of impervious surfaces that may interfere with groundwater recharge. Groundwater is located approximately 16 to 32 feet below ground surface. Therefore, the proposed project would not 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, and impacts would be less than significant.

c) **Less than Significant Impact**. As indicated in response IX(a), the project site would continue to drain to the Otay River after project implementation. The project would be required to prepare a SWPPP as part of compliance with the Construction General Permit identified in response IX(a) above considering proposed grading exceeds 1 acre. The SWPPP would address impacts from erosion or siltation on- or off-site during construction to less than significant levels. After construction, the project is not anticipated to alter flows in a manner that would result in downstream siltation or erosion considering the project also must comply with the Clean Water Act Section 401 and Federal Emergency Management Agency (FEMA) floodplain Conditional Letter of Map Revision requirements. Per the hydrology analysis (Rick Engineering 2015), the project modification to the floodplain is not anticipated to affect sediment transport. With regulating compliance, the proposed project would not substantially alter the existing drainage pattern of the restoration site or area in a manner, which would result in substantial erosion or siltation on- or off-site, and impacts would be less than significant.

d) **Less than Significant Impact**. The project is located within the FEMA 100-year and involves a Conditional Letter of Map Waiver. A hydrology report was prepared by Rick Engineering to address this change to the floodplain (Rick Engineering 2015). This analysis is based on that project-specific hydrology report.

The project would place a 3-foot soil cap on the burn ash dump site, which would raise the site out of the 100-year floodplain. This would result in a modified floodway, which results in additional floodway and floodplain area to the north of the river within the open space river corridor, and a reduced floodplain to the south of the river. No structures or other man-made property is located within the modified floodway area would be negatively impacted. The additional floodplain area is designated as Open Space by the City's General Plan (City 2015). In addition, the runoff rates were analyzed at 12 locations and found to have minor changes (Rick Engineering 2015). As such, the project change to the floodplain is not considered substantial and would result in a less than significant impact.

e) **No Impact**. Per the City of Chula Vista General Plan (City 2015), the site is located within a potential dam failure inundation area. Dams typically fail due to overtopping by reservoir water during heavy

rainfall episodes, structural damage, and earthquake-related hazards (City 2015). Considering the proposed burn ash site capping and native vegetation establishment, the project would reduce the potential for site inundation to increase water pollution. No habitable structures are proposed as part of the proposed project. The project would not attract a significant number of people to the site, as the project consists of remediation and habitat restoration. The proposed project would not 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. No impacts would occur.

f) **No Impact**. As discussed above, the proposed project would not create or contribute additional runoff nor would it provide additional sources of polluted runoff. The intent of the project is to cap an existing burn ash site to reduce potential hazards, including pollutants in runoff. The proposed construction would be conducted in accordance with regulations and in accordance with a SWPPP to avoid polluted runoff. With the implementation of the project, runoff pollutants would be reduced. The project runoff does not contribute to a MS4 stormdrain system. No impacts would occur.

Mitigation:

No mitigation required.

Issues:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
X. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	☐	☐	☐	■
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?	☐	☐	■	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	■

Comments:

a) **No Impact**. Implementation of the proposed project would not physically divide an established community. The proposed project would involve capping the site and restoring native habitats in the Otay River Valley. No structures are proposed that could divide an established community, Therefore, the proposed project would not physically divide an established community, and no impacts would occur.

b) **Less than Significant Impact**. The project site is designated as Open Space Preserve by the City of Chula Vista General Plan and zoned F1 (Floodway). The site is also located within the City of Chula Vista Subarea Plan, City of Chula Vista Greenbelt Master Plan, and the OVRP Concept Plan and Trails Guidelines. The following describes the proposed project's consistency with these plans.

Chula Vista General Plan

The General Plan Open Space Preserve designation is intended for areas designated within the City of Chula Vista MSCP Subarea Plan for the permanent conservation of biological resources. Implementation of the proposed project would restore and enhance the Otay River Valley and would be consistent with the General Plan Open Space Preserve designation for the site.

City of Chula Vista Subarea Plan

The Chula Vista MSCP Subarea Plan is designed to identify lands that would conserve habitat for federal and state endangered, threatened, or sensitive species. Nineteen sensitive plant and wildlife species are MSCP Subarea Plan covered species. Also included in the MSCP Subregional Plan are implementation strategies, preserve design, and management guidelines. The MSCP Subarea Plan also identifies the following management objectives as follows:

- To ensure the long-term viability and sustainability of native ecosystem function and natural processes throughout the Preserve.

- To protect existing and restored biological resources from intense or disturbing activities within the Preserve while accommodating compatible uses.

- To enhance and restore, where feasible, appropriate native plant associations and wildlife connections to adjoining habitat in order to provide viable wildlife and sensitive species habitat.

- To facilitate monitoring of selected target species, habitats, and linkages in order to ensure long-term persistence of viable populations of priority plant and animal species and to ensure functional habitats and linkages for those species.

The proposed project is located within the City's MSCP Preserve Area (City 2003a). The MSCP Subarea Plan considers preserve management, scientific, and biological activities within the Preserve to be conditionally compatible with the Preserve. This project complies with the MSCP Subarea Plan as it is a project involved with preserve management as described in Section 6.2.2 of the MSCP Subarea Plan. Additionally, Section 6.2.2 references the management goals and objectives outlined in Section 7.1, and the proposed restoration and remediation is compatible with the following management objectives: "to ensure the long-term viability and sustainability of native ecosystem function and natural processes throughout the preserve" and "to enhance and restore, where feasible, appropriate native plant associations and wildlife connections to adjoining habitat in order to provide viable wildlife and sensitive species habitat." The project would result in the improvement of biological habitat and preservation of habitat within the MSCP Preserve, and therefore would be consistent with the Subarea Plan.

The MSCP Subarea Plan identifies several issues that need to be addressed during the planning of a project in order to avoid negative impacts of development on adjacent open space preserve areas (City 2003a). The areas include drainage, toxic substances, lighting, noise, invasives, and buffers. As described in Section V(f), the proposed project has incorporated design features that would ensure that impacts to adjacent sensitive areas are less than significant, and the project is in compliance with the County of San Diego's MSCP Subarea Plan.

Otay River Watershed Management Plan

The Otay River Watershed Management Plan (ORWMP) is a multi-jurisdictional comprehensive plan to address land use changes and water protection in the Otay River Watershed. The intent is to protect the beneficial uses within the watershed and the San Diego Bay that receives water from this watershed (Aspen 2006). The goals specifically are:

- Goal 1. Protect, Enhance, and Restore Watershed Resources

- Goal 2. Ensure Reasonable, Sustainable, and Compatible Economic Development
- Goal 3. Provide Educational and Recreational Opportunities
- Goal 4. Ensure Public Health and Safety
- Goal 5. Maximize Integration of Existing Programs and Plans that Affect Resources of this Watershed

The proposed project is located in the Otay River Watershed. The project proposes to cap the site to contain the burn ash at the site and provide habitat restoration. Proposed construction activities would be conducted in accordance with a SWPPP, which would protect watershed resources in accordance with Goal 1. The project does not propose development, and therefore Goal 2 is not applicable. The site is located in the OVRP and would be available for recreational opportunities after project implementation consistent with Goal 3; however, no active recreational uses are proposed at this time. The proposed capping would resolve an existing potential water quality issue, and would improve public health and safety conditions consistent with the ORWMP Goal 4. Overall, the project is consistent with the goals of the ORWMP.

City of Chula Vista Greenbelt Master Plan

The Greenbelt Master Plan (City 2003b) provides guidance and continuity for planning open space and constructing and maintaining trails that encircle the City. This includes the Chula Vista Bayfront, the Sweetwater River corridor, Otay Lakes, and the Otay River Valley. The plan's primary purpose is to provide goals and policies, trail design standards, and implementation tools that guide the creation of the Greenbelt system. The project site is identified as an open space area within the greenbelt, and a future trail is identified in the vicinity of the project to the north of the Otay River. The project would be consistent with this plan, as the project would retain the site as open space and improve biological value of the site via the proposed restoration. The project would also not preclude the development of a trail to the north of the river. Thus, the project is consistent with the Greenbelt Master Plan.

Otay Valley Regional Park Concept Plan and Trails Guidelines

The OVRP planning was initiated in 1990 and is a joint planning effort between County of San Diego and the Cities of Chula Vista and San Diego. The most recent version of the Concept Plan was accepted by the Otay Valley Regional Park Policy Committee on July 28. 2016. The park area covers approximately 11 miles of the Otay River corridor from the salt ponds near the Pacific Ocean inland to the Lower and Upper Otay Reservoirs. This corridor includes important biological, cultural, and hydrologic resources. In addition, the jurisdictions recognized the recreational value potential and have planned for trails, overlooks, staging areas, and interpretive centers along the corridor. The Concept Plan is split into five segments, and the project is located in the Interstate 805 to Heritage Road segment. The site is identified as Open Space/Preserve in the OVRP Concept Plan. Per the Concept Plan, the main OVRP goals are to:

- Provide a mix of active and passive recreational activities,
- Protect environmentally sensitive areas,
- Protect cultural and scenic resources, and
- Encourage compatible agricultural uses in the Park.

The project proposes to place a soil cap on the site and to restore the site to native habitat. This is consistent with the OVRP Conceptual Plan policy to "[r]estore and enhance disturbed areas in the Open Space/Core Preserve Area consistent with the MSCP." Another relevant policy is to "[m]aintain the natural floodplain; discourage channelization of the floodplain." While the project includes a revision to the floodplain due to the need to cap the site, the project would not channelize the floodplain and is intended to improve biological and water quality conditions. The project would retain the site as open space, which is consistent with the OVRP Conceptual Plan recommended usage. The remaining policies

do not apply considering the site is proposed as open space and not proposed for any future development or other active recreational improvements. Thus, the project would not conflict with the OVRP Conceptual Plan.

The OVRP planning efforts also include Trail Guidelines (2003) and Design Standards & Guidelines (2005); however, these are not applicable to the project considering no trails or development are planned or proposed for the project site. Thus, the project would not conflict with these planning documents.

Overall, the proposed project would not conflict with any applicable land use plan, policy, or regulation, and impacts would be less than significant.

c) **No Impact**. As discussed in response V(e), the project site is within the Chula Vista MSCP and is consistent with this plan. Therefore, the proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan and Natural Community Conservation Plan. No impact would occur.

Mitigation:

No significant impact would occur and no mitigation is required.

Issues:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
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?	☐	☐	■	☐
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?	☐	☐	■	☐

Comments:

a) **Less than Significant Impact**. According to General Plan Figure 9-4, the project site is located in a portion of the Otay River Valley that has been identified as a Mineral Resource Zone (MRZ)-2 area (City 2015). However, the site has been filled with burn ash material, which would significantly hinder any proposal to mine the area. In addition, the site is located adjacent to residences, contains significant biological resources, is adjacent to the Otay River, and is not zoned or designated for mining operations. Per the General Plan (City 2015), "in the long-term, no mining is envisioned to occur at all within the Chula Vista MSCP Preserve." Thus, the proposed project would not 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. Impacts would be less than significant.

b) **Less than Significant Impact**. As discussed above under response XI(a), while the site is mapped as MRZ-2, the site is not available for mining operations. In addition, the project does not propose any physical structures that would preclude future mining. Thus, the proposed project would not 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, and impacts would be less than significant.

Mitigation:

No mitigation measures are required.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	■	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	■	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	■	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	■	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	■
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?	☐	☐	☐	■

Comments:

a) **Less than Significant Impact.** Project construction noise would be primarily generated by diesel engine-driven construction equipment used for remediation and restoration activities. Construction noise is regulated by CVMC Section 17.24.040, which prohibits construction work in residential zones that would result in noise levels disruptive to the peace, comfort, and quiet enjoyment of property of any person residing or working in the vicinity between the hours of 10:00 p.m. and 7:00 a.m., Monday through Friday, and between the hours of 10:00 p.m. and 8:00 a.m., Saturday and Sunday. The City has not established a noise level limit for construction; however, many local jurisdictions, including the City of San Diego, apply an industry standard construction noise level limit of 75 A-weighted decibels average noise level [dB(A) L_{eq}] at residential property lines. Residential uses are located immediately south of the project site.

Construction equipment with a diesel engine typically generates maximum noise levels from 80 to 90 dB(A) L_{eq} at a distance of 50 feet (FHWA 2006). Standard grading construction equipment, such as graders, dozers, loaders and excavators, would be required for the project. During grading operations, equipment moves to different locations and goes through varying load cycles, and there are breaks for the operators and for non-equipment tasks, such as measurement. Although maximum noise levels may be 85 to 90 dB(A) at a distance of 50 feet during most construction activities, hourly average noise levels at grading activities would be 82 dB(A) L_{eq} at 50 feet from the center of construction activity

when assessing the loudest pieces of equipment working simultaneously. Additionally, the project would require the import of 30,000 cubic yards of soil. Trucks used to import soil generate a maximum noise level of 84 dB(A) L_{eq} at 50 feet.

Noise level predictions and contour mapping for construction activities were developed using noise modeling software, SoundPLAN Essential, version 3.0 (Navcon Engineering 2018). SoundPLAN calculates noise propagation based on the International Organization for Standardization method (ISO 9613-2 – Acoustics, Attenuation of Sound during Propagation Outdoors). The model calculates noise levels at selected receiver locations using input parameter estimates such as total noise generated by each noise source; distances between sources, barriers, and receivers; and shielding provided by intervening terrain, barriers, and structures. The model outputs can be developed as noise level contour maps or noise levels at specific receivers. In all cases, receivers were modeled at 5 feet above ground elevation, which represents the average height of the human ear.

Construction noise is considered a point source and would attenuate at approximately 6 dB(A) for every doubling of distance. Average hourly noise levels due to simultaneous grading activities would be 82 dB(A) L_{eq} at 50 feet. To reflect the nature of grading activities, equipment was modeled as an area source distributed over the project footprint. The total sound energy of the area source was modeled with all pieces of equipment operating simultaneously. Additionally, trucks used to import soil to the project site were modeled as a line source along the access road south of the project and north of the adjacent residences. As a worst-case scenario, truck hauling was modeled as a continuous noise source with a maximum noise level of 82 dB(A) L_{eq} at 50 feet. Noise levels were modeled at a series of 13 receivers located at the adjacent residential uses. The results are summarized in Table 9. Modeled receiver locations and construction noise contours are shown in Figure 5. SoundPLAN data is contained in Attachment 3.

Table 9
Construction Noise Levels

Receiver	Construction Noise Level [dB(A) L_{eq}]
1	68
2	68
3	69
4	65
5	68
6	68
7	68
8	67
9	70
10	69
11	68
12	68
13	68

dB(A) L_{eq} = A-weighted decibels equivalent noise level

As shown, construction noise levels are not anticipated to exceed 75 dB(A) L_{eq} at the adjacent residential uses. Although the existing adjacent residences would be exposed to construction noise levels that could be heard above ambient conditions, the exposure would be temporary. Furthermore, construction noise would only occur during the daytime hours in accordance with CVMC Section 17.24.040. Thus, temporary increases in noise levels from construction activities would be less than significant.

Ongoing routine maintenance activities would generate very low noise levels that would not exceed any standards established in the City's General Plan or CVMC. As discussed above in Section V, Biological Resources, there would be no significant impacts on sensitive bird species because all construction activity would be scheduled between September 15 and February 15 in order to avoid the breeding season.

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

   Project construction equipment used during site grading would have the greatest potential to generate vibrations that would affect nearby residential land uses. Construction equipment would include loaded trucks, an excavator, as well as a dozer or loader. Human reaction to vibration is dependent on the environment the receiver is in as well as individual sensitivity. For example, vibration outdoors is rarely noticeable and generally not considered annoying. Typically, humans must be inside a structure for vibrations to become noticeable and/or annoying. Based on several federal studies the threshold of perception is 0.035 inch per second (in/sec) peak particle velocity, with 0.24 in/sec PPV being a distinctly perceptible (Caltrans 2013). Neither cosmetic nor structural damage of buildings occurs at levels below 0.1 in/sec PPV. Given the distance to the nearest residences, vibration levels would be well less than these levels. As construction vibration levels would be below the distinctly perceptible threshold, groundborne vibration and noise impacts from construction would be less than significant.

c) **Less than Significant Impact.** Construction noise would be temporary and, as such, would not cause any permanent increases in ambient noise levels. Referring to *Project Operation* under response XII(a), above, after completion of the restoration process, the proposed project is not anticipated to generate any operational noise or significant vehicular traffic. Therefore, all permanent noise impacts would be less than significant.

d) **Less than Significant Impact.** Implementation of the proposed project would result in a short-term, temporary increase in ambient noise levels in the project vicinity associated with construction equipment. Referring to *Project Construction* under response XII(a), above, construction noise levels are not anticipated to exceed 75 dB(A) L_{eq} at the adjacent residential uses. Although the existing adjacent residences would be exposed to construction noise levels that could be heard above ambient conditions, the exposure would be temporary. Additionally, construction activities are not anticipated to exceed 75 dB(A) L_{eq}. Furthermore, construction noise would only occur during the daytime hours in accordance with CVMC Section 17.24.040. Thus, temporary increases in noise levels from construction activities would be less than significant.

e) **No Impact.** The closest public airport to the project site is the Brown Field Municipal Airport, approximately 2 miles southwest of the project site. The airport accommodates both general aviation aircraft and military aircraft. The project would not include any noise sensitive land uses and would therefore not result in the exposure to noise levels in excess of any compatibility standards (San Diego County Airport Land Use Commission 2010). There would be no impact.

f) **No Impact.** The closest private airstrip to the project site is John Nichol's Field Airport, over 3 miles northeast of the project site. The project would not include any noise sensitive land uses and would therefore not result in the exposure to noise levels in excess of any compatibility standards. There would be no impact.

Mitigation:

No mitigation measures are required.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 road or other infrastructure)?	☐	☐	☐	■
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■

Comments:

a) **No Impact**. The project does not propose any residences, businesses, or infrastructure. No impact would occur.

b) **No Impact**. There are no houses on-site and none planned. No housing would be displaced, and no impact would occur.

c) **No Impact**. The project remediation and restoration work would not result in the displacement of people. No impacts would occur.

Mitigation:

No mitigation measures are required.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES. Would the project:				
Result in substantial adverse physical impacts associated with the provision 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 ratios, response times or other performance objectives for any public services:				
a) Fire protection?	☐	☐	☐	■

b) Police protection?	☐	☐	☐	■
c) Schools?	☐	☐	☐	■
d) Parks?	☐	☐	☐	■
e) Other public facilities?	☐	☐	☐	■

Comments:

a) **No Impact**. The proposed remediation and habitat restoration would not result in an increased need for fire protection. The site fire protection service needs would remain similar to the existing conditions with the implementation of the project. No impact would occur.

b) **No Impact**. The proposed remediation and habitat restoration would not result in an increased need for police protection. The police protection service needs would remain similar or reduced relative to the existing conditions with the implementation of the project. The proposed capping is intended to reduce the number of trespassers on the property. No impact would occur.

c) **No Impact**. The proposed project would not increase population in the area or otherwise affect the need for school services. No impacts would occur.

d) **No Impact**. The proposed project would not increase population in the area or otherwise affect the need for parks. No impacts would occur.

e) **No Impact**. The proposed project would not result in adverse impacts on other public facilities. As discussed above, physical impacts on public services are usually associated with population in-migration and growth, which increase the demand for public services and facilities. The proposed project would not increase the local population. Therefore, the proposed project would not result in an increased demand requiring the need for new or physically altered public facilities, and no impacts would occur.

Mitigation:

No mitigation measures are required.

Issues:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
XV. RECREATION. Would the project:				
a) 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?	☐	☐	■	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which have an adverse physical effect on the environment?	☐	☐	■	☐

Comments:

a) **Less than Significant Impact**. The project would not bring any additional population to the area or otherwise increase the use of existing parks. The project would remediate an existing environmental issue and restore habitat within the OVRP, which would be a positive improvement to the recreational value of the area. A trail is proposed along the OVRP to the north of the site, and the project would not preclude its development. Thus, impacts on recreation would be less than significant.

b) **Less than Significant Impact**. The proposed project does not include recreational facilities or require the construction or expansion of such facilities. Refer to XV(a) above. Impacts on recreation would be less than significant.

Mitigation:

No mitigation measures are required.

Issues:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
XVI. TRANSPORTATION / TRAFFIC. Would the project:				
a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	■	☐
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?	☐	☐	■	
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?	☐	☐	■	
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	■
e) 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 of safety of such facilities?	☐	☐	☐	■

Comments:

a) **Less than Significant Impact**. During construction, the project would generate traffic via contractor trips, soil hauling, and equipment and supply transport. Operations would involve monthly or quarterly checks of the site, and would generate minimal traffic. Thus, this analysis is focused on the construction phase. Based on the analysis prepared for the Otay River Restoration Project Habitat Mitigation and Monitoring Plan Traffic Analysis Report prepared by Chen Ryan Associates dated December 2015 (Chen Ryan Associates 2015), it is assumed the proposed restoration work would involve 10 workers a day and one haul trip a day on an average construction day. As a worse-case scenario, the restoration is anticipated to generate a total of 26 total daily vehicle trips with 10 trips arriving during the AM peak hour and 10 trips departing from the restoration site during the PM peak hour, as stated in Table 1: Otay River Restoration – Construction Trip Generation of the Traffic Analysis Report (Chen Ryan Associates 2015). These trips would travel along the private access road to Dennery Road, to Ocean View Hills and then to Interstate 805. Considering the trips would be minimal (10 trips during peak hours), the project would have a less than significant impact related to an increase in traffic.

b) **Less than Significant Impact**. See response XVI(a). As stated previously, the traffic associated with project would be minimal. In addition, the City is exempt from the state Congestion Management Plan process. Therefore, impacts would be less than significant.

c) **Less than Significant Impact.** The project site is approximately 2 miles northwest of the Brown Field Municipal Airport (San Diego County Airport Land Use Commission 2010). The proposed project is not located within the vicinity of a private airstrip. The proposed project would involve restoration and enhancement of native habitat and would not include elevated features that could interfere with navigable airspace or place additional people within the vicinity of an airstrip. While the project may provide improved habitat that may attract additional wildlife, the project is not anticipated to affect airport operations considering the distance of the site to the airport. The project would have no effect on air traffic patterns. Therefore, the proposed project would not result in a change in air traffic patterns, and impacts would be less than significant.

d) **No Impact.** The project would generate construction traffic that would include large hauling trucks. However, the number of trucks would be minimal, spread throughout the day, and temporary. No change to the local circulation network, including a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), is proposed. Therefore, no impact would occur.

e) **Less than Significant Impact.** As stated in Section VIII(g), the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The project does not propose any emergency access changes, and the project consists of site remediation and restoration. Construction traffic would not change traffic conditions in the area, as constructing trips would be minimal and temporary. Therefore, impacts would be less than significant.

f) **No Impact.** See response XVI(a). The proposed project is a habitat restoration plan and would not conflict with any adopted policies, plans, or programs related to transportation. Therefore, no impact would occur.

Mitigation:

No mitigation measures are required.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:				
a) Listed or eligible for listing in the California Registrar of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	☐	☐	■	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☐	■	☐

Comments:

a) **Less than Significant Impact.** As indicated in Section VI, Cultural Resources, a records review and cultural resources analysis was completed for the proposed project (RECON 2015b), and no recorded archaeological or historical sites were identified on the project site. In addition, grading would be limited to previous burn ash deposits, and the project is not anticipated to affect any unknown subsurface Native American resources. Assembly Bill 32 requires agencies to consult with any California Native American Tribe that requests consultation, and is traditionally and culturally affiliated with the geographic area of the project. As of this Initial Study, no Native American tribes have requested consultation. No resources significant to a Native American tribe have been identified on the site. Impacts would be less than significant.

b) **Less than Significant Impact.** Refer to response XVII(a) above and Section VI, Cultural Resources. No resources significant to a Native American tribe have been identified on the site, and none are expected to be impacted by the project. Impacts would be less than significant.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	■
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?	☐	☐	☐	■
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?	☐	☐	☐	■
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	■	☐
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?	☐	☐	☐	■
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	■	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	■

Comments:

a) **No Impact**. The proposed project would not generate any wastewater. A portable toilet may be used during construction, and the associated waste would be disposed of in accordance with regulations. As such, no project impacts related to wastewater treatment requirements would occur.

b) **No Impact**. The project would utilize a water truck during construction and no long-term water usage would occur. No new or expanded water infrastructure would be necessary to service the project. No impact would occur.

c) **No Impact**. No new or expanded storm drain infrastructure would be necessary to service the project beyond that included in the project and addressed herein. The site naturally drains to the Otay River and would continue to do so with the implementation of the project. The project would include the

installation of subdrains and temporary construction-related storm water improvements (see Section IX, Hydrology and Water Quality). No impact would occur.

d) **Less than Significant.** The project would require temporary watering during construction activities for dust control and plant establishment. Water would be imported via water trucks. After plant establishment, the project would not have further water requirements.

e) **No Impact**. The proposed project would not generate any wastewater demand (see responses XVII(a) and XVII(b)) and would not affect the ability of a provider to provide wastewater service. No impact would occur.

f) **Less than Significant Impact**. The project would generate green waste during the construction phase, which would be composted at a local landfill. Once the construction and plant establishment is complete, no waste would be generated. Thus, the proposed project would have a less than significant impact related to solid waste.

g) **No Impact**. The project would dispose of greenwaste in accordance with regulations (see response above). No contaminated soils are anticipated to be exported from the site. Ultimately, the project remediation would be conducted in accordance with federal, state, and local statues and regulations. Therefore, no impact would occur.

Mitigation:

No mitigation measures are required.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	■	☐
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 project, and the effects of probable future projects.)	☐	☐	■	☐
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	■	☐

Comments:

a) **Less than Significant Impact**. As discussed in Section V, Biological Resources, the project would result in temporary biological resource impacts during the proposed capping and restoration. In the long term, the project would result in improved native habitats. Therefore, the proposed project would not degrade the quality of the environment or reduce wildlife species populations.

As described in Section VI, Cultural Resources, no significant historical resources are present on the site or would be impacted by the project. Therefore, impacts on California history and prehistory would be less than significant.

b) **Less than Significant Impact**.

Aesthetics: The project viewshed is limited to the immediate area due to the topography and existing structures and vegetation. No other projects are currently proposed within the viewshed. Thus, no cumulative viewshed impacts would occur.

Agricultural Resources: The site is not a significant agricultural resource and would not affect the ability to complete agricultural activities on surrounding parcels. Therefore, the project would not contribute to a loss of a significant agricultural resource.

Air Quality: San Diego County is currently designated as a nonattainment area for the federal and state ozone standards, a partial maintenance area for federal carbon monoxide, and a nonattainment area for the state particulate matter less than 2.5 microns and particulate matter less than 10 microns standards (California Air Resources Board 2018). To address non-attainment, the RAQS and SIP were developed. In addition, projects are subject to the SDAPCD rules and regulations. Compliance with these

regulations is intended to address air basin air quality impacts. Thus, compliance with these regulations ensures cumulative impacts would be less than significant.

Greenhouse Gas: GHG emissions is a global issue. California is addressing their contribution to this issue via AB 32 and Executive Order S-03-05 goals. Per AB 32 and the associated analysis completed above in Section IV, the project contribution of GHG would be less than cumulatively considerable.

Biological Resources: As discussed in Section V, Biological Resources, the project would result in temporary biological resource impacts during the proposed capping and restoration activities. In the long term, the project would result in improved native habitats. All projects under the City's jurisdiction are subject to the City's MSCP Subarea Plan and would be required to be in compliance with the plan. In addition, all projects are subject to the Resource Agency requirements, including the Clean Water Act and California Fish and Wildlife Code. Overall, the project would ultimately improve biological resource value and, therefore would have a less than significant contribution towards a cumulative biological resource impact.

Cultural Resources: As described in Section VI, Cultural Resources, no significant historical resources are present on the site or would be impacted by the project. Therefore, implementation of the project would not contribute to a significant cumulative cultural resource impact.

Geology and Soils; The site is located in the seismically active southern California region. However, the project would not draw a substantial amount of people to the site or include structures that could potentially be damaged by seismic activities. The geologic and soils issues on-site are limited to the site, and would not combine with nearby projects to result in a cumulative geology or soils issue. The project, along with all other projects in the area, would be subject to the California Building Code and City grading requirements. As such, the proposed project would not contribute considerably to the existing cumulative impact related to seismic hazards.

Hazards and Hazardous Materials: The project site consists of a historical burn ash dump site. The project would remediate the issue by placing a soil cap on the site, which would reduce the potential hazard. All capping and restoration activities would be completed in accordance with a Safety Plan and in compliance with regulations, which would reduce the potential for hazardous material release into the environment. Other projects in the immediate vicinity and along the Otay River are also subject to these regulations. Thus, the project's contribution and the overall cumulative impact would be less than significant.

Hydrology and Water Quality: The cumulative hydrology and water quality study area consists of the Otay River basin. Projects proposed in this area have potential to increase pollutants in the Otay River and San Diego Bay. The project potential contribution of sediments, metals, and pesticides would be avoided via compliance with the General Construction Permit and the associated SWPPP. Each project proposed that is over 1 acre would also be subject to this requirement, and would implement BMPs as well. As such, the proposed project's contribution to cumulative hydrology and water quality impacts would not be cumulatively considerable.

Land Use and Planning: The project is located in the City of Chula Vista. Relevant planning documents include the City's MSCP Subarea Plan, City of Chula Vista Greenbelt Master Plan, and the OVRP Concept Plan. The proposed project is consistent with each of these plans as explained in detail under Section X. Therefore, the project would result in a less than significant contribution towards a land use impact.

Mineral Resources: While the site is designated as MRZ-2 in the General Plan, the site does not represent a significant mineral resource considering the site is underlain by burn ash, located adjacent to residences, contains sensitive biological resources, and is designated as Open Space. Thus, the project would not contribute to a cumulative loss of mineral resources.

Noise: Project noise and vibration generation would be limited to the construction phase. As the project would comply with the City's construction noise ordinance and no other construction projects are

proposed in the vicinity that could cumulatively combine with the project, cumulative impacts would be less than significant.

Public Services/Recreation: The project would not draw additional residents to the area or otherwise increase the need for public services. Therefore, the proposed project would not contribute to a cumulatively significant impact or create a new cumulatively significant impact related to public services.

Transportation/Traffic: Temporary construction-related trips would result in a minimal increase in trips on the surrounding roadway network. As discussed in Section XVI, traffic associated with project construction traffic would be minimal not would not affect roadway operations. Long-term trips generated by the project would be even less than during construction (up to once a month), and would be negligible. There would be no cumulative impact.

Tribal Resources: No tribal resources are known to exist or are expected to occur on-site. Thus, the project would not contribute to a cumulative tribal resource loss.

Utilities and Service Systems: The project would temporarily require water during construction and plant establishment, and would also generate green waste during this time. However, no additional infrastructure would be required to service the project site and waste generated would be composted at the local landfill. No wastewater or storm drain improvements would be required. The project would not significantly contribute to cumulative utilities and services systems impacts.

c) **Less than Significant**. Based on the analysis above, the proposed project would have less than significant environmental impacts on human beings.

Mitigation:

No mitigation is required.

XX. PROJECT REVISIONS OR MITIGATION MEASURES:

No mitigation is required.

XXI. 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" or "Potentially Significant Unless Mitigated," as indicated by the checklist on the previous pages.

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

XXII. DETERMINATION:

On the basis of this initial evaluation:

I find that the proposed project **could not** have a significant effect on the environment and a **Negative Declaration** will be prepared. ■

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A **Mitigated Negative Declaration** will be prepared. ☐

I find that the proposed project **may** have a significant effect on the environment, and an **Environmental Impact Report** is required. ☐

I find that the proposed project **may** have a significant effect(s) on the environment, but at least one effect: 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impacts" or "potentially significant unless mitigated." An **Environmental Impact Report** is required, but it must analyze only the effects that remain to be addressed. ☐

I find that although the proposed project could have a significant effect on the environment, there **will not** be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project. An addendum has been prepared to provide a record of this determination. ☐

Cheryl Goddard

Cheryl Goddard
Senior Planner, City of Chula Vista

7/13/18
Date

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TECHNICAL STUDIES

The following technical studies were used to prepare this Initial Study:

Nova Services, Inc. (Nova). 2013. Geotechnical Evaluation. Shinohara II Burn Site. Parcel Numbers 644-042-02 and -10. October 2, 2013.

RECON Environmental (RECON). 2015a. Biological Technical Report for the Shinohara II Restoration Project, Chula Vista, California. October 29, 2015.

2015b. Record Search Results for Shinohara II Contamination Remediation Project (RECON Number 7014-1). July 13, 2015.

2016. Final Restoration Plan for the Shinohara II Restoration Project, Chula Vista, California. July 9, 2015. Revised September 7, 2016.

2018. Post-survey Notification of Focused Survey Results for Otay Tarplant and San Diego Ambrosia and Updated Vegetation Mapping for the Shinohara Project. June 4, 2018.

Rick Engineering Company (Rick Engineering). 2015. Request for a Conditional Letter of Map Revision (CLOMR) for a portion of Otay River Located within the City of Chula Vista, California. Prepared August 27, 2015. Revised November 2, 2015.

SCS Engineers (SCS). 2012a. Phase 1 Environmental Site Assessment and Regulatory Agency File Review and Document Compilation. January 23, 2012.

2012b. Site Investigation Report and Workplan for Additional Assessment. March 30, 2012.

2012c. Sampling and Analysis Plan. June 6, 2012.

2012d. Waste Characterization Report. December 17, 2012.

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ATTACHMENTS

Attachment 1 – Figures
- Figure 1: Regional Location
- Figure 2: Project Location on USGS Map
- Figure 3: Project Location on Aerial Photograph
- Figure 4: Existing Biological Resources
- Figure 5: Construction Noise Contours

Attachment 2 – Air Calculation Data

Attachment 3 – Noise Calculation Data

ATTACHMENTS

ATTACHMENT 1

Figures

Project Location

FIGURE 1

Regional Location

RECON

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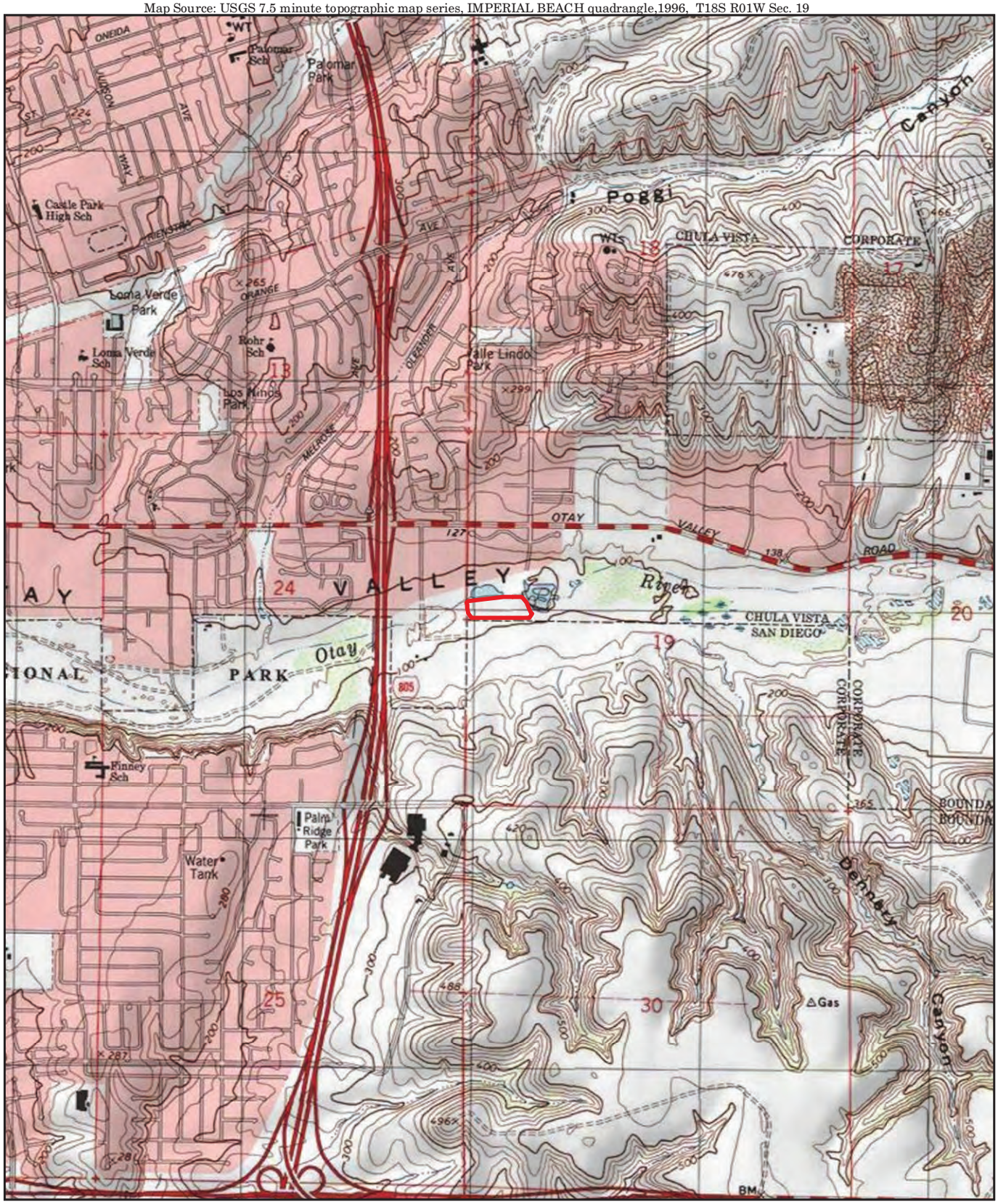
Map Source: USGS 7.5 minute topographic map series, IMPERIAL BEACH quadrangle,1996, T18S R01W Sec. 19



0 Feet 2,000

Project Boundary

RECON

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FIGURE 2

Project Location on USGS Map

Image Source: NearMaps (flown Feb 2018)

Project Area/Limit of Work

100-foot Buffer

RECON

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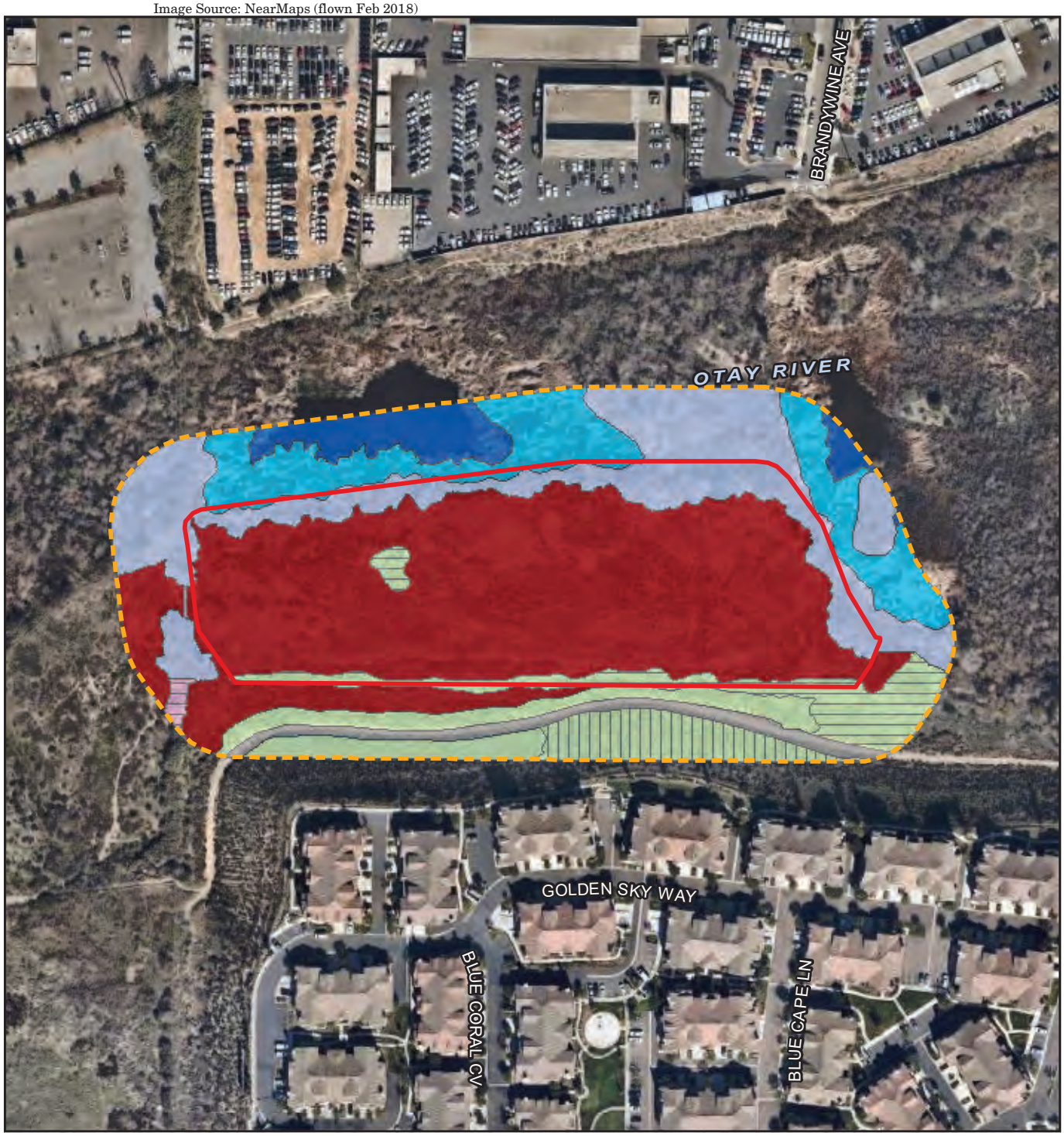
FIGURE 3

Project Location on Aerial Photograph

Image Source: NearMaps (flown Feb 2018)



0 Feet 200

Project Area/Limit of Work

100-foot Buffer

Vegetation and Landcover Types

Diegan Coastal Sage Scrub

Revegetated Diegan Coastal Sage Scrub

Disturbed Diegan Coastal Sage Scrub

Coast and Valley Freshwater Marsh

Southern Willow Scrub

Disturbed Wetland

Open Water

Disturbed Habitat

Urban / Developed

RECON

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FIGURE 4

Existing Biological Resources

Image source: NearMaps (flown Feb 2018)

Project Boundary

Receivers

Construction Noise Contours

60 dB(A) Leq

65 dB(A) Leq

70 dB(A) Leq

75 dB(A) Leq

0 Feet 250

RECON

M:\JOBS4\7014\common_gis\fig5_ismnd.mxd 6/4/2018 sab

FIGURE 5

Construction Noise Contours

ATTACHMENT 2

Air Calculation Data

7014 Shinohara Construction

San Diego County APCD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	5.57	Acre	5.57	242,629.20	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	40
Climate Zone	13			**Operational Year**	2020
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MWhr)	720.49	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - ~3 months

Grading -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	64.00
tblConstructionPhase	PhaseEndDate	3/11/2019	3/29/2019
tblConstructionPhase	PhaseStartDate	2/12/2019	1/1/2019
tblGrading	MaterialImported	0.00	30,000.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	3.1700	46.1745	20.8034	0.0766	7.7653	1.4662	9.2315	3.6907	1.3514	5.0422	0.0000	8,045.1378	8,045.1378	1.3981	0.0000	8,080.0915
Maximum	**3.1700**	**46.1745**	**20.8034**	**0.0766**	**7.7653**	**1.4662**	**9.2315**	**3.6907**	**1.3514**	**5.0422**	**0.0000**	**8,045.1378**	**8,045.1378**	**1.3981**	**0.0000**	**8,080.0915**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	3.1700	46.1745	20.8034	0.0766	7.7653	1.4662	9.2315	3.6907	1.3514	5.0422	0.0000	8,045.1378	8,045.1378	1.3981	0.0000	8,080.0915
Maximum	**3.1700**	**46.1745**	**20.8034**	**0.0766**	**7.7653**	**1.4662**	**9.2315**	**3.6907**	**1.3514**	**5.0422**	**0.0000**	**8,045.1378**	**8,045.1378**	**1.3981**	**0.0000**	**8,080.0915**

7014 Shinohara Construction - San Diego County APCD Air District, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0126	1.0000e-005	5.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.2200e-003	1.2200e-003	0.0000		1.3000e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.2105	0.8649	2.2651	6.7900e-003	0.5737	7.0200e-003	0.5807	0.1533	6.5900e-003	0.1599		689.1483	689.1483	0.0402		690.1528
Total	**0.2231**	**0.8649**	**2.2657**	**6.7900e-003**	**0.5737**	**7.0200e-003**	**0.5807**	**0.1533**	**6.5900e-003**	**0.1599**		**689.1495**	**689.1495**	**0.0402**	**0.0000**	**690.1541**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0126	1.0000e-005	5.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.2200e-003	1.2200e-003	0.0000		1.3000e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.2105	0.8649	2.2651	6.7900e-003	0.5737	7.0200e-003	0.5807	0.1533	6.5900e-003	0.1599		689.1483	689.1483	0.0402		690.1528
Total	**0.2231**	**0.8649**	**2.2657**	**6.7900e-003**	**0.5737**	**7.0200e-003**	**0.5807**	**0.1533**	**6.5900e-003**	**0.1599**		**689.1495**	**689.1495**	**0.0402**	**0.0000**	**690.1541**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	1/1/2019	3/29/2019	5	64	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 32

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	1	8.00	158	0.38
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	6	15.00	0.00	3,750.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.6182	0.0000	6.6182	3.3775	0.0000	3.3775			0.0000			0.0000
Off-Road	2.5805	28.3480	16.2934	0.0297		1.3974	1.3974		1.2856	1.2856		2,936.8068	2,936.8068	0.9292		2,960.0361
Total	**2.5805**	**28.3480**	**16.2934**	**0.0297**	**6.6182**	**1.3974**	**8.0156**	**3.3775**	**1.2856**	**4.6630**		**2,936.8068**	**2,936.8068**	**0.9292**		**2,960.0361**

3.2 Grading - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.5229	17.7803	4.0715	0.0457	1.0239	0.0680	1.0918	0.2806	0.0650	0.3456		4,985.7940	4,985.7940	0.4650		4,997.4195
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0666	0.0462	0.4386	1.2300e-003	0.1232	8.8000e-004	0.1241	0.0327	8.1000e-004	0.0335		122.5371	122.5371	3.9500e-003		122.6359
Total	**0.5896**	**17.8265**	**4.5101**	**0.0469**	**1.1471**	**0.0689**	**1.2159**	**0.3133**	**0.0658**	**0.3791**		**5,108.3311**	**5,108.3311**	**0.4690**		**5,120.0554**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.6182	0.0000	6.6182	3.3775	0.0000	3.3775			0.0000			0.0000
Off-Road	2.5805	28.3480	16.2934	0.0297		1.3974	1.3974		1.2856	1.2856	0.0000	2,936.8068	2,936.8068	0.9292		2,960.0361
Total	**2.5805**	**28.3480**	**16.2934**	**0.0297**	**6.6182**	**1.3974**	**8.0156**	**3.3775**	**1.2856**	**4.6630**	**0.0000**	**2,936.8068**	**2,936.8068**	**0.9292**		**2,960.0361**

3.2 Grading - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.5229	17.7803	4.0715	0.0457	1.0239	0.0680	1.0918	0.2806	0.0650	0.3456		4,985.7940	4,985.7940	0.4650		4,997.4195
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0666	0.0462	0.4386	1.2300e-003	0.1232	8.8000e-004	0.1241	0.0327	8.1000e-004	0.0335		122.5371	122.5371	3.9500e-003		122.6359
Total	**0.5896**	**17.8265**	**4.5101**	**0.0469**	**1.1471**	**0.0689**	**1.2159**	**0.3133**	**0.0658**	**0.3791**		**5,108.3311**	**5,108.3311**	**0.4690**		**5,120.0554**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2105	0.8649	2.2651	6.7900e-003	0.5737	7.0200e-003	0.5807	0.1533	6.5900e-003	0.1599		689.1483	689.1483	0.0402		690.1528
Unmitigated	0.2105	0.8649	2.2651	6.7900e-003	0.5737	7.0200e-003	0.5807	0.1533	6.5900e-003	0.1599		689.1483	689.1483	0.0402		690.1528

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	10.53	126.72	93.24	83,136	83,136
Total	10.53	126.72	93.24	83,136	83,136

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.588316	0.042913	0.184449	0.110793	0.017294	0.005558	0.015534	0.023021	0.001902	0.002024	0.006181	0.000745	0.001271

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0126	1.0000e-005	5.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.2200e-003	1.2200e-003	0.0000		1.3000e-003
Unmitigated	0.0126	1.0000e-005	5.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.2200e-003	1.2200e-003	0.0000		1.3000e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0125					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.0000e-005	1.0000e-005	5.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.2200e-003	1.2200e-003	0.0000		1.3000e-003
Total	**0.0126**	**1.0000e-005**	**5.7000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.2200e-003**	**1.2200e-003**	**0.0000**		**1.3000e-003**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0125					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.0000e-005	1.0000e-005	5.7000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.2200e-003	1.2200e-003	0.0000		1.3000e-003
Total	**0.0126**	**1.0000e-005**	**5.7000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.2200e-003**	**1.2200e-003**	**0.0000**		**1.3000e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

ATTACHMENT 3

Noise Calculation Data

7014.2 Shinohara
SoundPLAN Data - Construction

Source name	Reference	Level Leq1 dB(A)	Corrections Cwall dB(A)	CI dB(A)	CT dB(A)
Grading	Lw/unit	114.0	-	-	-
Truck Hauling	Lw/unit	115.6	-	-	-

7014.2 Shinohara
SoundPLAN Data - Construction

No.	Receiver name	Coordinates X	Y	Floor	Height	Limit Leq1	.evel w/o NI Leq1	Level w NP Leq1	Difference Leq1	Conflict Leq1
		in meter			m	dB(A)	dB(A)	dB(A)	dB	dB
1	1	497031.51	3605921.50	1.Fl	47.1	75	67.5	0	-67.5	-
2	2	497069.44	3605920.79	1.Fl	46.9	75	67.6	0	-67.6	-
3	3	497115.58	3605929.46	1.Fl	45.6	75	68.5	0	-68.5	-
4	4	497174.12	3605928.29	1.Fl	47.2	75	65.4	0	-65.4	-
5	5	497221.90	3605922.43	1.Fl	46.0	75	68.1	0	-68.1	-
6	6	497268.74	3605917.98	1.Fl	44.4	75	68.3	0	-68.3	-
7	7	497317.21	3605914.71	1.Fl	45.7	75	67.9	0	-67.9	-
8	8	497376.23	3605914.47	1.Fl	46.6	75	66.8	0	-66.8	-
9	9	497412.68	3605946.04	1.Fl	46.4	75	69.8	0	-69.8	-
10	10	497449.56	3605942.79	1.Fl	46.1	75	68.6	0	-68.6	-
11	11	497481.13	3605939.84	1.Fl	45.9	75	68.1	0	-68.1	-
12	12	497511.53	3605937.48	1.Fl	45.7	75	67.8	0	-67.8	-
13	13	497540.74	3605935.71	1.Fl	45.5	75	67.6	0	-67.6	-

Source name				Level w/o NP Leq1 dB(A)	Level w NP Leq1 dB(A)
1	1.Fl	67.5	0.0		
Grading				62.5	0
Truck Hauling				65.9	0
2	1.Fl	67.6	0.0		
Grading				62.8	0
Truck Hauling				65.9	0
3	1.Fl	68.5	0.0		
Grading				63.8	0
Truck Hauling				66.6	0
4	1.Fl	65.4	0.0		
Grading				62.3	0
Truck Hauling				62.4	0
5	1.Fl	68.1	0.0		
Grading				61.6	0
Truck Hauling				66.9	0
6	1.Fl	68.3	0.0		
Grading				58.9	0
Truck Hauling				67.8	0
7	1.Fl	67.9	0.0		
Grading				56.1	0
Truck Hauling				67.6	0
8	1.Fl	66.8	0.0		
Grading				53.4	0
Truck Hauling				66.6	0
9	1.Fl	69.8	0.0		
Grading				52.7	0
Truck Hauling				69.7	0
10	1.Fl	68.6	0.0		
Grading				50.4	0
Truck Hauling				68.5	0
11	1.Fl	68.1	0.0		
Grading				49.4	0
Truck Hauling				68	0
12	1.Fl	67.8	0.0		
Grading				48.6	0
Truck Hauling				67.7	0
13	1.Fl	67.6	0.0		
Grading				47.8	0
Truck Hauling				67.6	0