



# County of San Diego

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September 14, 2015

## **CEQA Initial Study - Environmental Checklist Form (Based on the State CEQA Guidelines, Appendix G)**

1. Title:  
San Diego River Trail Segment – El Monte Road to Historic Flume and Lake Jennings Campground Connection
2. Lead agency name and address:  
County of San Diego, Department of Parks and Recreation  
5500 Overland Avenue, Suite 410  
San Diego, CA 92123
3.
  - a. Contact: Laurel Lees, Land Use/Environmental Planner
  - b. Phone number: (858) 966-1321
  - c. E-mail: [laurel.lees@sdcounty.ca.gov](mailto:laurel.lees@sdcounty.ca.gov)
4. Project location:  
The proposed project is located at 14003 El Monte Road, which is less than one mile northeast of the intersection of El Monte Road and Lake Jennings Park Road in the unincorporated community of Lakeside in San Diego County, California (Figure 1). The project extends through property owned and managed by the Helix Water District. The project begins at APNs 395-022-09 and 395-022-10 at El Monte Road and extends approximately two miles through APNs 395-140-01 and 391-061-01 to Lake Jennings Campground (Figure 2). The project site is located in Section 16 Township 15 South Range 1 East within the historic El Cajón Mexican Land Grant, and appears on the El Cajon United States Geologic Survey (USGS) 7.5-minute series topographic map.

Thomas Guide Coordinates: Page 1232, Grids F/3 and E/2

5. Project Applicant name and address:  
County of San Diego, Department of Parks and Recreation  
5500 Overland Avenue, Suite 410  
San Diego, CA 92123

6. General Plan  
Community Plan: Lakeside  
Land Use Designation: Public Agency Lands  
Density: 0.125 du/acre  
Floor Area Ratio (FAR): Not Applicable
7. Zoning  
Use Regulation: RR and S80  
Minimum Lot Size: 1 acre and 8 acres, respectively  
Special Area Regulation: Not Applicable
8. Description of project:

### ***Purpose and Need***

The proposed *San Diego River Trail Segment – El Monte Road to Historic Flume and Lake Jennings Campground Connection Project* (project) is grant-funded by the San Diego River Conservancy (SDRC) through Proposition 40 River Parkways funding. The purpose of the proposed project is to provide a public trail connection from El Monte Road to Lake Jennings Campground. The need for the connection is identified in the SDRC's San Diego River Trail Gaps Analysis Report as Gap 59 "El Monte Road to Flume." The project involves construction of a parking area, trailhead and approximately two miles of multi-use trail for hiking, biking and equestrian users (Figure 3). Public access will be provided via a new access gate along El Monte Road at the western terminus of the project site, and via existing trails at Lake Jennings Campground at the eastern terminus of the project site.

### ***Conditions of the Project***

The project will be constructed by the County of San Diego (County) Department of Parks and Recreation (DPR) on property owned by the Helix Water District (HWD). The project includes dedication of an easement from HWD to County DPR to acquire the parking area, trailhead and a 20-foot-wide trail corridor. Another condition of the project is for SDRC and HWD to perform lead/asbestos abatement prior to County DPR constructing the project; County DPR will not open the site for public use until abatement has been completed. Project construction is anticipated to begin in fall 2015 and conclude in spring 2016. County DPR will be responsible for maintenance and management of the easement in perpetuity, consistent with the acquisition agreement and management directives outlined in the El Monte Regional Park Resource Management Plan. Long-term maintenance of lead/asbestos abatement measures (e.g., fencing) will be the responsibility of HWD.

### ***Trailhead and Parking Area***

The trailhead and parking area will be constructed entirely within HWD's existing storage yard. A directional sign will be installed at the new access gate to guide the public to the trail and to acknowledge the source of funds. Chain link fencing will be installed to delineate the trailhead and parking boundary and to prevent public access to the remaining operating areas of HWD's storage yard. Approximately three public parking spaces will be constructed inside the area using stabilized decomposed granite. The historic pumphouse at the northern corner of the parking area will remain in place;

HWD will abate the minimal lead-based paint on a small portion of the wood siding on the pumphouse. Lodge pole fencing and interpretive signage will be installed near the pumphouse to protect the historic resource and to provide public educational opportunities. The existing dilapidated shed adjacent to the pumphouse will be abated by HWD prior to the trailhead and parking area being opened for public use. The trailhead will be located at the southern corner of the parking area at the base of the hill. Directional signage will be posted to demarcate the trailhead.

### ***Trail Corridor***

The trail corridor is planned as a Type B Rural Trail per the County's Community Trails Master Plan (2005) with a six-foot width (four feet wide with one-foot shoulders on each side) and up to 15 percent running slopes. The trail corridor includes occasional turnouts that will be four feet wide. Brush management requirements for the project will consist of two feet on either side of the trail, so the impact footprint for the trail corridor is 10 feet wide. The trail will be established by clearing vegetation for the new trail path that will traverse up the hillslope, and by maintaining the existing bench cut of the historic San Diego flume alignment along the ridgeline of the hill. Vegetation will also be cleared to establish the trail connector from the flume alignment to the existing trail at Lake Jennings Campground. The deteriorated segments of the existing barbed wire fencing along portions of the trail corridor will be removed and replaced with lodge pole fencing for public safety and aesthetic purposes. The existing above-ground historic pipeline will be visible from portions of the trail corridor along the hillslope. Chain link fencing will be installed by SDRC around a segment of the pipeline to prevent the public from disturbing the portions of the pipeline containing asbestos. Additional lodge pole fencing and directional and interpretive signage will be strategically placed along portions of the trail corridor switchbacks to protect cultural and biological resources and to provide recreational and educational opportunities for users.

Ongoing maintenance and monitoring of the project area will occur during implementation of the El Monte County Park Resource Management Plan (RMP). County DPR will ensure trail maintenance is confined to the existing trail alignment and is conducted in such a manner as to avoid impacting biological and cultural resources within the project area. The trail corridor will be patrolled by Park Rangers, who will identify unauthorized trail use or other adverse effects associated with increased human use (e.g. trash). Such issues will be addressed through construction of fence segments, installation of signs, or other means to prevent ongoing impacts resulting from increased human use on the site or competition from domestic animals.

9. Surrounding land uses and setting (Briefly describe the project's surroundings):  
The project site is located within and surrounded by the Metro-Lakeside-Jamul Segment of the approved South County Plan of the Multiple Species Conservation Program (MSCP). The project is located south of El Monte Regional Park and the Flume Trail Project, which was constructed by County DPR in summer 2015. The project is located near HWD's historic pumphouse, historic above-ground pipeline, Lake Jennings and Lake Jennings Campground. The project trail alignment will provide views to Hansen Pond, which is located across El Monte Road from the project. The San Diego River is located north of the project, and open space and rural residential land uses are located south of the project.

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

<b><u>Permit Type/Action</u></b>	<b><u>Agency</u></b>
Adopt a Resolution Authorizing Application and Acceptance of Grant Funds from the San Diego River Conservancy	County Board of Supervisors
Standard Grant Agreement	San Diego River Conservancy and County Department of Parks and Recreation
Standard Participation Agreement	Helix Water District and County Department of Parks and Recreation
Dedication of Easement/Acquisition	Helix Water District and County of San Diego Real Estate Services

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:** The environmental factors checked below would be potentially affected by this project and involve at least one impact that is a “Potentially Significant Impact” or a “Less Than Significant With Mitigation Incorporated,” as indicated by the checklist on the following pages.

- |   |   |  |
|---|---|--|
| <input type="checkbox"/> <u>Aesthetics</u>                      | <input type="checkbox"/> <u>Agriculture and Forest Resources</u>        | <input type="checkbox"/> <u>Air Quality</u>                        |
| <input checked="" type="checkbox"/> <u>Biological Resources</u> | <input checked="" type="checkbox"/> <u>Cultural Resources</u>           | <input type="checkbox"/> <u>Geology &amp; Soils</u>                |
| <input type="checkbox"/> <u>Greenhouse Gas Emissions</u>        | <input checked="" type="checkbox"/> <u>Hazards &amp; Haz. Materials</u> | <input type="checkbox"/> <u>Hydrology &amp; Water Quality</u>      |
| <input type="checkbox"/> <u>Land Use &amp; Planning</u>         | <input type="checkbox"/> <u>Mineral Resources</u>                       | <input type="checkbox"/> <u>Noise</u>                              |
| <input type="checkbox"/> <u>Population &amp; Housing</u>        | <input type="checkbox"/> <u>Public Services</u>                         | <input type="checkbox"/> <u>Recreation</u>                         |
| <input type="checkbox"/> <u>Transportation/Traffic</u>          | <input type="checkbox"/> <u>Utilities &amp; Service Systems</u>         | <input type="checkbox"/> <u>Mandatory Findings of Significance</u> |

San Diego River Trail Segment – El Monte Road to Historic Flume and Lake Jennings  
Campground Connection

- 5 -

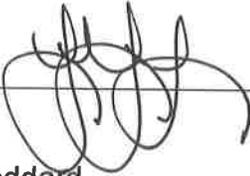
September 14, 2015

**DETERMINATION:** (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- On the basis of this Initial Study, County DPR finds that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- On the basis of this Initial Study, County DPR finds that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- On the basis of this Initial Study, County DPR finds that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

Signature



Date

09/14/2015

Cheryl Goddard

Printed Name

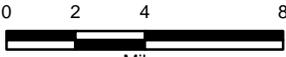
Group Manager, DPR

Title



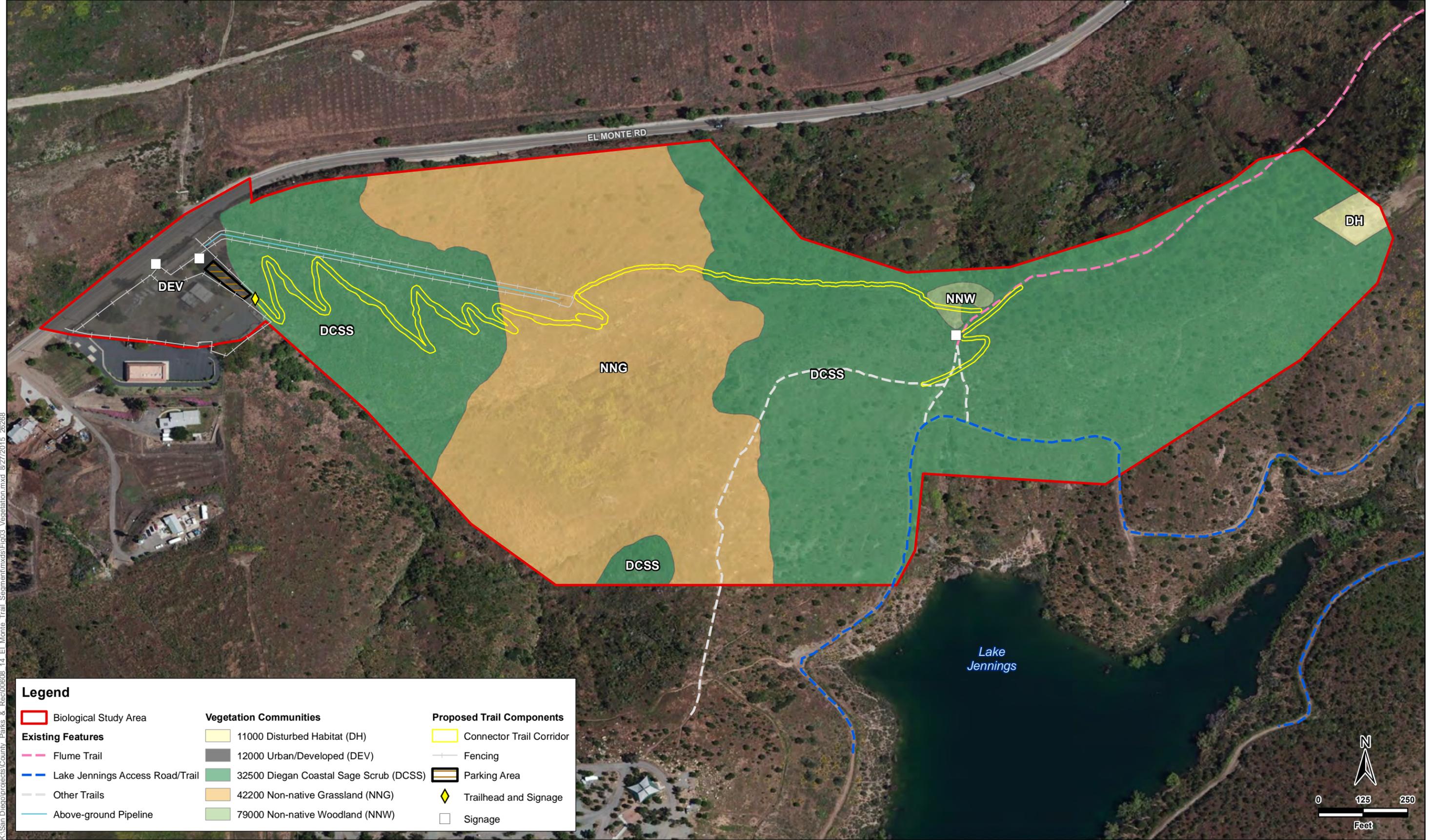
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**Project Site**

  
  
 0 2 4 8  
 Miles  
 Source: ESRI World Map (2012).



**Figure 1**  
**Regional Location**  
**San Diego River Trail Segment - El Monte Road to Lake Jennings**



K:\San Diego\projects\County Parks & Rec\00608\_14\_El Monte Trail Segment\mxd\Fig03\_Vegetation.mxd 8/27/2015 26268

Legend		
<span style="border: 2px solid red; display: inline-block; width: 15px; height: 10px;"></span>	Biological Study Area	
<b>Existing Features</b>		
<span style="border-bottom: 2px dashed pink; width: 20px;"></span>	Flume Trail	
<span style="border-bottom: 2px dashed blue; width: 20px;"></span>	Lake Jennings Access Road/Trail	
<span style="border-bottom: 2px dashed grey; width: 20px;"></span>	Other Trails	
<span style="border-bottom: 2px solid lightblue; width: 20px;"></span>	Above-ground Pipeline	
<b>Vegetation Communities</b>		
<span style="background-color: yellow; width: 20px; height: 10px; display: inline-block;"></span>	11000 Disturbed Habitat (DH)	
<span style="background-color: grey; width: 20px; height: 10px; display: inline-block;"></span>	12000 Urban/Developed (DEV)	
<span style="background-color: green; width: 20px; height: 10px; display: inline-block;"></span>	32500 Diegan Coastal Sage Scrub (DCSS)	
<span style="background-color: orange; width: 20px; height: 10px; display: inline-block;"></span>	42200 Non-native Grassland (NNG)	
<span style="background-color: lightgreen; width: 20px; height: 10px; display: inline-block;"></span>	79000 Non-native Woodland (NNW)	
<b>Proposed Trail Components</b>		
<span style="border-bottom: 2px solid yellow; width: 20px;"></span>	Connector Trail Corridor	
<span style="border-bottom: 1px solid grey; width: 20px;"></span>	Fencing	
<span style="border: 2px solid black; width: 20px; height: 10px; display: inline-block;"></span>	Parking Area	
<span style="border: 2px solid black; width: 10px; height: 10px; display: inline-block; transform: rotate(45deg);"></span>	Trailhead and Signage	
<span style="border: 1px solid black; width: 10px; height: 10px; display: inline-block;"></span>	Signage	



**Figure 2**  
Project Description  
San Diego River Trail Segment - El Monte Road to Historic Flume and Lake Jennings Campground Connection

## **INSTRUCTIONS ON EVALUATION OF ENVIRONMENTAL IMPACTS**

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, Less Than Significant With Mitigation Incorporated, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a) Earlier Analysis Used. Identify and state where they are available for review.
  - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures. For effects that are “Less Than Significant With Mitigation Incorporated,” describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. The explanation of each issue should identify:
  - a) The significance criteria or threshold, if any, used to evaluate each question; and
  - b) The mitigation measure identified, if any, to reduce the impact to less than significance

**I. AESTHETICS** -- Would the project:

a) Have a substantial adverse effect on a scenic vista?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

A vista is a view from a particular location or composite views along a roadway or trail. Scenic vistas often refer to views of natural lands, but may also be compositions of natural and developed areas, or even entirely of developed and unnatural areas, such as a scenic vista of a rural town and surrounding agricultural lands. What is scenic to one person may not be scenic to another, so the assessment of what constitutes a scenic vista must consider the perceptions of a variety of viewer groups. The items that can be seen within a vista are visual resources. Adverse impacts to individual visual resources or the addition of structures or developed areas may or may not adversely affect the vista. Determining the level of impact to a scenic vista requires analyzing the changes to the vista as a whole and also to individual visual resources.

**Less Than Significant Impact:** Based on several site visits completed by County DPR, SDRC, HWD and a representative from the Viejas Band of Kumeyaay Indians in spring through summer 2015, the project is located near or within the viewshed of a scenic vista. The viewshed and visible components of the landscape within that viewshed, including the underlying landform and overlaying land cover, establish the visual environment for the scenic vista. The visual environment of the subject scenic vista extends from the following viewpoints: from El Monte Road at the proposed parking area looking up the vegetated hillslope and historic pipeline toward the hilltop; from the top of the ridgeline overlooking the historic flume bench cut alignment, hillside vegetation, and Hansen Pond; and from the top of the historic flume trail to Lake Jennings. The visual composition consists of hilltop views of waterbodies and corridors that were historically inhabited and traveled by the Kumeyaay tribes and that are currently enjoyed by recreational users. The visual composition also consists of cultural and biological resources that will be protected during construction and operations of the project.

The project involves construction of a parking area, trailhead and trail corridor. The parking area will be constructed entirely within HWD's storage yard, which is a developed parcel that consists of the historic pumphouse, dilapidated shed, ornamental vegetation and bare ground. The visual quality of the pumphouse will not be altered as part of the project; lodge pole fencing and interpretive signage will be installed to protect the resource and inform the public. The trailhead will be located at the opposite end of the parking area from the pumphouse. The trail corridor will traverse up the hillslope, follow the ridgeline along the bench cut of the historic flume alignment, and connect to existing trails at the hilltop overlooking Lake Jennings. The hillslope consists of developed areas (i.e. the historic above-ground pipeline) and Diegan coastal sage scrub, non-native grassland, and non-native woodland vegetation communities. The visual quality of the above-ground historic pipeline will not be altered as part of the project; fencing will be installed around a segment of the pipeline to prevent the public from disturbing the portions of the pipeline containing asbestos.

The proposed project is compatible with the existing visual environment in terms of visual character and quality for the following reasons: (1) construction of the parking area will be entirely within a previously developed footprint; (2) construction of the trail corridor will not result in a substantial modification of the existing landform, substantial amounts of grading, or the creation of visually prominent cut and fill slopes; and (3) no blockage of views would result from the construction of the parking area and trail corridor. Therefore, the proposed project will not have a substantial adverse effect on a scenic vista.

The project will not result in cumulative impacts on a scenic vista because the proposed project viewshed and past, present and future projects within that viewshed were evaluated to determine their cumulative effects. Refer to XVIII. Mandatory Findings of Significance for a comprehensive list of the projects considered. Those projects listed in Section XVII are located within the scenic vista's viewshed and will not contribute to a cumulative impact because the projects do not propose substantial landform modification nor block existing views. Therefore, the project will not result in adverse project or cumulative impacts 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?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

State scenic highways refer to those highways that are officially designated by the California Department of Transportation (Caltrans) as scenic ([Caltrans - California Scenic Highway Program](#)). Generally, the area defined within a State scenic highway is the land adjacent to and visible from the vehicular right-of-way. The dimension of a scenic highway is usually identified using a motorist's line of vision, but a reasonable boundary is selected when the view extends to the distant horizon. The scenic highway corridor extends to the visual limits of the landscape abutting the scenic highway.

**No Impact:** Based on the County's Geographic Information Systems (GIS) Mapping Application, the proposed project is not located near or visible within the composite viewshed of a State scenic highway. The project will not damage or remove visual resources within a State scenic highway. Therefore, the proposed project will not have any substantial adverse effect on a scenic resource within a State scenic highway.

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

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:** Visual character is the objective composition of the visible landscape within a viewshed. Visual character is based on the organization of the pattern elements line, form, color, and texture. Visual character is commonly discussed in terms of dominance, scale, diversity and continuity. Visual quality is the viewer's perception of the visual environment and varies based on exposure, sensitivity and expectation of the viewers. The existing visual character and quality of the project site and surrounding area can be characterized as a valley floor surrounded by steep undeveloped open space areas. The project proposes a trail, which will disturb some vegetation on a hillside adjacent to El Monte Road. However, visual impacts are expected to be minimal as the majority of the trail alignment will be within the existing historic flume bench cut which can already be seen from El Monte Road.

The proposed project involves construction of a parking area, trailhead and trail corridor. The parking area will be constructed entirely within HWD's storage yard, which is a developed parcel that consists of the historic pumphouse, dilapidated shed and bare ground. The visual quality of the pumphouse will not be altered as part of the project; lodge pole fencing and interpretive signage will be installed to protect the resource and inform the public. The trailhead will be located at the opposite end of the parking area from the pumphouse. The trail corridor will traverse up the hillslope, follow the ridgeline along the bench cut of the historic flume alignment, and connect to existing trails at the hilltop overlooking Lake Jennings. The hillslope consists of developed areas (i.e. the historic above-ground pipeline) and Diegan coastal sage scrub, non-native grassland, and non-native woodland vegetation communities. The visual quality of the above-ground historic pipeline will not be altered as part of the project; fencing will be installed around a segment of the pipeline to prevent the public from disturbing the portions of the pipe containing asbestos.

The project will not result in cumulative impacts on visual character or quality because the entire existing viewshed and a list of past, present and future projects within that viewshed were evaluated. Refer to XVIII. Mandatory Findings of Significance for a comprehensive list of the projects considered. Those projects listed in Section XVII are located within the viewshed surrounding the project and will not contribute to a cumulative impact for the following reasons: none of the cumulatively related projects will result in the construction of structures that would block existing views or be incompatible with the existing visual character of the area. Therefore, the project will not result in any adverse project or cumulative level effect on visual character or quality on-site or in the surrounding area.

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

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project does not propose any use of outdoor lighting or building materials with highly reflective properties such as highly reflective glass or high-gloss surface colors. Therefore, the project will not create any new sources of light pollution that could contribute to skyglow, light trespass or glare and adversely affect day or nighttime views in area.

**II. AGRICULTURE AND FORESTRY RESOURCES** -- Would the project:

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

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project site does not contain any agricultural resources, lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance as shown on the County GIS Mapping Application. Therefore, no agricultural resources including Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance will be converted to a non-agricultural use.

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

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:** A portion of the project site is zoned A-70, which is considered to be an agricultural zone. However, the proposed project will not result in a conflict in zoning for agricultural use, because recreational trails is a permitted use in A-70 zones and will not create a conflict with existing zoning for agricultural use. Additionally, the project site's land is not under a Williamson Act Contract. Therefore, there will be no 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)), or timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project site does not contain forest lands or timberland. The County of San Diego does not have any existing Timberland Production Zones. In addition, the project is consistent with existing zoning and a rezone of the property is not proposed. Therefore, project implementation would not conflict with existing zoning for, or cause rezoning of, forest land, timberland or timberland production zones.

d) Result in the loss of forest land, conversion of forest land to non-forest use, or involve other changes in the existing environment, which, due to their location or nature, could result in conversion of forest land to non-forest use?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project site does not contain any forest lands as defined in Public Resources Code section 12220(g), therefore project implementation would not result in the loss or conversion of forest land to a non-forest use. In addition, the project is not located in the vicinity of offsite forest resources.

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

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project site and surrounding area within a radius of one mile does not contain any active agricultural operations or lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, no Prime Farmland, Unique Farmland, Farmland of Statewide or Local Importance, or active agricultural operations will be converted to a non-agricultural use.

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

a) Conflict with or obstruct implementation of the San Diego Regional Air Quality Strategy (RAQS) or applicable portions of the State Implementation Plan (SIP)?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:** The project consists of construction of a parking area, trailhead and trail corridor that will connect El Monte Road to Lake Jennings Campground. Construction will be conducted using hand tools; emissions from construction operations will be temporary and negligible. The operational emissions from the project are below specified screening levels, and subsequently will not violate ambient air quality standards. In addition, because the project will provide a limited number of parking spaces, it is not anticipated to generate significant additional vehicle trips beyond the existing visitors to Lake Jennings Campground. Therefore, the project will not conflict or obstruct with the implementation of the RAQS nor the SIP on a project-level or cumulative-level.

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

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

In general, air quality impacts from land use projects are the result of emissions from motor vehicles, and from short-term construction activities associated with such projects. The San Diego County Land Use Environment Group (LUEG) has established guidelines for determining significance which incorporate the Air Pollution Control District's (SDAPCD) established screening-level criteria for all new source review (NSR) in APCD Rule 20.2. These screening-level criteria can be used as numeric methods to demonstrate that a project's total emissions (e.g. stationary and fugitive emissions, as well as emissions from mobile sources) would not result in a significant impact to air quality. Since APCD does not have screening-level criteria for emissions of volatile organic compounds (VOCs), the use of the screening level for reactive organic compounds (ROC) from the South Coast Air Quality Management District (SCAQMD) for the Coachella Valley (which are more appropriate for the San Diego Air Basin) are used.

**Less than Significant Impact:** The project may use small machinery to construct the proposed trail. However, construction will occur over a short period of time and will be localized to the parking area and trail corridor. Grubbing and clearing activities will include Best Management Practices (BMPs), which may include implementation of dust control measures. Emissions from the use of any equipment would be minimal, temporary and localized, resulting in pollutant emissions below the screening-level criteria established by the LUEG guidelines for determining significance. In addition, because the project will provide limited parking spaces and additional trail opportunities to Lake Jennings Campground visitors, it is not anticipated to generate a significant amount of additional vehicle trips. Therefore, the project will not 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)?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

San Diego County is presently in non-attainment for the 1-hour concentrations under the California Ambient Air Quality Standard (CAAQS) for Ozone (O<sub>3</sub>). San Diego County is also presently in non-attainment for the annual geometric mean and for the 24-hour concentrations of Particulate Matter less than or equal to 10 microns (PM<sub>10</sub>) under the CAAQS. O<sub>3</sub> is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO<sub>x</sub>) react in the presence of sunlight. VOC sources include any source that burns fuels (e.g., gasoline, natural gas, wood, oil); solvents; petroleum processing and storage; and pesticides. Sources of PM<sub>10</sub> in both urban and rural areas include: motor vehicles, wood burning stoves and fireplaces, dust from construction, landfills, agriculture, wildfires, brush/waste burning, and industrial sources of windblown dust from open lands.

**Less than Significant Impact:** Air quality emissions associated with the project include emissions of PM<sub>10</sub>, NO<sub>x</sub> and VOCs from construction activities. However, grubbing and clearing operations will include BMPs, which will require the implementation of dust control measures. Emissions from the construction phase would be minimal, localized and temporary resulting in PM<sub>10</sub> and VOC emissions below the screening-level criteria established by the LUEG guidelines for determining significance. Because the project will provide limited parking spaces and additional trail opportunities to Lake Jennings Campground visitors, it is not anticipated to generate a significant amount of additional vehicle trips.

In addition, a list of past, present and future projects within the surrounding area were evaluated and none of these projects emit significant amounts of criteria pollutants. Refer to XVII. Mandatory Findings of Significance for a comprehensive list of the projects considered. The proposed project as well as the past, present and future projects within the surrounding area, have emissions below the screening-level criteria established by the LUEG guidelines for determining significance, therefore, the construction and operational emissions associated with the proposed project are not expected to create a cumulatively considerable impact nor a considerable net increase of PM<sub>10</sub>, or any O<sub>3</sub> precursors.

d) Expose sensitive receptors to substantial pollutant concentrations?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

Air quality regulators typically define sensitive receptors as schools (Preschool-12<sup>th</sup> Grade), hospitals, resident care facilities, or day-care centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality. The County of San Diego also considers residences as sensitive receptors since they house children and the elderly.

**No Impact:** No sensitive receptors have been identified within a quarter-mile (the radius determined by the SCAQMD in which the dilution of pollutants is typically significant) of the proposed project.

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

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** No potential sources of objectionable odors have been identified in association with the proposed project. As such, no impact from odors is anticipated.

**IV. 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 Wildlife, or U.S. Fish and Wildlife Service?

- |  |   |
|--|---|
| <input type="checkbox"/> Potentially Significant Impact                                | <input type="checkbox"/> Less than Significant Impact |
| <input checked="" type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Less than Significant with Mitigation Incorporated:** Based on a Biological Resources Letter Report prepared by ICF International (ICF) dated August 2015, the 51.86-acre survey area around the project supports Diegan coastal sage scrub (31.18 acres), non-native grassland (17.38 acres), non-native woodland (0.26 acres), disturbed habitat (0.34 acre), and urban/developed (2.71 acres) vegetation communities.

***Potential Impacts***

Federally or state listed endangered or threatened plant species were not observed onsite, and there is a low potential for listed plants to occur. The San Diego sunflower (*Bahiopsis laciniata*) was the only sensitive shrub or succulent species observed. San Diego sunflower is a California Rare Plant Ranking (CRPR) 4.2 “Moderately threatened in California” and a County List D species. Impacts to County List D species will be mitigated on a habitat-basis as required by the County’s Biological Mitigation Ordinance (BMO). Impacts to this species as a result of the project would not affect the regional long-term survival of this species. Therefore, impacts to County List D species would not be considered significant.

Special status wildlife species observed within the survey area consist of: Cooper’s hawk (*Accipiter cooperii*), osprey (*Pandion haliaetus*), southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*), San Diego desert woodrat (*Neotoma lepida intermedia*) and southern mule deer (*Odocoileus hemionus*). Sensitive wildlife species detected during the surveys included County Group I species: osprey, Cooper’s hawk, and Southern California rufous-crowned sparrow, and County Group II species San Diego desert woodrat and southern mule deer. Potential project impacts to suitable habitat for these species would be limited to 0.829 acre of Diegan coastal sage scrub and 0.260 acre of nonnative grassland. Total direct impacts to approximately 1.089 acre of potentially suitable habitat for County Group I or II wildlife species would not impact the regional long-term survival of these widespread species. Therefore, impacts to County Group I or II wildlife species would not be considered significant.

Special status wildlife species with high potential to occur include the California gnatcatcher (*Polioptila californica californica*), San Diego cactus wren (*Campylorhynchus brunneicapillus couesi*), Orange-throated whiptail (*Aspidoscelis hyperythra*), Coastal western whiptail (*Aspidoscelis tigris stejnegeri*), Coast horned lizard (*Phrynosoma blainvillii*), and Red diamond rattlesnake (*Crotalus ruber*). One federally-listed threatened species, California gnatcatcher, has a high potential to occur within the area. Project impacts to suitable habitat for this species would include 0.829 acre of Diegan coastal sage scrub.

Other special status wildlife species with potential to occur include the federally-endangered Quino Checkerspot butterfly (*Occidryas editha*) and the federally endangered southwestern arroyo toad (*Bufo californicus*). However, the project site does not include host plants for Quino or the necessary primary constituent elements for arroyo toad. Suitable breeding habitat for arroyo toad was not observed within the survey area. Therefore, impacts to these species are not expected to occur.

Raptors and golden eagles are known to occur in the project vicinity and suitable foraging habitat (grasslands and Diegan coastal sage scrub) are located within the project impact area. Impacted habitat could still potentially serve as foraging habitat for raptors. Impacts would not be considered significant as they would not threaten the long-term success of raptors or golden eagles. Impacts to nest locations known to occur off-site near El Cajon Mountain not anticipated.

While raptors were observed within the survey area and suitable foraging habitat (grasslands) are located within the survey area, impacts to this habitat would be minimal and would not contribute to a loss of functional foraging habitat for raptors. The trail will continue to function as foraging habitat for raptors. The surrounding lands are in long-term Preserves that will be maintained and managed in perpetuity with the intent of minimizing development and protecting on-site resources. These areas provide ample foraging habitat for raptors in the vicinity of the proposed project.

The proposed project does not propose nighttime lighting. In addition, noise levels associated with proposed project construction or operation (i.e., trail usage) is not anticipated to result in levels above ambient that would adversely affect special status wildlife species. Construction and use of the proposed trail could result in impacts to sensitive species through increasing human access and domestic animal activity. Increased access could result in indirect impacts to undisturbed areas along the trail associated with unauthorized activity or wildlife predation or disruption of nesting activities by domestic animals.

The project would not involve introduction of invasive species (e.g., nonnative, invasive landscaping), pests, or exotic species to the site. Therefore, impacts to sensitive species associated with introduced exotic species are not anticipated.

### ***Avoidance, Minimization and Mitigation Measures***

The trail corridor was planned to avoid and minimize potential impacts to sensitive habitats and plant and wildlife species to the maximum extent practicable. The proposed project does not propose nighttime lighting. In addition, noise levels associated with proposed project construction or operation (i.e., trail usage) is not anticipated to result in levels above ambient that would adversely affect sensitive wildlife species.

The following mitigation measures will be implemented as part of the project:

- BR-1.** *In order to reduce potential impacts to the California gnatcatcher to less than significant and to comply with the County's Biological Mitigation Ordinance, all brushing, clearing and/or grading will be restricted (i.e., none will be allowed) within 300 feet of coastal sage scrub habitat during the breeding season of the California gnatcatcher (March 1-August 15). The County DPR Director may waive this condition with concurrence from the agencies.*
- BR-2.** *Potentially significant impacts on the nesting success of tree- and/or ground-nesting raptors shall be mitigated through seasonal restrictions and pre-construction surveys. In order to mitigate potentially significant impacts to nesting success of tree- and/or ground-nesting raptors, vegetation clearing or grading shall be restricted during the breeding season (January 15–July 15 and February 1 to July 31, respectively, annually) unless pre-construction surveys by a qualified biologist determine no nesting raptors would be impacted by the proposed work. If active nests are identified within the impact area, vegetation-clearing activities shall not occur within 500 feet of tree-nesting raptor nests and 800 feet of ground-nesting raptor nests until either the breeding season has ended or the nest is no longer active.*
- BR-3.** *Pre-construction training for construction crews will be conducted to address sensitive species that occur or have potential to occur along the proposed trail.*
- BR-4.** *Mitigation for trail impacts to sensitive vegetation will be accomplished by the restoration of 1.39 acres of Diegan coastal sage scrub at an offsite location at El Monte Regional Park.*

Ongoing maintenance and monitoring of the trail corridor will occur during implementation of the El Monte County Park RMP. The trail will be patrolled by Park Rangers who will identify unauthorized trail use or other adverse effects associated with increased human use (e.g. trash). Such issues will be addressed through construction of fence segments, installation of signs, or other means to prevent ongoing impacts resulting from increased human use on the site or competition from domestic animals.

Therefore, as a result of project design considerations and the mitigation measures discussed above, potential direct or indirect impacts to sensitive and/or listed species or their habitats have been reduced to less than significant.

Additionally, cumulative impacts to sensitive resources occurring in the project vicinity are not anticipated to be significant due to the lack of development and rural character of the adjacent properties. Many of these areas are dedicated open space easements or County owned Preserves that will be maintained and managed in perpetuity with the intent of protecting onsite sensitive biological resources. In addition, the proposed project's impacts to sensitive biological resources are limited and would not be cumulatively considerable.

- 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 Wildlife or US Fish and Wildlife Service?

- |                                     |  |                          |                              |
|-------------------------------------|--|--------------------------|------------------------------|
| <input type="checkbox"/>            | Potentially Significant Impact                     | <input type="checkbox"/> | Less than Significant Impact |
| <input checked="" type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact                    |

Discussion/Explanation:

**Less than Significant with Mitigation Incorporated:** Based on a Biological Resources Letter Report prepared by ICF dated August 2015, the 51.86-acre survey area around the project supports Diegan coastal sage scrub (31.18 acres), non-native grassland (17.38 acres), non-native woodland (0.26 acres), disturbed habitat (0.34 acre), and urban/developed (2.71 acres) vegetation communities. Riparian habitat and jurisdictional features do not occur within the proposed project area.

**Potential Impacts**

Direct impacts to sensitive habitat associated with development of the proposed trail corridor and associated brush clearing would consist of 0.829 acre of coastal sage scrub and 0.260 acre of nonnative grassland (see table below). Impacts to coastal sage scrub and nonnative grassland communities would be considered significant and will require mitigation in accordance with the County’s Biological Mitigation Ordinance.

**Direct Project Impacts**

<b>Vegetation/Land Cover Type</b>	<b>Impacts (Acres) Proposed Trail Corridor and Pipeline Fence</b>
Diegan Coastal Sage Scrub	0.829
Nonnative Grassland	0.260
Nonnative Woodland	0.016
Developed	0.321
<b>Total</b>	<b>1.426</b>

A total of 0.321 acre of developed lands occurs within the impact area for the proposed trailhead and parking area. This land cover type is not considered sensitive and direct impacts associated with construction, grading, clearing, or other activities would not be considered significant.

Construction of the proposed project could result in impacts to sensitive habitat through increasing human access to the site. Such human-related impacts could include destruction of vegetation through trampling and unauthorized off-trail use. Impacts associated with increased human activity on the site and competition from domestic animals would be considered potentially significant. The project would not intentionally introduce pests or exotic species to the site.

**Avoidance, Minimization and Mitigation Measures**

As the proposed project would not result in impacts to riparian habitat, mitigation is not required.

Significant impacts to 0.829 acres of coastal sage scrub and 0.260 acre of nonnative grassland associated with development of the proposed trail will be offset by offsite restoration of habitat of the same or higher Tier than the habitat impacted, at the ratios required by the County's Biological Mitigation Ordinance (see table below). Temporary brush trimming impacts associated with fence construction around a segment of the pipeline will be allowed to revegetate naturally.

***BR-4. Mitigation for trail impacts to sensitive vegetation will be accomplished by the restoration of 1.39 acres of Diegan coastal sage scrub at an offsite location at El Monte Regional Park.***

**Direct Project Impacts and Mitigation**

<b>Vegetation/Land Cover Type</b>	<b>Impacts (Acres)</b>	<b>BMO Mitigation Ratio</b>	<b>Proposed Mitigation</b>
<b>PROPOSED TRAIL CORRIDOR</b>			
Diegan Coastal Sage Scrub	0.829	1.5:1	1.152 acre of Tier II Diegan coastal sage scrub habitat
Nonnative Grassland	0.260	0.5:1	0.233 acre of Tier II Diegan coastal sage scrub habitat
Nonnative Woodland	0.016	N/A	N/A
Developed	0.321	N/A	N/A
<b>Total</b>	<b>1.426</b>		<b>1.39 acres</b>

County DPR will manage and reduce off-trail impacts consistent with the management directives outlined in the El Monte Regional Park Resource Management Plan. The proposed trail corridor will be patrolled by El Monte Regional Park Rangers who will identify unauthorized trail use or other adverse effects associated with increased human use (e.g., trash). Such issues will be addressed through construction of fence segments, installation of signs, or other means to prevent ongoing impacts resulting from increased human use on the site or competition from domestic animals.

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

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** Based on a Biological Resources Letter Report prepared by ICF dated August 2015, the proposed project site does not contain any wetlands as defined by Section 404 of the Clean Water Act, including, but not limited to, marsh, vernal pool, stream, lake, river or water of the U.S., that could potentially be impacted through direct removal, filling, hydrological interruption, diversion or obstruction by the proposed development. Therefore, no impacts will occur to wetlands defined by Section 404 of the Clean Water Act and under the jurisdiction of the U.S. Army Corps of Engineers.

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

- |  |   |
|--|---|
| <input type="checkbox"/> Potentially Significant Impact                                | <input type="checkbox"/> Less than Significant Impact |
| <input checked="" type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Less than Significant Impact with Mitigation Incorporated:** Based on a Biological Resources Letter Report prepared by ICF dated August 2015, no aquatic habitat exists onsite that would provide habitat for native resident or migratory fish. In addition, the trail corridor would be limited to a 6 to 10-foot-wide clearing. The trail corridor would not impact wildlife mobility, breeding, or reproduction. These limited impacts would also not prevent or interfere with connectivity to adjacent preserve areas in the Cleveland National forest, the El Capitan Preserve, the San Diego River, or Lake Jennings.

**Potential Impacts**

Some of the nonnative grassland onsite may be the result of habitat type conversion after the 2003 wildfire. Nonnative grassland is considered a Tier III sensitive vegetation community in San Diego County, and provides foraging opportunities for sensitive raptor species. Raptors and golden eagles are known to occur in the project vicinity. Impacted habitat could still potentially serve as foraging habitat for raptors. Impacts would not be considered significant as they would not threaten the long-term success of raptors or golden eagles. Impacts to nest locations known to occur off-site near El Cajon Mountain not anticipated.

While raptors were observed within the survey area and suitable foraging habitat is located within the survey area, impacts to this habitat would be minimal and would not contribute to a loss of functional foraging habitat for raptors. The trail will continue to function as foraging habitat for raptors. The surrounding lands are in long-term Preserves that will be maintained and managed in perpetuity with the intent of minimizing development and protecting on-site resources. These areas provide ample foraging habitat for raptors in the vicinity of the proposed project.

While the proposed project area would be considered part of a core wildlife area (Lake Jennings/Wildcat Canyon- El Cajon Mountain Core Resource Area), the limited impacts associated with the proposed project would not impact the viability of the site to function as a core wildlife area. Similarly, indirect impacts associated with trail use will not affect the viability of the site to function as a core wildlife area. Wildlife will continue to be able to move within and through the core area, particularly at night when human usage will be low. The proposed project would not result in any significant impacts to wildlife corridors or linkages.

***Avoidance, Minimization and Mitigation Measures***

The proposed project does not propose nighttime lighting. In addition, noise levels associated with proposed project construction or operation (i.e., trail usage) is not anticipated to result in levels above ambient that would adversely affect migratory wildlife species.

The project has the potential to indirectly impact migratory birds such as raptors. The following mitigation measure will be implemented to reduce the level to less than significant:

- BR-2. Potentially significant impacts on the nesting success of tree- and/or ground-nesting raptors shall be mitigated through seasonal restrictions and pre-construction surveys. In order to mitigate potentially significant impacts to nesting success of tree- and/or ground-nesting raptors, vegetation clearing or grading shall be restricted during the breeding season (January 15–July 15 and February 1 to July 31, respectively, annually) unless pre-construction surveys by a qualified biologist determine no nesting raptors would be impacted by the proposed work. If active nests are identified within the impact area, vegetation-clearing activities shall not occur within 500 feet of tree-nesting raptor nests and 800 feet of ground-nesting raptor nests until either the breeding season has ended or the nest is no longer active.***

- e) Conflict with the provisions of any adopted Habitat Conservation Plan, Natural Communities Conservation Plan, other approved local, regional or state habitat conservation plan or any other local policies or ordinances that protect biological resources?

- |                          |  |                                     |                              |
|--------------------------|--|-------------------------------------|------------------------------|
| <input type="checkbox"/> | Potentially Significant Impact                     | <input checked="" type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/>            | No Impact                    |

Discussion/Explanation:

**Less than Significant Impact:** The project site is located within the County of San Diego South County Multiple Species Conservation Program (MSCP) South County Subarea Plan, which was adopted in 1997. The project area abuts large preserve areas including the Lake Jennings Campground. Patches of Unincorporated Land within the Metro-Lakeside-Jamul Segment of the Subarea Plan occur in the immediate project vicinity. The project is consistent with the provisions of the Subarea Plan, and includes mitigation for impacts to biological resources as required in the County's Biological Mitigation Ordinance. The proposed multi-use trail is compatible with the "Public Access and Recreation" land uses allowed within the preserve as specified in Section 1.9.2 of the Subarea Plan.

**V. CULTURAL RESOURCES** -- Would the project:

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

- |                                     |  |                          |                              |
|-------------------------------------|--|--------------------------|------------------------------|
| <input type="checkbox"/>            | Potentially Significant Impact                     | <input type="checkbox"/> | Less than Significant Impact |
| <input checked="" type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> | No Impact                    |

Discussion/Explanation:

**Less than Significant With Mitigation Incorporated:** Based on a Cultural Resources Inventory and Impact Assessment Report prepared by ICF dated August 2015, six cultural resources are located within the project area. One of these, El Monte Tunnel and the associated flume bench cut, is part of the previously recorded historic San Diego Flume (CA-SDI-11296H). The identified resource is included in a site record update as an individual contributing feature to the site. CA-SDI-11296H was previously identified as a significant historical resource eligible for listing on the California Register of Historical Resources (CRHR) under Criteria 1 and 3. Three other historic-period resources were identified: El Monte Pump Station (P-37-034482), a historic concrete pad (CA-SDI-21511), and a historic conduit consisting of multiple pipelines and associated concrete structures (P-37-034486). Prehistoric archaeological resources identified during the survey were limited to two bedrock milling features (CA-SDI-21509 and CA-SDI-21510).

***Potential Impacts***

Impacts to cultural resources could occur during trail construction, maintenance and use. The project will not result in direct impacts to CA-SDI-21509 and MDR-2, which are prehistoric bedrock milling stations, or to CA-SDI-21511, a historic concrete pad. All three of these resources are located well south of the closest location where project construction activities will take place. Those nearest project construction locations are situated at a distance of 200 feet or more from these three resources.

The pumphouse located near the proposed parking area for the project is considered a historic resource. According to the Asbestos/Lead Survey prepared by County Department of Environmental Health dated July 17, 2015, a small portion of the wood paneling on the pumphouse contains lead-based paint. HWD will be responsible for abatement of the lead-based paint on the pumphouse, which is not expected to impact the historic resource. Establishment of trail-access parking areas near the pumphouse would not result in direct impacts to the pumphouse's historic-period resources.

The shed adjacent to the pumphouse is not considered a historic resource. The shed is severely dilapidated and requires lead/asbestos abatement before the area can be opened for public use. HWD will abate the shed prior to the trailhead and parking area being opened to the public.

The project will also avoid P-37-034486, which includes the above-ground pipeline extending from the pumphouse up the hillside to the concrete structure atop the slope. The closest trail element to P-37-034486 will be a switchback, which will be constructed away from the P-37-034486 pipeline alignment. The pipeline contains asbestos contamination and will require

abatement prior to the trail corridor being opened for public use. SDRC will be responsible for installing a chain link fence around a segment of the pipeline to prevent the public from disturbing the portions of the pipeline containing asbestos. Exclusionary fencing will be installed along the switchbacks closest to the other segment of the pipeline to prevent the public from disturbing the historic resource. Therefore, the project would not result in a direct impact to the resource.

The project will have limited direct impacts on CA-SDI-11296H, the historic San Diego Flume Remains. One above-ground element of the resource, the El Monte Tunnel entrance, is located within the Cultural Resources Inventory and Impact Assessment Report study area and in the vicinity of project construction activities. However, the trail will be constructed to the north to avoid the tunnel entrance, and no direct impacts to the tunnel entrance will occur as a result of trail construction activities. Construction of the trail segment linking the trail to be constructed at the north side of the pipeline bench cut with the western portion of the Flume trail will likely result in limited direct impacts to the Flume trail. However, impacts from trail construction and maintenance will be of a surficial nature, and will be limited to activities such as minimal grading, vegetation removal, and trimming at the connection point. The alignment of the Flume trail will not be altered or destroyed. The project will not diminish the Flume trail's historical integrity, and the resource's recent use as a trail will be continued. The project will not result in significant direct impacts to CA-SDI-11296H or to any of the other cultural resources identified within the study area.

#### ***Avoidance, Minimization and Mitigation Measures***

Impacts to cultural resources could occur during trail construction, maintenance and use. The project will avoid and thereby preserve CA-SDI-21509, MDR-2 and CA-SDI-21511 in place. The trailhead and parking area will include fencing around the historic pumphouse, which will protect the resource from the public. Interpretative signage will be installed to educate the public on the historic context of the pumphouse.

However, several mitigation measures are proposed to minimize the potential for impacts during these activities. These primarily involve avoidance of cultural resources:

***CR-1. Prior to Project construction, County DPR will place temporary construction fencing around all identified cultural resources in close proximity to project construction locations: the historic-period resources at the El Monte Pump Station (P-37-034482), elements of P-37-034486 in close proximity to the switchbacks, and the northern entrance to the El Monte Tunnel portion of CA-SDI-11296H. Temporary fencing during construction will reduce likelihood of unforeseen impacts to historical resources from construction activities.***

**CR-2. Prior to project construction, a professional archaeologist will provide cultural resources sensitivity training to construction personnel. Training will address both the types of resources that might be unearthed or otherwise encountered during construction activities, as well as the procedures to be followed in the event of an unanticipated discovery of cultural resources. Should cultural resources be encountered during construction, work will stop in the immediate vicinity of the find until a qualified archaeologist can assess the find and provide recommendations for avoidance (preferred) or further treatment, as required. Minimally, any newly identified features related to CA-SDI-11296H, the P-37-034486, or the historic El Monte Pump Station (P-37-034482) shall be added to the site record form for the resource. Although the likelihood for encountering unrecorded cultural resources is low, providing training to field personnel will ensure the proper identification and treatment of any materials should they be encountered.**

**CR-3. To help protect historic-period cultural resources in close proximity to project elements, County DPR shall install interpretive signage and fencing at the pump station and along the trail corridor near the El Monte Tunnel entrance portion of CA-SDI-11296H, and at the switchback segments in close proximity to P-37-034486. The signage should detail the significance or potential significance of the resources, and inform users of the importance of leaving the resources undisturbed. By increasing trail users' awareness of the presence and significance of the resources, the likelihood of any unforeseen impacts to the resources will be reduced. The signage at the two switchback points nearest to P-37-034486 will also inform trail users of the danger that P-37-034486 may contain asbestos and lead.**

Long-term maintenance and monitoring activities will be conducted by County DPR consistent with the management directives outlined in the El Monte Regional Park Resource Management Plan. These activities will ensure that trail maintenance is confined to the existing trail alignment and is conducted in such a manner as to avoid impacting cultural resources within the project area. Conducting trail maintenance with the intent of avoiding cultural resources will prevent or minimize unforeseen impacts to the resources. For example, County DPR will conduct annual condition monitoring of the cultural resources along the trail for signs of vandalism or other alterations, such as unauthorized deviation from the trail, and take corrective measures to rectify potential impacts. Annual inspections of cultural resources along the trail will ensure that County DPR has accurate information on the condition of the resources and will allow for measures to be taken if impacts have occurred or are in danger of occurring.

Although the project may result in both direct and indirect impacts to historic-period cultural resources, no project elements or associated mitigation measures will impact those resources in such a way that would impair their significance. Therefore, the proposed project will not result in a cumulative impact to historical resources.

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

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** Based on a Cultural Resources Inventory and Impact Assessment Report prepared by ICF dated August 2015, prehistoric archaeological resources identified during the survey were limited to two bedrock milling features (CA-SDI-21509 and CA-SDI-21510). The bedrock milling features represent the worksites and tools of Late Prehistoric Diegueño/Kumeyaay peoples who occupied the region prior to the mid-nineteenth century. The project will not result in direct impacts to the prehistoric bedrock milling stations; these resources are located well south of the closest location where project construction activities will take place. The project will avoid and thereby preserve those resources in place.

Assembly Bill 52 (AB 52) amended CEQA by creating a new category of cultural resources and new requirements for consultation with Native American Tribes. Governor Brown signed AB 52 on September 25, 2014, and the bill became effective July 1, 2015. Lead agencies are required to offer Native American Tribes with an interest in Tribal Cultural Resources located within its jurisdiction the opportunity to consult on CEQA documents. The new procedures under AB 52 offer the tribes an opportunity to take an active role in the CEQA process in order to protect Tribal Cultural Resources. If the tribe requests consultation within 30 days upon receipt of the notice, the lead agency must consult with the tribe. Guidelines for AB 52 are currently in progress by multiple agencies, including the County, to help implement this requirement. The following timeline describes the level of on-going Native American consultation and the required coordination under AB 52:

- On December 10, 2014, ICF Archaeologist Karolina Chmiel sent a letter to the Native American Heritage Commission (NAHC) requesting a review of its Sacred Lands Files. The NAHC consulted the USGS El Cajon 7.5' quadrangle and responded on December 24, 2014, stating that there is a potential for Native American resources to exist that may be impacted. The letter directed ICF to contact all the Ewiiapaayp tribal office and all other Native American tribal representatives on the NAHC-provided list.
- On December 30, 2014, ICF sent project letters to all 20 individuals identified by the NAHC. ICF received a letter from Viejas Band of Kumeyaay Indians on January 5, 2015. In the letter, Viejas requests additional information on the archaeological data of the project area.
- In January 2015, ICF communicated with Carmen Lucas of Kwaaymii Laguna Band of Mission Indians. Ms. Lucas recommended the presence of a Native American monitor during all ground disturbing activities and the use of split rail to mask the bedrock milling features should the proposed trail pass by the cultural resources.

- On June 22, 2015, Julie Hagen of the Viejas Band of Kumeyaay Indians performed a site visit with County DPR staff and concluded no additional Tribal Cultural Resources are located in the area that were not analyzed in the Phase I Inventory report.
- On July 1, 2015, County staff sent an email letter to notify the Kumeyaay tribes to formally initiate the AB 52 consultation process. No tribes requested additional coordination for the project.

Given the location and geology of the project area, there is minimal potential for buried cultural resources. Based on this reason, the information gathered during Native American consultation, and the fact that the project will involve only minimal ground disturbance, archaeological and Native American monitoring is not recommended.

c) Directly or indirectly destroy a unique geologic feature?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

San Diego County has a variety of geologic environments and geologic processes which generally occur in other parts of the state, country, and the world. However, some features stand out as being unique in one way or another within the boundaries of the County.

**Less than Significant Impact:** Based on the County's GIS Mapping Application, the project is located on geological formations that potentially contain unique geologic resources. Although there may be some soil disturbance associated with construction of the proposed trail, there will be no significant grading or excavation at depths greater than 10 feet below the existing ground level. Therefore, potential impacts would be less than significant.

d) Directly or indirectly destroy a unique paleontological resource or site?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less than Significant Impact:** Based on the County's GIS Mapping Application, the County's Paleontological Resources Maps indicate that a portion of the project site is located on Upper Jurassic and Lower Cretaceous Marine and Non-Marine rock and has marginal potential for producing fossil remains. Although there may be some soil disturbance associated with construction of the proposed trail, there will be no significant grading or excavation at depths greater than 10 feet below the existing ground level. Therefore, potential impacts would be less than significant. The remaining portion of the project site is located on Cretaceous Plutonic rock and has no potential for producing fossil remains.

e) Disturb any human remains, including those interred outside of formal cemeteries?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** Based on a Cultural Resources Inventory and Impact Assessment Report prepared by ICF dated August 2015, it has been determined that given the location and geology of the project area, there is minimal potential for the unanticipated discovery of human remains. In addition, the project site does not include a formal cemetery or any archaeological resources that might contain interred human remains. However, in the unlikely event that human remains are encountered, specific actions must take place pursuant to CEQA Guidelines Section 15064.5e, Public Resources Code (PRC) Section 5097.98, and Section 87.429 of the County of San Diego Grading, Clearing and Watercourses Ordinance.

**VI. GEOLOGY AND SOILS** -- Would the project:

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

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

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project is not located in a fault rupture hazard zone identified by the Alquist-Priolo Earthquake Fault Zoning Act, Special Publication 42, Revised 1997, Fault-Rupture Hazards Zones in California, or located within any other area with substantial evidence of a known fault. Therefore, there will be no impact from the exposure of people or structures to adverse effects from a known fault-rupture hazard zone as a result of this project.

ii. Strong seismic ground shaking?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less than Significant Impact:** The *Uniform Building Code* (UBC) and the *California Building Code* (CBC) classify all San Diego County with the highest seismic zone criteria, Zone 4. However, the proposed project is not located within five kilometers of the centerline of a known active-fault zone as defined within the *Uniform Building Code's Maps of Known Active Fault Near-Source Zones in California*. The project does not propose structures, only the construction of parking areas, signage, fencing, and a trail corridor. Therefore, the project will not expose people or structures to potential substantial adverse effects from strong seismic ground shaking.

iii. Seismic-related ground failure, including liquefaction?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less than Significant Impact:** The project site is not within a "Potential Liquefaction Area" as identified in the County Guidelines for Determining Significance for Geologic Hazards. This indicates that the liquefaction potential at the site is low. In addition, the site is not underlain by poor artificial fill or located within a floodplain. Therefore, there will be a less than significant impact from the exposure of people to adverse effects from a known area susceptible to ground failure, including liquefaction. In addition, since liquefaction potential at the site is low, earthquake-induced lateral spreading is not considered to be a seismic hazard at the site and impacts would be considered less than significant.

iv. Landslides?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less than Significant Impact:** The project site is not within a "Landslide Susceptibility Area" as identified in the County Guidelines for Determining Significance for Geologic Hazards. Landslide Susceptibility Areas were developed based on landslide risk profiles included in the *Multi-Jurisdictional Hazard Mitigation Plan, San Diego, CA* (URS, 2004). Landslide risk areas from this plan were based on data including steep slopes (greater than 25%); soil series data (SANDAG based on USGS 1970s series); soil-slip susceptibility from USGS; and Landslide Hazard Zone Maps (limited to western portion of the County) developed by the California Department of Conservation, Division of Mines and Geology (DMG). Also included within Landslide Susceptibility Areas are gabbroic soils on slopes steeper than 15% in grade because these soils are slide prone. Since the project is not located within an identified Landslide Susceptibility Area and the geologic environment has a low probability to become

unstable, the project would have a less than significant impact from the exposure of people or structures to potential adverse effects from landslides.

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

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less than Significant Impact:** According to the Soil Survey of San Diego County, the soils on-site are identified as Cieneba-Fallbrook rocky sandy loams (30-65% slopes, eroded) and Cieneba coarse sandy loam (30-65% slopes, eroded). These soils have an edibility rating of "high" to "very high" as indicated by the Soil Survey for the San Diego Area, prepared by the US Department of Agriculture, Soil Conservation and Forest Service dated December 1973. However, the project will not result in substantial soil erosion or the loss of topsoil for the following reasons:

- The project will not result in unprotected erodible soils, will not alter existing drainage patterns, and will not develop steep slopes.
- The project will include Best Management Practices (BMPs) to ensure sediment does not erode from the proposed project site.

Due to these factors, it has been found that the project will not result in substantial soil erosion or the loss of topsoil on a project level.

In addition, the project will not contribute to a cumulatively considerable impact because all the of past, present and future projects included on the list of projects that involve grading or land disturbance are required to follow the requirements of: the San Diego County Code of Regulations, Title 8, Zoning and Land Use Regulations, Division 7, Sections 87.414 (DRAINAGE - EROSION PREVENTION) and 87.417 (PLANTING); California Regional Water Quality Control Board (RWQCB), San Diego Region Order No. R9-2007-0001, NPDES No. CAS0108758, issued January 24, 2007; County Watershed Protection, Storm Water Management, and Discharge Control Ordinance (WPO) (Ord. No. 9926 revised March 2008); and County Storm Water Standards Manual adopted on February 20, 2002, and amended August 5, 2003 (Ordinance No. 9589). Refer to XVII. Mandatory Findings of Significance for a comprehensive list of the projects considered.

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 an on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project is not located on or near geological formations that are unstable or would potentially become unstable as a result of the project. Additionally, the project will not alter the land in any way as to create unstable conditions as the project does not propose landform alteration. For further information refer to VI. Geology and Soils, Question a., i-iv listed above.

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

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less than Significant Impact:** The project site does not contain expansive soil as defined within Table 18-1-B of the Uniform Building Code (1994). The soils on-site are Cienega-Fallbrook rocky sandy loams (30-65% slopes, eroded) and Cienega coarse sandy loam (30-65% slopes, eroded). These soils have a shrink-swell behavior of low and represent no substantial risk to life or property. In addition, the project will not have any significant impacts because the project does not involve construction of structures. Therefore, the project will not create a substantial risk to life or property. This was confirmed by staff review of the Soil Survey for the San Diego Area, prepared by the US Department of Agriculture, Soil Conservation and Forest Service dated December 1973.

- 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?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project is for construction of a parking area, trailhead and multi-use trail. The project does not propose any septic tanks or alternative wastewater disposal systems since no wastewater will be generated.

**VII. GREENHOUSE GAS EMISSIONS – Would the project**

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

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:** Greenhouse Gas (GHG) Emissions are said to result in an increase in the earth's average surface temperature commonly referred to as global warming. This rise in global temperature is associated with long-term changes in precipitation, temperature, wind patterns, and other elements of the earth's climate system, known as climate change. These changes are now broadly attributed to GHG emissions, particularly those emissions that result from the human production and use of fossil fuels. GHGs include carbon dioxide, methane, halocarbons (HFCs), and nitrous oxide, among others. Human induced GHG emissions are a result of energy production and consumption, and personal vehicle use, among other sources. A regional GHG inventory prepared for the San Diego Region<sup>1</sup> identified on-road transportation (cars and trucks) as the largest contributor of GHG emissions in the region, accounting for 46% of the total regional emissions. Electricity and natural gas combustion were the second (25%) and third (9%) largest regional contributors, respectively, to regional GHG emissions. Climate changes resulting from GHG emissions could produce an array of adverse environmental impacts including water supply shortages, severe drought, increased flooding, sea level rise, air pollution from increased formation of ground level ozone and particulate matter, ecosystem changes, increased wildfire risk, agricultural impacts, ocean and terrestrial species impacts, among other adverse effects.

In 2006, the State passed the Global Warming Solutions Act of 2006, commonly referred to as AB 32, which set the greenhouse gas emissions reduction goal for the State of California into law. The law requires that by 2020, State emissions must be reduced to 1990 levels by reducing greenhouse gas emissions from significant sources via regulation, market mechanisms, and other actions. Senate Bill 375 (SB 375), passed in 2008, links transportation and land use planning with global warming. It requires the California Air Resources Board (ARB) to set regional targets for the purpose of reducing greenhouse gas emissions from passenger vehicles. Under this law, if regions develop integrated land use, housing and transportation plans that meet SB 375 targets, new projects in these regions can be relieved of certain review requirements under CEQA. SANDAG has prepared a Sustainable Communities Strategy (SCS) which is a new element of the 2050 Regional Transportation Plan (RTP). The strategy identifies how regional greenhouse gas reduction targets, as established by the ARB, will be achieved through development patterns, transportation infrastructure investments, and/or transportation measures or policies that are determined to be feasible. The County of San Diego has also adopted various GHG related goals and policies in the General Plan.

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<sup>1</sup> San Diego County Greenhouse Gas Inventory: An Analysis of Regional Emissions and Strategies to Achieve AB 32 Targets. University of San Diego and the Energy Policy Initiatives Center (EPIC), September 2008.

County Planning and Development Services has prepared a *Recommended Approach to Addressing Climate Change in CEQA Documents*, dated January 21, 2015. The guidance discusses how screening thresholds have been published by the California Air Pollution Control Officers Association (CAPCOA) for determining the need for additional analysis and mitigation for GHG-related impacts under CEQA. The annual 900 metric ton carbon dioxide equivalent (MT CO<sub>2</sub>e) screening level referenced in the CAPCOA white paper (<http://www.capcoa.org/wp-content/uploads/downloads/2010/05/CAPCOA-White-Paper.pdf>) is being used by the County as a conservative criterion for determining the size of projects that would require further analysis and mitigation with regard to climate change. The CAPCOA white paper reports that the 900 metric ton screening level would capture more than 90% of development projects, allowing for mitigation towards achieving the State's GHG reduction goals.

The project involves construction of a parking area, trailhead and trail corridor. Approximately three parking spaces will be provided for public use. In addition, the trail is constructed to accommodate existing visitors to Lake Jennings Campground. The construction and operational GHG emissions for the project would not exceed 900 MT CO<sub>2</sub>e per year, and there would be a less-than-cumulatively considerable impact. The project does not involve unusually extensive construction activities and does not involve operational characteristics that would generate unusually high GHG emissions.

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

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:** Greenhouse Gas (GHG) Emissions are said to result in an increase in the earth's average surface temperature commonly referred to as global warming. This rise in global temperature is associated with long-term changes in precipitation, temperature, wind patterns, and other elements of the earth's climate system, known as climate change. These changes are now broadly attributed to GHG emissions, particularly those emissions that result from the human production and use of fossil fuels. GHGs include carbon dioxide, methane, halocarbons (HFCs), and nitrous oxide, among others. Human induced GHG emissions are a result of energy production and consumption, and personal vehicle use, among other sources. A regional GHG inventory prepared for the San Diego Region<sup>2</sup> identified on-road transportation (cars and trucks) as the largest contributor of GHG emissions in the region, accounting for 46% of the total regional emissions. Electricity and natural gas combustion were the second (25%) and third (9%) largest regional contributors, respectively, to regional GHG emissions. Climate changes resulting from GHG emissions could produce an array of adverse environmental impacts including water supply shortages, severe drought, increased flooding, sea level rise, air pollution from increased formation of

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<sup>2</sup> San Diego County Greenhouse Gas Inventory: An Analysis of Regional Emissions and Strategies to Achieve AB 32 Targets. University of San Diego and the Energy Policy Initiatives Center (EPIC), September 2008.

ground level ozone and particulate matter, ecosystem changes, and increased wildfire risk, agricultural impacts, ocean and terrestrial species impacts, among other adverse effects.

In 2006, the State passed the Global Warming Solutions Act of 2006, commonly referred to as AB 32, which set the greenhouse gas emissions reduction goal for the State of California into law. The law requires that by 2020, State emissions must be reduced to 1990 levels by reducing greenhouse gas emissions from significant sources via regulation, market mechanisms, and other actions. Senate Bill 375 (SB 375), passed in 2008, links transportation and land use planning with global warming. It requires the California Air Resources Board (ARB) to set regional targets for the purpose of reducing greenhouse gas emissions from passenger vehicles. Under this law, if regions develop integrated land use, housing and transportation plans that meet SB 375 targets, new projects in these regions can be relieved of certain review requirements under CEQA. SANDAG has prepared a Sustainable Communities Strategy (SCS) which is a new element of the 2050 Regional Transportation Plan (RTP). The strategy identifies how regional greenhouse gas reduction targets, as established by the ARB, will be achieved through development patterns, transportation infrastructure investments, and/or transportation measures or policies that are determined to be feasible. The County of San Diego has also adopted various GHG related goals and policies in the General Plan.

County Planning and Development Services has prepared a *Recommended Approach to Addressing Climate Change in CEQA Documents*, dated January 21, 2015. The guidance discusses how screening thresholds have been published by the California Air Pollution Control Officers Association (CAPCOA) for determining the need for additional analysis and mitigation for GHG-related impacts under CEQA. The annual 900 metric ton carbon dioxide equivalent (MT CO<sub>2</sub>e) screening level referenced in the CAPCOA white paper (<http://www.capcoa.org/wp-content/uploads/downloads/2010/05/CAPCOA-White-Paper.pdf>) is being used by the County as a conservative criterion for determining the size of projects that would require further analysis and mitigation with regard to climate change. The CAPCOA white paper reports that the 900 metric ton screening level would capture more than 90% of development projects, allowing for mitigation towards achieving the State's GHG reduction goals.

The project involves construction of a parking area, trailhead and trail corridor. Approximately three parking spaces will be provided for public use. In addition, the trail is constructed to accommodate existing visitors to Lake Jennings Campground. The construction and operational GHG emissions for the project would not exceed 900 MT CO<sub>2</sub>e per year, and there would be a less-than-cumulatively considerable impact. The project does not involve unusually extensive construction activities and does not involve operational characteristics that would generate unusually high GHG emissions.

**VIII. HAZARDS AND HAZARDOUS MATERIALS** -- Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, storage, use, or disposal of hazardous materials or wastes or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

- |  |   |
|--|---|
| <input type="checkbox"/> Potentially Significant Impact                                | <input type="checkbox"/> Less than Significant Impact |
| <input checked="" type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Less Than Significant Impact With Mitigation Incorporated:** The project proposes construction of a parking area, trailhead and trail corridor, which does not involve the routine use and storage of hazardous materials. However, the project site includes three resources that were surveyed for lead/asbestos contamination. Based on the Asbestos/Lead Survey Report prepared by the County Department of Environmental Health dated July 17, 2015, the three resources require lead/asbestos abatement before the project can be opened for public use. The report provides recommendations to HWD and SDRC to abate these issues. Lead/asbestos abatement will be conducted by HWD and SDRC as a condition of the project.

***Avoidance, Minimization and Mitigation Measures***

The historic pumphouse located in the HWD storage yard contains a small amount of lead-based paint. As a condition of the project, HWD will be responsible for containing the lead-based paint on the pumphouse. The trailhead, parking area and trail corridor will not be open to the public until the contamination is fully abated. HWD will be responsible for maintaining the pumphouse, as it will be located outside the easement agreement with County DPR. In addition, fencing will be constructed around the proposed parking area to prevent the public from accessing the pumphouse during recreational activities. Interpretive signage will be installed near the pumphouse to explain the historical significance of the resource, and any information regarding lead-based paint abatement.

The dilapidated shed adjacent to the pumphouse contains lead/asbestos contamination. HWD is responsible for demolishing the shed and properly abating the issue. As a condition of the project, the parking area, trailhead and trail corridor will not be open to the public until the shed has been fully abated.

The historic above-ground pipeline that extends along the hillslope near the trail corridor contains asbestos contamination. As a condition of the project, SDRC is responsible for installing a chainlink fence around a segment of the pipeline to prevent the public from disturbing the portions of the pipeline that contain asbestos. The fence will be located outside of County DPR's easement. Long-term maintenance of the fence will be the responsibility of HWD.

***HM-1. All lead/asbestos issues will be abated by HWD and SDRC prior to County DPR opening the parking area, trailhead and trail corridor for public use.***

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

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project is not located within one-quarter mile of an existing or proposed school. Therefore, the project will not have any effect on an existing or proposed school.

- c) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, or is otherwise known to have been subject to a release of hazardous substances and, as a result, would it create a significant hazard to the public or the environment?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project site has not been subject to a release of hazardous substances. The project site is not included in any of the following lists or databases: the State of California Hazardous Waste and Substances sites list compiled pursuant to Government Code Section 65962.5., the San Diego County Hazardous Materials Establishment database, the San Diego County DEH Site Assessment and Mitigation (SAM) Case Listing, the Department of Toxic Substances Control (DTSC) Site Mitigation and Brownfields Reuse Program Database ("CalSites" Envirostor Database), the Resource Conservation and Recovery Information System (RCRIS) listing, the EPA's Superfund CERCLIS database or the EPA's National Priorities List (NPL). Additionally, the project does not propose structures for human occupancy or significant linear excavation within 1,000 feet of an open, abandoned, or closed landfill, is not located on or within 250 feet of the boundary of a parcel identified as containing burn ash (from the historic burning of trash), is not on or within 1,000 feet of a Formerly Used Defense Site (FUDS), does not contain a leaking Underground Storage Tank, and is not located on a site with the potential for contamination from historic uses such as intensive agriculture, industrial uses, a gas station or vehicle repair shop. Therefore, the project would not create a significant hazard to the public or environment.

- d) 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 result in a safety hazard for people residing or working in the project area?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project is not located within an Airport Land Use Compatibility Plan (ALUCP), an Airport Influence Area, or a Federal Aviation Administration Height Notification Surface. Also, the project does not propose construction of any structure equal to or greater than 150 feet in height, constituting a safety hazard to aircraft and/or operations from an airport or heliport. Therefore, the project will not constitute a safety hazard for people residing or working in the project area.

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

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project is not within one mile of a private airstrip. As a result, the project will not constitute a safety hazard for people residing or working in the project area.

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

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

The following sections summarize the project's consistency with applicable emergency response plans or emergency evacuation plans.

i. OPERATIONAL AREA EMERGENCY PLAN AND MULTI-JURISDICTIONAL HAZARD MITIGATION PLAN:

**Less Than Significant Impact:** The Operational Area Emergency Plan is a comprehensive emergency plan that defines responsibilities, establishes an emergency organization, defines lines of communications, and is designed to be part of the statewide Standardized Emergency Management System. The Operational Area Emergency Plan provides guidance for emergency planning and requires subsequent plans to be established by each jurisdiction that has responsibilities in a disaster situation. The Multi-Jurisdictional Hazard Mitigation Plan includes an overview of the risk assessment process, identifies hazards present in the jurisdiction, hazard profiles, and vulnerability assessments. The plan also identifies goals, objectives and actions for each jurisdiction in the County of San Diego, including all cities and the County unincorporated areas. The project will not interfere with this plan because it will not

prohibit subsequent plans from being established or prevent the goals and objectives of existing plans from being carried out.

ii. SAN DIEGO COUNTY NUCLEAR POWER STATION EMERGENCY RESPONSE PLAN

**No Impact:** The San Diego County Nuclear Power Station Emergency Response Plan will not be interfered with by the project due to the location of the project, plant and the specific requirements of the plan. The emergency plan for the San Onofre Nuclear Generating Station includes an emergency planning zone within a 10-mile radius. All land area within 10 miles of the plant is not within the jurisdiction of the unincorporated County and as such a project in the unincorporated area is not expected to interfere with any response or evacuation.

iii. OIL SPILL CONTINGENCY ELEMENT

**No Impact:** The Oil Spill Contingency Element will not be interfered with because the project is not located along the coastal zone or coastline.

iv. EMERGENCY WATER CONTINGENCIES ANNEX AND ENERGY SHORTAGE RESPONSE PLAN

**No Impact:** The Emergency Water Contingencies Annex and Energy Shortage Response Plan will not be interfered with because the project does not propose altering major water or energy supply infrastructure, such as the California Aqueduct.

v. DAM EVACUATION PLAN

**No Impact:** The Dam Evacuation Plan will not be interfered with because the project is not located within a dam inundation zone.

g) 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?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less than Significant Impact:** The proposed project is within habitat that may be considered wildlands that have the potential to support wildland fires. However, the project will not expose people or structures to a significant risk of loss, injury or death involving wildland fires because no habitable structures are proposed.

- h) Propose a use, or place residents adjacent to an existing or reasonably foreseeable use that would substantially increase current or future resident's exposure to vectors, including mosquitoes, rats or flies, which are capable of transmitting significant public health diseases or nuisances?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project does not involve or support uses that allow water to stand for a period of 72 hours (three days) or more (e.g., artificial lakes, agricultural irrigation ponds). Also, the project does not involve or support uses that will produce or collect animal waste, such as agricultural operations (e.g., chicken coops, dairies, etc.), solid waste facility or other similar uses. Therefore, the project will not substantially increase current or future resident's exposure to vectors, including mosquitoes, rats or flies.

**IX. HYDROLOGY AND WATER QUALITY** -- Would the project:

- a) Violate any waste discharge requirements?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project does not propose waste discharges that require waste discharge requirement permits, NPDES permits, or water quality certification from the San Diego Regional Water Quality Control Board (SDRWQCB). In addition, the project does not propose any known sources of polluted runoff or land use activities that would require special site design considerations, source control Best Management Practices (BMPs) or treatment control BMPs, under the San Diego Municipal Storm Water Permit (SDRWQCB Order No. [R9-2007-0001](#)).

- b) Is the project tributary to an already impaired water body, as listed on the Clean Water Act Section 303(d) list? If so, could the project result in an increase in any pollutant for which the water body is already impaired?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less than Significant Impact:** The project lies within 907.15 El Monte hydrologic subarea within the San Diego River hydrologic area. According to the Clean Water Act Section 303(d) list, July 2003, a portion of this watershed at the Pacific Ocean and mouth of the San Diego River is impaired for coliform bacteria. Constituents of concern in the San Diego watershed include coliform bacteria, total dissolved solids, nutrients, petroleum chemicals, toxics, and trash. The project proposes minimal amounts of ground disturbance associated with construction of a trail corridor. No impermeable structures are proposed as part of the project.

c) Could the proposed project cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Less than Significant Impact:** The San Diego Regional Water Quality Control Board has designated water quality objectives for waters of the San Diego Region as outlined in Chapter 3 of the Water Quality Control Plan (Plan). The water quality objectives are necessary to protect the existing and potential beneficial uses of each hydrologic unit as described in Chapter 2 of the Plan.

The project lies within the San Diego hydrologic unit that has the following existing and potential beneficial uses for inland surface waters, coastal waters, reservoirs and lakes, and ground water: municipal and domestic supply; agricultural supply; industrial process supply, industrial service supply; hydropower generation; contact water recreation; non-contact water recreation; warm freshwater habitat; cold freshwater habitat; wildlife habitat; commercial and sport fishing; estuarine habitat; marine habitat; migration of aquatic organisms; shellfish harvesting; and, rare, threatened, or endangered species habitat.

The project proposes construction of a parking area, trailhead and trail corridor. The project will not cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses. BMPs may include erosion and dust control during construction activities.

d) 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)?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project will not use any groundwater for any purpose, including irrigation, domestic or commercial demands. In addition, the project does not involve operations that would interfere substantially with groundwater recharge including, but not limited to the following: the project does not involve regional diversion of water to another groundwater basin; or diversion or channelization of a stream course or waterway with impervious layers, such as concrete lining or culverts, for substantial distances (e.g., ¼ mile). These activities and operations can substantially affect rates of groundwater recharge. Therefore, no impact to groundwater resources is anticipated.

- e) 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?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project does not involve construction of new or expanded development that could alter the 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. The parking area will be constructed entirely within a previously disturbed area. The trail corridor does not traverse any drainages. Construction of the project will not significantly alter the topography, drainage, or vegetation.

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

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project does not involve construction of new or expanded development that could alter the 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. The parking area will be constructed entirely within a previously disturbed area. The trail corridor does not traverse any drainages. Construction of the project will not significantly alter the topography, drainage, or vegetation.

- g) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** There are no existing or planned storm water drainage systems proposed by the project, nor does the project require such systems.

- h) Provide substantial additional sources of polluted runoff?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project does not propose any known additional sources of polluted runoff. In addition, the project does not propose new storm water drainage facilities, nor does the project site contain natural drainage features that would transport runoff off-site.

- i) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, including County Floodplain Maps?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**No Impact:** The project is construction of a parking area, trailhead and trail corridor; the project does not involve the placement of housing.

- j) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project is construction of a parking area, trailhead and trail corridor; the project does not involve placement of structures.

k) Expose people or structures to a significant risk of loss, injury or death involving flooding?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project is construction of a parking area, trailhead and trail corridor; the project does not involve placement of structures. Trail users would not be subject to a significant risk of loss, injury or death involving flooding.

l) Expose people or structures to a significant risk of loss, injury or death involving flooding as a result of the failure of a levee or dam?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project site lies outside a mapped dam inundation area for a major dam/reservoir within San Diego County, and is not located immediately downstream of a minor dam that could potentially flood the property. Additionally, the project is for the construction of a parking area, trailhead and trail corridor and, therefore, the project will not expose people to a significant risk of loss, injury or death involving flooding.

m) Inundation by seiche, tsunami, or mudflow?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

i. SEICHE

**No Impact:** The project site is not located along the shoreline of a lake or reservoir; therefore, could not be inundated by a seiche.

ii. TSUNAMI

**No Impact:** The project site is located more than a mile from the coast; therefore, in the event of a tsunami, would not be inundated.

iii. MUDFLOW

**No Impact:** Mudflow is type of landslide. The site is rated as generally susceptible to a landslide zone. However, the project proposes minimal land disturbance that will expose a small amount of unprotected soils and it is not anticipated that the project will expose people or property to inundation due to a mudflow.

**X. LAND USE AND PLANNING** -- Would the project:

a) Physically divide an established community?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project does not propose the introduction of new infrastructure such major roadways or water supply systems, or utilities to the area. Therefore, the proposed project will not significantly disrupt or divide the 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?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less than Significant Impact:** The entire project site is subject to the policies of the Lakeside Community Plan, which includes goals, policies and recommendations to preserve natural resources and open space for outdoor recreational uses. Therefore, the project is consistent with the policies of the Lakeside Community Plan. The project is subject to the "Semi-Rural" and "Rural" General Plan Regional Land Use Categories and Land Use Designations Open Space (Recreation) 36, Specific Plan Area 22, and Semi-Rural 4 and 10. Zoning for the project site is A70 Agricultural; S80, Special Purpose; and RR, Residential. The project is consistent with the General Plan because recreational trails are considered compatible with open space (recreation) areas, specific plan areas, and semi-rural areas and are permitted within lands under the 13, 17, 36, and 22 Land Use Designations. In addition, the General Plan commits to continue to provide and expand the variety of trail experiences, and provide connections to other public trail systems pursuant to Countywide Trail Policies 1.1 and 1.3.

Portions of the project site are zoned as A70 Agricultural, which permits a residential density of one dwelling unit per 4 acres. The A70 zoning is intended to create and preserve areas intended primarily for agricultural crop production and raising animals; however the trail is

considered an “essential service” as listed under the permitted uses. Other portions of the project site are zoned as S80 Special Purpose and RR Rural Residential. The S80 zoning is intended for recreation areas and permits projects with minimal impact on the natural environment pursuant to The Zoning Ordinance Section 2800. The RR zoning is intended for family residential uses pursuant to The Zoning Ordinance Section 2180; however, the County-held easement allows for trails. Therefore, the proposed project is consistent with plan and zone. Additionally, the project adheres to the Lakeside Trails and Pathway Plan and community-specific trail design guidelines contained within the Community Trails Master Plan.

**XI. MINERAL RESOURCES** -- Would the project:

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

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:** The project site or land within the vicinity of a site has been classified by the California Department of Conservation – Division of Mines and Geology (Update of Mineral Land Classification: Aggregate Materials in the Western San Diego Production-Consumption Region, 1997) as an area of “Identified Mineral Resource Significance” (MRZ-2). However, the project does not entail any paving, construction of structures, or other features that would result in future preclusion of mineral extraction. Therefore, there is no impact.

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

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:** The project site has been classified as MRZ-2. However, the project does not entail any paving, construction of structures, or other features that would result in future preclusion of mineral recovery. Therefore, no potentially significant loss of availability of a known mineral resource of locally important mineral resource recovery (extraction) site delineated on a local general plan, specific plan or other land use plan will occur as a result of this project.

**XII. NOISE** -- Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less than Significant Impact:** The project is for construction of a parking area, trailhead and trail corridor. Operation of these facilities does not support any noise-generating equipment. Temporary construction noise will be achieved with machinery that does not generate noise levels in excess of County noise standards. Therefore, the project will not expose people to or generate any noise levels that exceed the allowable limits of the County of San Diego Noise Element of the General Plan or Noise Ordinances, and other applicable local, State, and Federal noise control regulations.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project does not propose any of the following land uses that can be impacted by groundborne vibration or groundborne noise levels.

1. Buildings where low ambient vibration is essential for interior operation, including research and manufacturing facilities with special vibration constraints.
2. Residences and buildings where people normally sleep including hotels, hospitals, residences and where low ambient vibration is preferred.
3. Civic and institutional land uses including schools, churches, libraries, other institutions, and quiet office where low ambient vibration is preferred.
4. Concert halls for symphonies or other special use facilities where low ambient vibration is preferred.

Also, the project does not propose any major, new or expanded infrastructure such as mass transit, highways or major roadways or intensive extractive industry that could generate excessive groundborne vibration or groundborne noise levels on-site or in the surrounding area.

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

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project is for a parking area, trailhead and trail corridor, which is an unmanned facility that does not support any noise-generating equipment. Therefore, the project would not result in a substantial permanent increase in existing ambient noise levels in the project vicinity.

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

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project is for an unmanned parking area, trailhead and trail corridor that does not support any noise-generating equipment. Also, the temporary increase over existing ambient levels for general construction noise is not expected to exceed the construction noise limits of the County of San Diego Noise Ordinance (Section 36.409), which are derived from State regulation to address human health and quality of life concerns. Construction operations will occur only during permitted hours of operation pursuant to Section 36.409. Also, it is not anticipated that the project will operate construction equipment in excess of 75 dB for more than an 8 hours during a 24-hour period. Therefore, the project would not result in a substantial temporary or periodic increase in existing ambient noise levels in the project vicinity.

- 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?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project is not located within an Airport Land Use Compatibility Plan (ALUCP) for airports or within 2 miles of a public airport or public use airport. Therefore, the project will not expose people residing or working in the project area to excessive airport-related 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?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project is not located within a one-mile vicinity of a private airstrip; therefore, the project will not expose people residing or working in the project area to excessive airport-related noise levels.

**XIII. POPULATION AND HOUSING** -- Would the project:

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

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project will not induce substantial population growth in an area because the project does not propose any physical or regulatory change that would remove a restriction to or encourage population growth in an area including, but limited to the following: new or extended infrastructure or public facilities; new commercial or industrial facilities; large-scale residential development; accelerated conversion of homes to commercial or multi-family use; or regulatory changes including General Plan amendments, specific plan amendments, zone reclassifications, sewer or water annexations; or LAFCO annexation actions.

- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project will not displace any existing housing since the site is currently vacant.

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

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project will not displace a substantial number of people since the site is currently vacant.

#### **XIV. PUBLIC SERVICES**

- a) 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 service ratios, response times or other performance objectives for any of the public services:

- i. Fire protection?
- ii. Police protection?
- iii. Schools?
- iv. Parks?
- v. Other public facilities?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project does not involve the construction of new or physically altered governmental facilities including but not limited to fire protection facilities, sheriff facilities, schools, or parks in order to maintain acceptable service ratios, response times or other performance service ratios or objectives for any public services. Therefore, the project will not have an adverse physical effect on the environment because the project does not require new or significantly altered services or facilities to be constructed.

**XV. RECREATION**

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project does not propose any residential use, included but not limited to a residential subdivision, mobile home park, or construction for a single-family residence that may increase the use of existing neighborhood and regional parks or other recreational facilities in the vicinity.

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

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project does not propose any residential use, included but not limited to a residential subdivision, mobile home park, or construction for a single-family residence that may increase the use of existing neighborhood and regional parks or other recreational facilities in the vicinity. The project itself is an expansion of existing recreational uses.

**XVI. TRANSPORTATION AND TRAFFIC** -- Would the project:

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

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

The County of San Diego Guidelines for Determining Significance for Traffic and Transportation (Guidelines) establish measures of effectiveness for the performance of the circulation system. These Guidelines incorporate standards from the County of San Diego Public Road Standards and Mobility Element, the County of San Diego Transportation Impact Fee Program and the Congestion Management Program.

**Less Than Significant Impact:** The proposed project will provide approximately three parking spaces for visitors to access the trail corridor. The project will also accommodate the existing users of Lake Jennings Campground. Therefore, the additional vehicle trips generated by the project are negligible and would not impact traffic circulation in any way; the project will not have a significant impact related to a conflict with any performance measures establishing measures of effectiveness of the circulation system because the project trips do not exceed any of the County's Guidelines for Determining Significance for impacts related to Traffic and Transportation.

As identified in the County's Guidelines for Determining Significance for Traffic and Transportation, the project trips would not result in a substantial increase in the number of vehicle trips, volume of capacity ratio on roads, or congestion at intersections in relation to existing conditions. In addition, the project would not conflict with policies related to non-motorized travel such as mass transit, pedestrian or bicycle facilities. Therefore, the project would not conflict with any policies establishing measures of the effectiveness for the performance of the circulation system and no mitigation is required.

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

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

The designated congestion management agency for the San Diego region is SANDAG. SANDAG is responsible for preparing the Regional Transportation Plan (RTP) of which the Congestion Management Program (CMP) is an element to monitor transportation system performance, develop programs to address near- and long-term congestion, and better integrate land use and transportation planning decisions. The CMP includes a requirement for enhanced CEQA review applicable to certain large developments that generate an equivalent of 2,400 or more average daily vehicle trips or 200 or more peak hour vehicle trips. These large projects must complete a traffic analysis that identifies the project's impacts on CMP system roadways, their associated costs, and identify appropriate mitigation. Early project coordination with affected public agencies, the Metropolitan Transit System (MTS) and the North County Transit District (NCTD) is required to ensure that the impacts of new development on CMP transit performance measures are identified.

**Less Than Significant Impact:** The proposed project will provide approximately three parking spaces for visitors to access the trail corridor. The project will also accommodate the existing users of Lake Jennings Campground. Therefore, the additional vehicle trips generated by the project do not exceed the 2400 trips (or 200 peak hour trips) required for study under the region's Congestion Management Program. Additionally, the project does not involve construction of any new buildings, nor does it propose a new primary use. The additional access or support structures will not generate additional ADTs on a daily basis. Therefore, the project will not conflict with travel demand measures or other standards of the congestion management agency.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

- |                          |  |                                     |                              |
|--------------------------|--|-------------------------------------|------------------------------|
| <input type="checkbox"/> | Potentially Significant Impact                     | <input type="checkbox"/>            | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> | No Impact                    |

Discussion/Explanation:

**No Impact:** The proposed project is located outside of an Airport Influence Area and is not located within two miles of a public or public use airport; therefore, the project will not result in a change in air traffic patterns.

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

- |                          |  |                                     |                              |
|--------------------------|--|-------------------------------------|------------------------------|
| <input type="checkbox"/> | Potentially Significant Impact                     | <input type="checkbox"/>            | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> | No Impact                    |

Discussion/Explanation:

**No Impact:** The proposed project will not alter traffic patterns, roadway design, place incompatible uses (e.g., farm equipment) on existing roadways, or create or place curves, slopes or walls which impede adequate site distance on a road.

e) Result in inadequate emergency access?

- |                          |  |                                     |                              |
|--------------------------|--|-------------------------------------|------------------------------|
| <input type="checkbox"/> | Potentially Significant Impact                     | <input type="checkbox"/>            | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> | No Impact                    |

Discussion/Explanation:

**No Impact:** The proposed project will not result in inadequate emergency access. The project is not served by a dead-end road that exceeds the maximum cumulative length permitted by the San Diego County Consolidated Fire Code, therefore, the project has adequate emergency access. Additionally, roads used to access the proposed project site are up to County standards.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project is for the development of a parking area, trailhead and multi-use trail. Project implementation will not result in the construction of any road improvements or new road design features that would interfere with the provision of public transit, bicycle or pedestrian facilities. In addition, the project will not generate sufficient travel demand to increase demand for transit, pedestrian or bicycle facilities. Therefore, the project will not conflict with policies, plans, or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

**XVII. UTILITIES AND SERVICE SYSTEMS** -- Would the project:

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

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project does not involve any uses that will discharge any wastewater to sanitary sewer or on-site wastewater systems (septic). Therefore, the project will not exceed any wastewater treatment requirements.

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

<input type="checkbox"/>	Potentially Significant Impact	<input type="checkbox"/>	Less than Significant Impact
<input type="checkbox"/>	Less Than Significant With Mitigation Incorporated	<input checked="" type="checkbox"/>	No Impact

Discussion/Explanation:

**No Impact:** The project does not include new or expanded water or wastewater treatment facilities. In addition, the project does not require the construction or expansion of water or wastewater treatment facilities. Therefore, the project will not require any construction of new or expanded facilities, 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?

<input type="checkbox"/>	Potentially Significant Impact	<input type="checkbox"/>	Less than Significant Impact
<input type="checkbox"/>	Less Than Significant With Mitigation Incorporated	<input checked="" type="checkbox"/>	No Impact

Discussion/Explanation:

**No Impact:** The project does not include new or expanded storm water drainage facilities.

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

<input type="checkbox"/>	Potentially Significant Impact	<input type="checkbox"/>	Less than Significant Impact
<input type="checkbox"/>	Less Than Significant With Mitigation Incorporated	<input checked="" type="checkbox"/>	No Impact

Discussion/Explanation:

**No Impact:** The proposed project does not involve or require water services from a water district. The project is for a parking area, trailhead and multi-use trail that do not rely on water service for any purpose.

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

<input type="checkbox"/>	Potentially Significant Impact	<input type="checkbox"/>	Less than Significant Impact
<input type="checkbox"/>	Less Than Significant With Mitigation Incorporated	<input checked="" type="checkbox"/>	No Impact

Discussion/Explanation:

**No Impact:** The proposed project is for the development of a parking area, trailhead and multi-use trail, and will not produce any wastewater; therefore, the project will not interfere with any wastewater treatment providers' service capacity.

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

- |                          |  |                                     |                              |
|--------------------------|--|-------------------------------------|------------------------------|
| <input type="checkbox"/> | Potentially Significant Impact                     | <input checked="" type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/>            | No Impact                    |

Discussion/Explanation:

**Less than Significant Impact:** It is unlikely that implementation of the project will generate solid waste. However, all solid waste facilities, including landfills require solid waste facility permits to operate. In San Diego County, the County Department of Environmental Health, Local Enforcement Agency issues solid waste facility permits with concurrence from the California Integrated Waste Management Board under the authority of the Public Resources Code (Sections 44001-44018) and California Code of Regulations Title 27, Division 2, Subdivision 1, Chapter 4 (Section 21440 et seq.). There are five, permitted active landfills in San Diego County with remaining capacity. Therefore, in the event removal of trash and/or debris is required to implement the project, there is sufficient existing permitted solid waste capacity to accommodate the project's solid waste disposal needs.

- g) Comply with federal, state, and local statutes and regulations related to solid waste?

- |                          |  |                                     |                              |
|--------------------------|--|-------------------------------------|------------------------------|
| <input type="checkbox"/> | Potentially Significant Impact                     | <input checked="" type="checkbox"/> | Less than Significant Impact |
| <input type="checkbox"/> | Less Than Significant With Mitigation Incorporated | <input type="checkbox"/>            | No Impact                    |

Discussion/Explanation:

**Less than Significant Impact:** Implementation of the project may generate solid waste associated with the removal of trash and debris from the proposed trail. All solid waste facilities, including landfills require solid waste facility permits to operate. In San Diego County, the County Department of Environmental Health, Local Enforcement Agency issues solid waste facility permits with concurrence from the California Integrated Waste Management Board under the authority of the Public Resources Code (Sections 44001-44018) and California Code of Regulations Title 27, Division 2, Subdivision 1, Chapter 4 (Section 21440 et seq.). The project will deposit all solid waste at a permitted solid waste facility and, therefore, will comply with Federal, State, and local statutes and regulations related to solid waste.

**XVIII. MANDATORY FINDINGS OF SIGNIFICANCE:**

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

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Less than Significant with Mitigation Incorporated:** Per the instructions for evaluating environmental impacts in this Initial Study, 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 were considered in the response to each question in sections IV and V of this form. In addition to project specific impacts, this evaluation considered the project's potential for significant cumulative effects. Resources that have been evaluated as significant would be potentially impacted by the project, particularly biological and cultural resources. However, avoidance and minimization measures and mitigation has been included that clearly reduces these effects to a level below significance. These avoidance and minimization measures and mitigation includes pre-construction trainings to avoid sensitive resources during construction activities; avoidance of the bird breeding seasons; trail alignment shall avoid County Group A and B plant species; purchase of mitigation credits within an approved mitigation bank or preservation of habitat in accordance with Board Policy I-138 to offset impacts to habitat; prior to construction placement of temporary fencing around all identified historical resources for avoidance, installation of interpretive signs; and management of the proposed trail in accordance with the El Monte County Park Resource Management Plan. As a result of this evaluation, there is no substantial evidence that, after mitigation, significant effects associated with this project would result. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

The following list of past, present and future projects were considered and evaluated as a part of this Initial Study:

PROJECT NAME	PERMIT/MAP NUMBER
Flume Trail Project	County DPR
Quail Canyon Estates	558718 (TM)
Blossom Valley Estates	3500 00-079
El Monte Valley Nature Park	691966 (MUP)

**No Impact:** Per the instructions for evaluating environmental impacts in this Initial Study, the potential for adverse cumulative effects were considered in the response to each question in sections I through XVII of this form. In addition to project specific impacts, this evaluation considered the projects potential for incremental effects that are cumulatively considerable. As a result of this evaluation, there is no substantial evidence that there are cumulative effects associated with this project or project alternative. Therefore, the proposed project and project alternative have been determined not to meet this Mandatory Finding of Significance.

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

- Potentially Significant Impact       Less than Significant Impact  
 Less Than Significant With Mitigation Incorporated       No Impact

Discussion/Explanation:

**Less than Significant Impact:** In the evaluation of environmental impacts in this Initial Study, the potential for adverse direct or indirect impacts to human beings were considered in the response to certain questions in sections: I. Aesthetics, III. Air Quality, VI. Geology and Soils, VIII. Hazards and Hazardous Materials, IX. Hydrology and Water Quality, XII. Noise, XIII. Population and Housing, and XVI. Transportation and Traffic. As a result of this evaluation, there is no substantial evidence that there are adverse effects on human beings associated with this project or project alternative. Therefore, this project and project alternative have been determined not to meet this Mandatory Finding of Significance.

## XIX. REFERENCES USED IN THE COMPLETION OF THE INITIAL STUDY CHECKLIST

All references to Federal, State and local regulation are available on the Internet. For Federal regulation refer to <http://www4.law.cornell.edu/uscode/>. For State regulation refer to [www.leginfo.ca.gov](http://www.leginfo.ca.gov). For County regulation refer to [www.amlegal.com](http://www.amlegal.com). All other references are available upon request.

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