

City of San Diego

CONTRACTOR'S NAME: DUWRIGHT CONSTRUCTION, INC.
ADDRESS: 2814 Greyling Drive, San Diego, CA 92123
TELEPHONE NO.: 858-717-5282 FAX NO.: 858-815-9656
CITY CONTACT: Lisa Nguyen - Contract Specialist, Email: LTNguyen@sandiego.gov
Phone No. (619) 533-34835, Fax No. (619) 533-3633
J. Manchester/A. James/Lad

CONTRACT DOCUMENTS



FOR

2016 JAN 13 PM01:43:25

N. Torrey Pines Access Ramp

ORIGINAL

VOLUME 1 OF 2

BID NO.: _____ L-16-1359-DBB-3-A
SAP NO. (WBS/IO/CC): _____ S-00935
CLIENT DEPARTMENT: _____ 2116
COUNCIL DISTRICT: _____ 1
PROJECT TYPE: _____ II

THIS CONTRACT IS SUBJECT TO THE FOLLOWING:

- THE CITY'S SUBCONTRACTING PARTICIPATION REQUIREMENTS FOR SLBE PROGRAM.
- COMPETITION RESTRICTED TO: SLBE-ELBE or ELBE FIRMS ONLY .
- PREVAILING WAGE RATES: STATE FEDERAL
- APPRENTICESHIP

BID DUE DATE:

**1:30 PM
DECEMBER 15, 2015
CITY OF SAN DIEGO
PUBLIC WORKS CONTRACTS
1010 SECOND AVENUE, 14th FLOOR, MS 614C
SAN DIEGO, CA 92101**

ENGINEER OF WORK

The engineering Specifications and Special Provisions contained herein have been prepared by or under the direction of the following Registered Engineer:

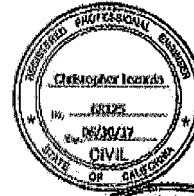
Christopher Lozada

1) Registered Engineer

10/15/2015

Date

Seal:



A. Palaseyed

2) For City Engineer

10/30/15

Date

Seal



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CITY OF SAN DIEGO, CALIFORNIA

NOTICE INVITING BIDS

1. **LIMITED COMPETITION:** This contract may only be bid by the Contractors on the City's approved Prequalified Contractor's List (see Notice Inviting Bids, Prequalification of Contractors) and SLBE-ELBE Construction Limited Competition Contractors List in accordance with the designation stated on the cover page hereof. For information regarding the SLBE-ELBE Construction Program and registration visit the City's web site: <http://www.sandiego.gov>.
2. **SUMMARY OF WORK:** The Work involves furnishing all labor, materials, equipment, services, and other incidental works and appurtenances for the construction of the Project as described in ATTACHMENT A.
3. **PRE-BID MEETING:**
 - 3.1. There will be a Pre-Bid Meeting to discuss the scope of the Project, bidding requirements, pre-qualification process, and Equal Opportunity Contracting Program requirements and reporting procedures in the Public Works Contracts, Conference Room at 1010 Second Avenue, 14th Floor, San Diego, CA 92101 **at 10:00 A.M., on November 24, 2015.**
 - 3.2. All potential bidders are encouraged to attend.
4. **PREQUALIFICATION OF CONTRACTORS:**
 - 4.1. Contractors submitting Bid must be pre-qualified for the total amount proposed, inclusive of all alternate items prior to the date of submittal. Bids from contractors who have not been pre-qualified as applicable and Bids that exceed the maximum dollar amount at which contractors are pre-qualified may be deemed **non-responsive** and ineligible for award. Complete information and links to the on-line prequalification application are available at:
<http://www.sandiego.gov/cip/bidopps/prequalification.shtml>
 - 4.2. The completed application must be submitted online no later than 2 weeks prior to the bid opening. For additional information or the answer to questions about the prequalification program, contact David Stucky at 619-533-3474 or dstucky@sandiego.gov.
 - 4.3. As a result of the City's fiduciary requirement to safeguard vendor data, City staff will not be able to provide information regarding contractors' prequalification status over the telephone. Contractors may access real-time information about their prequalification status via their vendor profile on [PlanetBids™](#).

INSTRUCTIONS TO BIDDERS

1. **ELECTRONIC FORMAT RECEIPT AND OPENING OF BIDS:** Bids will be received in **electronic format (eBids) EXCLUSIVELY** at the City of San Diego's electronic bidding (eBidding) site, at: <http://www.sandiego.gov/cip/bidopps/index.shtml>, and are due by the date, and time shown on the cover of this solicitation for the performance of work on **N. Torrey Pines Access Ramp** (Project).
 - 1.1. **BIDDERS MUST BE PRE-REGISTERED** with the City's bidding system and possess a system-assigned Digital ID in order to submit an electronic bid.
 - 1.2. The City's bidding system will automatically track information submitted to the site including IP addresses, browsers being used and the URLs from which information was submitted. In addition, the City's bidding system will keep a history of every login instance including the time of login, and other information about the user's computer configuration such as the operating system, browser type, version, and more. Because of these security features, Contractors who disable their browsers' cookies will not be able to log in and use the City's bidding system.
 - 1.3. The City's electronic bidding system is responsible for bid tabulations. Upon the bidder's or proposer's entry of their bid, the system will ensure that all required fields are entered. **The system will not accept a bid for which any required information is missing.** This includes all necessary pricing, subcontractor listing(s) and any other essential documentation and supporting materials and forms requested or contained in these solicitation documents.
 - 1.4. **BIDS REMAIN SEALED UNTIL BID DEADLINE.** eBids are transmitted into the City's bidding system via hypertext transfer protocol secure (https) mechanism using SSL 128-256 bit security certificates issued from Verisign/Thawte which encrypts data being transferred from client to server. Bids submitted prior to the "Bid Due Date and Time" are not available for review by anyone other than the submitter which has until the "Bid Due Date and Time" to change, rescind or retrieve its proposal should it desire to do so.
 - 1.5. **BIDS MUST BE SUBMITTED BY BID DUE DATE AND TIME.** Once the bid deadline is reached, no further submissions are accepted into the system. Once the Bid Due Date and Time has lapsed, bidders, proposers, the general public, and City staff are able to immediately see the results on line. City staff may then begin reviewing the submissions for responsiveness, EOCP compliance and other issues. The City may require any Bidder to furnish statement of experience, financial responsibility, technical ability, equipment, and references.
 - 1.6. Unit prices shall be entered for all unit price items. Unit prices shall not exceed two (2) decimal places. If the Unit prices entered exceed two (2) decimal places, the City will only use the first two digits after the decimal points without rounding up or down.
 - 1.7. **RECAPITULATION OF THE WORK.** Bids shall not contain any recapitulation of the Work. Conditional Bids will be rejected as being **non-responsive**. Alternative proposals will not be considered unless called for.

1.8. BIDS MAY BE WITHDRAWN by the Bidder prior to, but not after, the time fixed for opening of bids.

1.8.1. Important Note: Submission of the electronic bid into the system may not be instantaneous. Due to the speed and capabilities of the user's internet service provider (ISP), bandwidth, computer hardware and other variables, it may take time for the bidder's submission to upload and be received by the City's eBidding system. It is the bidder's sole responsibility to ensure their bids are received on time by the City's eBidding system. The City of San Diego is not responsible for bids that do not arrive by the required date and time.

1.9. ACCESSIBILITY AND AMERICANS WITH DISABILITIES ACT (ADA) COMPLIANCE. : To request a copy of this solicitation in an alternative format, contact the Public Works Contract Specialist listed in the cover of this solicitation at least five (5) working days prior to the Bid/Proposal due date to ensure availability.

2. ELECTRONIC BID SUBMISSIONS CARRY FULL FORCE AND EFFECT

2.1. The bidder, by submitting its electronic bid, acknowledges that doing so carries the same force and full legal effect as a paper submission with a longhand (wet) signature.

2.2. By submitting an electronic bid, the bidder certifies that the bidder has thoroughly examined and understands the entire Contract Documents (which consist of the plans and specifications, drawings, forms, affidavits and the solicitation documents), and that by submitting the eBid as its bid proposal, the bidder acknowledges, agrees to and is bound by the entire Contract Documents, including any addenda issued thereto, and incorporated by reference in the Contract Documents.

2.3. The Bidder, by submitting its electronic bid, agrees to and certifies under penalty of perjury under the laws of the State of California, that the certification, forms and affidavits submitted as part of this bid are true and correct.

2.4. The Bidder agrees to the construction of the project as described in Attachment "A-Scope of Work" for the City of San Diego, in accordance with the requirements set forth herein for the electronically submitted prices. The Bidder guarantees the Contract Price for a period of 120 days (90 days for federally funded contracts and contracts valued at \$500,000 or less) from the date of Bid opening. The duration of the Contract Price guarantee shall be extended by the number of days required for the City to obtain all items necessary to fulfill all conditions precedent.

3. BIDS ARE PUBLIC RECORDS: Upon receipt by the City, Bids shall become public records subject to public disclosure. It is the responsibility of the respondent to clearly identify any confidential, proprietary, trade secret or otherwise legally privileged information contained within the Bid. General references to sections of the California Public Records Act (PRA) will not suffice. If the Contractor does not provide applicable case law that clearly establishes that the requested information is exempt from the disclosure requirements of the PRA, the City shall be free to release the information when required in accordance with the PRA, pursuant to any other applicable law, or by order of any court or government agency, and the Contractor will hold the City harmless for release of this information.

4. SUBCONTRACTING PARTICIPATION PERCENTAGES:

- 4.1. The City has incorporated voluntary subcontractor participation percentage to enhance competition and maximize subcontracting opportunities as follows.
- 4.2. The following voluntary subcontractor participation percentage for DBE, DVBE, WBE, MBE, SLBE, and ELBE certified Subcontractors shall apply to this contract:

**Total voluntary subcontractor participation percentage for this project is
25.6%.**

- 4.3. For additional Equal Opportunity Contracting Program requirements, see Attachment C.
- 4.4. To request a copy of the agenda on an alternative format, or to request a sign language or oral interpreter for this meeting, call the Public Works Contracts at (619) 533-3450 at least 5 Working Days prior to the Pre-Bid Meeting to ensure availability.

5. CONTRACTOR REGISTRATION AND ELECTRONIC REPORTING SYSTEM:

- 5.1. **Prior** to the Award of the Contract or each Task Order, you and your Subcontractors and Suppliers must register with the City's web-based vendor registration and bid management system. For additional information go to:

<http://www.sandiego.gov/purchasing/bids-contracts/vendorreg.shtml>.

- 5.2. The City may not award the contract until registration of all subcontractors and suppliers is complete. In the event this requirement is not met within the time frame specified in the Notice of Intent to Award letter, the City reserves the right to rescind the Notice of Award / Intent to Award and to make the award to the next responsive and responsible bidder / proposer.

- 6. **JOINT VENTURE CONTRACTORS:** Provide a copy of the Joint Venture agreement and the Joint Venture license to the City within 10 Working Days after receiving the Contract forms. See 2-1.1.2, "Joint Venture Contractors" in The WHITEBOOK for details.

- 7. **PREVAILING WAGE RATES:** Pursuant to San Diego Municipal Code section 22.3019, construction, alteration, demolition, repair and maintenance work performed under this Contract is subject to State prevailing wage laws. For construction work performed under this Contract cumulatively exceeding \$25,000 and for alteration, demolition, repair and maintenance work performed under this Contract cumulatively exceeding \$15,000, the Contractor and its subcontractors shall comply with State prevailing wage laws including, but not limited to, the requirements listed below.

- 7.1. **Compliance with Prevailing Wage Requirements.** Pursuant to sections 1720 through 1861 of the California Labor Code, the Contractor and its subcontractors shall ensure that all workers who perform work under this Contract are paid not less than the prevailing rate of per diem wages as determined by the Director of the California Department of Industrial Relations (DIR). This includes work performed during the design and preconstruction phases of construction including, but not limited to, inspection and land surveying work.

- 7.1.1.** Copies of such prevailing rate of per diem wages are on file at the City and are available for inspection to any interested party on request. Copies of the prevailing rate of per diem wages also may be found at <http://www.dir.ca.gov/OPRL/DPreWageDetermination.htm>. Contractor and its subcontractors shall post a copy of the prevailing rate of per diem wages determination at each job site and shall make them available to any interested party upon request.
- 7.1.2.** The wage rates determined by the DIR refer to expiration dates. If the published wage rate does not refer to a predetermined wage rate to be paid after the expiration date, then the published rate of wage shall be in effect for the life of this Contract. If the published wage rate refers to a predetermined wage rate to become effective upon expiration of the published wage rate and the predetermined wage rate is on file with the DIR, such predetermined wage rate shall become effective on the date following the expiration date and shall apply to this Contract in the same manner as if it had been published in said publication. If the predetermined wage rate refers to one or more additional expiration dates with additional predetermined wage rates, which expiration dates occur during the life of this Contract, each successive predetermined wage rate shall apply to this Contract on the date following the expiration date of the previous wage rate. If the last of such predetermined wage rates expires during the life of this Contract, such wage rate shall apply to the balance of the Contract.
- 7.2. Penalties for Violations.** Contractor and its subcontractors shall comply with California Labor Code section 1775 in the event a worker is paid less than the prevailing wage rate for the work or craft in which the worker is employed.
- 7.3. Payroll Records.** Contractor and its subcontractors shall comply with California Labor Code section 1776, which generally requires keeping accurate payroll records, verifying and certifying payroll records, and making them available for inspection. Contractor shall require its subcontractors to also comply with section 1776. Contractor and its subcontractors shall submit weekly certified payroll records online via the City's web-based Labor Compliance Program. Contractor is responsible for ensuring its subcontractors submit certified payroll records to the City.
- 7.3.1.** For contracts entered into on or after April 1, 2015, Contractor and their subcontractors shall furnish records specified in Labor Code section 1776 directly to the Labor Commissioner in the manner required by Labor Code section 1771.4.
- 7.4. Apprentices.** Contractor and its subcontractors shall comply with California Labor Code sections 1777.5, 1777.6 and 1777.7 concerning the employment and wages of apprentices. Contractor is held responsible for the compliance of their subcontractors with sections 1777.5, 1777.6 and 1777.7.
- 7.5. Working Hours.** Contractor and their subcontractors shall comply with California Labor Code sections 1810 through 1815, including but not limited to: (i) restrict working hours on public works contracts to eight hours a day and forty hours a

week, unless all hours worked in excess of 8 hours per day are compensated at not less than 1½ times the basic rate of pay; and (ii) specify penalties to be imposed on design professionals and subcontractors of \$25 per worker per day for each day the worker works more than 8 hours per day and 40 hours per week in violation of California Labor Code sections 1810 through 1815.

7.6. Required Provisions for Subcontracts. Contractor shall include at a minimum a copy of the following provisions in any contract they enter into with a subcontractor: California Labor Code sections 1771, 1771.1, 1775, 1776, 1777.5, 1810, 1813, 1815, 1860 and 1861.

7.7. Labor Code Section 1861 Certification. Contractor in accordance with California Labor Code section 3700 is required to secure the payment of compensation of its employees and by signing this Contract, Contractor certifies that “I am aware of the provisions of Section 3700 of the California Labor Code which require every employer to be insured against liability for workers’ compensation or to undertake self-insurance in accordance with the provisions of that code, and I will comply with such provisions before commencing the performance of the work of this Contract.”

7.8. Labor Compliance Program. The City has its own Labor Compliance Program authorized in August 2011 by the DIR. The City will withhold contract payments when payroll records are delinquent or deemed inadequate by the City or other governmental entity, or it has been established after an investigation by the City or other governmental entity that underpayment(s) have occurred. For questions or assistance, please contact the City of San Diego’s Equal Opportunity Contracting Department at 619-236-6000.

7.9. Contractor and Subcontractor Registration Requirements. This project is subject to compliance monitoring and enforcement by the DIR. As of March 1, 2015, no contractor or subcontractor may be listed on a bid or proposal for a public works project unless registered with the DIR pursuant to Labor Code section 1725.5. As of April 1, 2015, a contractor or subcontractor shall not be qualified to bid on, be listed in a bid proposal, or enter into any contract for public work, unless currently registered and qualified to perform public work pursuant to Labor Code section 1725.5. By submitting a bid or proposal to the City, Contractor is certifying that he or she has verified that all subcontractors used on this public work project are registered with the DIR in compliance with Labor Code sections 1771.1 and 1725.5, and Contractor shall provide proof of registration to the City upon request.

7.9.1. A Contractor’s inadvertent error in listing a subcontractor who is not registered pursuant to Labor Code section 1725.5 in response to a solicitation shall not be grounds for filing a bid protest or grounds for considering the bid non-responsive provided that any of the following apply: (1) the subcontractor is registered prior to bid opening; (2) within twenty-four hours after the bid opening, the subcontractor is registered and has paid the penalty registration fee specified in Labor Code section 1725.5; or (3) the subcontractor is replaced by another registered subcontractor pursuant to Public Contract Code section 4107.

8. INSURANCE REQUIREMENTS:

- 8.1. All certificates of insurance and endorsements required by the contract are to be provided upon issuance of the City’s Notice of Intent to Award letter.
- 8.2. Refer to sections 7-3, “LIABILITY INSURANCE”, and 7-4, “WORKERS’ COMPENSATION INSURANCE” of the Supplementary Special Provisions (SSP) for the insurance requirements which must be met.

9. REFERENCE STANDARDS: Except as otherwise noted or specified, the Work shall be completed in accordance with the following standards:

Title	Edition	Document Number
Standard Specifications for Public Works Construction (“The GREENBOOK”)	2012	PITS070112-01
City of San Diego Standard Specifications for Public Works Construction (“The WHITEBOOK”)*	2012	PITS070112-02
City of San Diego Standard Drawings*	2012	PITS070112-03
Caltrans Standard Specifications	2010	PITS070112-04
Caltrans Standard Plans	2010	PITS070112-05
California MUTCD	2012	PITS070112-06
City Standard Drawings - Updates Approved For Use (when specified)*	Varies	Varies
Standard Federal Equal Employment Opportunity Construction Contract Specifications and the Equal Opportunity Clause Dated 09-11-84	1984	769023
NOTE: *Available online under Engineering Documents and References at: http://www.sandiego.gov/publicworks/edocref/index.shtml		

- 10. **CITY’S RESPONSES AND ADDENDA:** The City, at its option, may respond to any or all questions submitted in writing via the City’s eBidding web site in the **form of an addendum**. No other responses to questions, oral or written shall be of any force or effect with respect to this solicitation. The changes to the Contract Documents through addendum are made effective as though originally issued with the Bid. The Bidders shall acknowledge the receipt of Addenda at the time of bid submission.
- 11. **CITY’S RIGHTS RESERVED:** The City reserves the right to cancel the Notice Inviting Bids at any time, and further reserves the right to reject submitted Bids, without giving any reason for such action, at its sole discretion and without liability. Costs incurred by the Bidder(s) as a result of preparing Bids under the Notice Inviting Bids shall be the sole responsibility of each bidder. The Notice Inviting Bids creates or imposes no obligation upon the City to enter a contract.
- 12. **CONTRACT PRICING FORMAT:** This solicitation is for a Lump Sum contract with Unit Price provisions as set forth herein.

- 12.1. Bids shall not contain any recapitulation of the Work. Conditional Bids will be rejected as being non-responsive. Alternative proposals will not be considered unless called for.
- 12.2. The Bidder agrees to the construction of **N. Torrey Pines Access Ramp**, for the City of San Diego, in accordance with these contract documents for the prices listed below. The Bidder guarantees the Contract Price for a period of 120 days (90 days for federally funded contracts and contracts valued at \$500,000 or less) from the date of Bid opening to Award of the Contract. The duration of the Contract Price guarantee shall be extended by the number of days required for the City to obtain all items necessary to fulfill all conditions precedent e.g., bond and insurance.
- 12.3. Unit prices shall be entered for all unit-price items. Unit prices shall not exceed two (2) decimal places. If the Unit prices entered exceeds two (2) decimal places, the City will only use the first two digits after the decimal points without rounding up or down.

13. SUBCONTRACTOR INFORMATION:

- 13.1. **LISTING OF SUBCONTRACTORS.** In accordance with the requirements provided in the "Subletting and Subcontracting Fair Practices Act" of the California Public Contract Code, the Bidder shall provide the NAME and ADDRESS of each Subcontractor who will perform work, labor, render services or who specially fabricates and installs a portion [type] of the work or improvement, in an amount in excess of 0.5% of the Contractor's total Bid. The Bidder shall also state within the description, whether the subcontractor is a **CONSTRUCTOR, CONSULTANT or SUPPLIER**. The Bidder shall further state within the description, the **PORTION** of the work which will be performed by each subcontractor under this Contract. The Contractor shall list only one Subcontractor for each portion of the Work. The **DOLLAR VALUE** of the total Bid to be performed shall be stated for all subcontractors listed. Failure to comply with this requirement may result in the Bid being rejected as **non-responsive** and ineligible for award. The Bidder's attention is directed to the Special Provisions - General; Paragraph 2-3 Subcontracts, which stipulates the percent of the Work to be performed with the Bidders' own forces. The Bidder shall list all SLBE, ELBE, DBE, DVBE, MBE, WBE, OBE, SDB, WoSB, HUBZone, and SDVOSB Subcontractors for which Bidders are seeking recognition towards achieving any mandatory, voluntary (or both) subcontracting participation goals.
- 13.2. **LISTING OF SUPPLIERS.** Any Bidder seeking the recognition of Suppliers of equipment, materials, or supplies obtained from third party Suppliers towards achieving any mandatory or voluntary (or both) subcontracting participation goals shall provide, at a minimum, the **NAME, LOCATION (CITY)** and the **DOLLAR VALUE** of each supplier. The Bidder will be credited up to 60% of the amount to be paid to the Suppliers for materials and supplies unless vendor manufactures or substantially alters materials and supplies, in which case, 100% will be credited. The Bidder is to indicate within the description whether the listed firm is a supplier or manufacturer. If no indication is provided, the listed firm will be credited at 60% of the listed dollar value for purposes of calculating the Subcontractor Participation Percentage.

- 13.3. LISTING OF SUBCONTRACTORS OR SUPPLIERS FOR ALTERNATES.** For subcontractors or suppliers to be used on additive or deductive alternate items, in addition to the above requirements, bidder shall further note "ALTERNATE" and alternate item number within the description.
- 14. SUBMITTAL OF "OR EQUAL" ITEMS:** See Section 4-1.6, "Trade Names or Equals" in The WHITEBOOK and as amended in the SSP.
- 15. AWARD PROCESS:**
- 15.1.** The Award of this contract is contingent upon the Contractor's compliance with all conditions precedent to Award.
- 15.2.** Upon acceptance of a Bid, the City will prepare contract documents for execution within approximately 21 days of the date of the Bid opening and award the Contract approximately within 7 days of receipt of properly executed Contract, bonds, and insurance documents.
- 15.3.** This contract will be deemed executed, and effective, only upon the signing of the Contract by the Mayor or designee of the City and approval as to form the City Attorney's Office.
- 15.4.** The low Bid will be determined by Base Bid alone.
- 15.5.** Once the low bid has been determined, the City may, at its sole discretion, award the contract for the Base bid alone
- 16. SUBCONTRACT LIMITATIONS:** The Bidder's attention is directed to Standard Specifications for Public Works Construction, Section 2-3, "SUBCONTRACTS" in The GREENBOOK and as amended in the SSP which requires the Contractor to self-perform not less than the specified amount. Failure to comply with this requirement shall render the bid **non-responsive** and ineligible for award.
- 17. AVAILABILITY OF PLANS AND SPECIFICATIONS:** Contract Documents may be obtained by visiting the City's website: <http://www.sandiego.gov/cip/>. Plans and Specifications for this contract are also available for review in the office of the City Clerk or Public Works Contracts.
- 18. SUBMISSION OF QUESTIONS:**
- 18.1.** The Director (or designee), of the Public Works Department is the officer responsible for opening, examining, and evaluating the competitive Bids submitted to the City for the acquisition, construction and completion of any public improvement except when otherwise set forth in these documents. All questions related to this solicitation shall be submitted to:
- Public Works Contracts
1010 Second Avenue, 14th Floor
San Diego, California, 92101
Attention: [Contract Specialist listed on the front cover hereof]

OR:

Email address of the Contract Specialist listed on the front cover hereof.

- 18.2. Questions received less than 14 days prior to the date for opening of Bids may not be considered.
 - 18.3. Clarifications deemed by the City to be material shall be issued by Addenda and uploaded to the City's online bidding service.
 - 18.4. Only questions answered by formal written addenda shall be binding. Oral and other interpretations or clarifications shall be without legal effect. It is the Bidder's responsibility to become informed of any Addenda that have been issued and to include all such information in its Bid.
19. **ONLY ONE BID PER CONTRACTOR SHALL BE ACCEPTED:** No person, firm, or corporation shall be allowed to make, file, or be interested in more than one (1) Bid for the same work unless alternate Bids are called for. A person, firm or corporation who has submitted a sub-proposal to a Bidder, or who has quoted prices on materials to a Bidder, is not hereby disqualified from submitting a sub-proposal or quoting prices to other Bidders or from submitting a Bid in its own behalf. Any Bidder who submits more than one bid will result in the rejection of all bids submitted.
20. **SAN DIEGO BUSINESS TAX CERTIFICATE:** The Contractor and Subcontractors, not already having a City of San Diego Business Tax Certificate for the work contemplated shall secure the appropriate certificate from the City Treasurer, Civic Center Plaza, first floor and submit to the Contract Specialist upon request or as specified in the Contract Documents. Tax Identification numbers for both the Bidder and the listed Subcontractors must be submitted on the City provided forms within these documents.
21. **BIDDER'S GUARANTEE OF GOOD FAITH (BID SECURITY):**
- 21.1. For bids \$250,000 and above, bidders shall submit Bid Security at bid time. Bid Security shall be in one of the following forms: a cashier's check, or a properly certified check upon some responsible bank; or an approved corporate surety bond payable to the City of San Diego for an amount of not less than 10% of the total bid amount.
 - 21.2. This check or bond, and the monies represented thereby, will be held by the City as a guarantee that the Bidder, if awarded the contract, will in good faith enter into the contract and furnish the required final performance and payment bonds.
 - 21.3. The Bidder agrees that in the event of the Bidder's failure to execute this contract and provide the required final bonds, the money represented by the cashier's or certified check will remain the property of the City; and the Surety agrees that it will pay to the City the damages, not exceeding the sum of 10% of the amount of the Bid, that the City may suffer as a result of such failure.
 - 21.4. At the time of bid submission, bidders must upload and submit an electronic PDF copy of the aforementioned bid security. Whether in the form of a cashier's check, a properly certified check or an approved corporate surety bond payable to the City of

San Diego, the bid security must be uploaded to the City's eBidding system. Within twenty-four (24) hours after the bid due date and time, the first five (5) apparent low bidders must provide the City with the original bid security.

- 21.5. Failure to submit the electronic version of the bid security at the time of bid submission AND failure to provide the original within twenty-four (24) hours may cause the bid to be rejected and deemed **non-responsive**.

22. **AWARD OF CONTRACT OR REJECTION OF BIDS:**

- 22.1. This contract may be awarded to the lowest responsible and reliable Bidder.
- 22.2. Bidders shall complete the entire Bid schedule (also referred to as "schedule of prices" or Proposal form). Incomplete price schedules may be rejected as being non-responsive.
- 22.3. The City reserves the right to reject any or all Bids, and to waive any informality or technicality in Bids received and any requirements of these specifications as to bidding procedure.
- 22.4. Bidders will not be released on account of their errors of judgment. Bidders may be released only upon receipt by the City from the Bidder within 3 Working Days, excluding Saturdays, Sundays, and state holidays, after the opening of Bids, of written notice which includes proof of honest, credible, clerical error of material nature, free from fraud or fraudulent intent, and of evidence that reasonable care was observed in the preparation of the Bid.
- 22.5. A bidder who is not selected for contract award may protest the award of a contract to another bidder by submitting a written protest in accordance with section 22.3017 of the San Diego Municipal Code.
- 22.6. The City of San Diego will not discriminate with regard to race, religious creed, color, national origin, ancestry, physical handicap, marital status, sex or age, in the award of contracts.
- 22.7. Each Bid package properly executed as required by these specifications shall constitute a firm offer, which may be accepted by the City within the time specified in the Proposal.
- 22.8. The City reserves the right to evaluate all Bids and determine the lowest Bidder on the basis of any proposed alternates, additive items or options as detailed herein.

23. **BID RESULTS:**

- 23.1. The availability of the bids on the City's eBidding system shall constitute the public announcement of the apparent low bidder. In the event that the apparent low bidder is subsequently deemed non-responsive or non-responsible, a notation of such will be made on the eBidding system. The new ranking and apparent low bidder will be adjusted accordingly.

23.2. To obtain Bid results, visit the City's eBidding site, request results via e-mail to the "City Contact" person listed in the title page of these documents, or via courier, personal delivery or U.S. Postal service delivery of a request for results accompanied by provide a self-addressed, stamped envelope, referencing bid number and bid tabulations will be mailed. Bid results cannot be given over the telephone.

24. THE CONTRACT:

24.1. The Bidder to whom award is made shall execute a written contract with the City of San Diego and furnish good and approved bonds and insurance certificates specified by the City within 14 days after receipt by Bidder of a form of contract for execution unless an extension of time is granted to the Bidder in writing.

24.2. If the Bidder takes longer than 14 days to fulfill these requirements, then the additional time taken shall be added to the Bid guarantee. The Contract shall be made in the form adopted by the City, which includes the provision that no claim or suit whatsoever shall be made or brought by Contractor against any officer, agent, or employee of the City for or on account of anything done or omitted to be done in connection with this contract, nor shall any such officer, agent, or employee be liable hereunder.

24.3. If the Bidder to whom the award is made fails to enter into the contract as herein provided, the award may be annulled and the Bidder's Guarantee of Good Faith will be subject to forfeiture. An award may be made to the next lowest responsible and reliable Bidder who shall fulfill every stipulation embraced herein as if it were the party to whom the first award was made.

24.4. Pursuant to the San Diego City Charter section 94, the City may only award a public works contract to the lowest responsible and reliable Bidder. The City will require the Apparent Low Bidder to (i) submit information to determine the Bidder's responsibility and reliability, (ii) execute the Contract in form provided by the City, and (iii) furnish good and approved bonds and insurance certificates specified by the City within 14 Days, unless otherwise approved by the City, in writing after the Bidder receives notification from the City, designating the Bidder as the Apparent Low Bidder and formally requesting the above mentioned items.

24.5. The award of the Contract is contingent upon the satisfactory completion of the above mentioned items and becomes effective upon the signing of the Contract by the Mayor or designee and approval as to form the City Attorney's Office. If the Apparent Low Bidder does not execute the Contract or submit required documents and information, the City may award the Contract to the next lowest responsible and reliable Bidder who shall fulfill every condition precedent to award. A corporation designated as the Apparent Low Bidder shall furnish evidence of its corporate existence and evidence that the officer signing the Contract and bond for the corporation is duly authorized to do so.

25. EXAMINATION OF PLANS, SPECIFICATIONS, AND SITE OF WORK: The Bidder shall examine carefully the Project Site, the Plans and Specifications, other materials as described in the Special Provisions, Section 2-7, and the proposal forms (e.g., Bidding Documents). The submission of a Bid shall be conclusive evidence that the Bidder has investigated and is satisfied as to the conditions to be encountered, as to the character,

quality, and scope of Work, the quantities of materials to be furnished, and as to the requirements of the Bidding Documents Proposal, Plans, and Specifications.

26. CITY STANDARD PROVISIONS: This contract is subject to the following standard provisions. See The WHITEBOOK for details.

26.1. The City of San Diego Resolution No. R-277952 adopted on May 20, 1991 for a Drug-Free Workplace.

26.2. The City of San Diego Resolution No. R-282153 adopted on June 14, 1993 related to the Americans with Disabilities Act.

26.3. The City of San Diego Municipal Code §22.3004 for Pledge of Compliance.

26.4. The City of San Diego's Labor Compliance Program and the State of California Labor Code §§1771.5(b) and 1776.

26.5. Sections 1777.5, 1777.6, and 1777.7 of the State of California Labor Code concerning the employment of apprentices by contractors and subcontractors performing public works contracts.

26.6. The City's Equal Benefits Ordinance (EBO), Chapter 2, Article 2, Division 43 of The San Diego Municipal Code (SDMC).

26.7. The City's Information Security Policy (ISP) as defined in the City's Administrative Regulation 90.63.

27. PRE-AWARD ACTIVITIES:

27.1. The contractor selected by the City to execute a contract for this Work shall submit the required documentation as specified in the herein and in the Notice of Award. Failure to provide the information as specified may result in the Bid being rejected as **non-responsive**.

27.2. The decision that bid is non-responsive for failure to provide the information required within the time specified shall be at the sole discretion of the City.

**CONTRACT AGREEMENT AND
PERFORMANCE BOND, LABOR AND MATERIALMEN'S BOND**

CONTRACT AGREEMENT

CONSTRUCTION CONTRACT

This contract is made and entered into between THE CITY OF SAN DIEGO, a municipal corporation, herein called "City", and DUWRIGHT CONSTRUCTION, INC., herein called "Contractor" for construction of **N. Torrey Pines Access Ramp**; Bid No. **L-16-1359-DBB-3-A**; in the amount of THREE HUNDRED FIFTY NINE THOUSAND EIGHT HUNDRED FIFTY FOUR DOLLARS 00/100 (\$359,854.00), which is comprised of the Base Bid alone.

IN CONSIDERATION of the payments to be made hereunder and the mutual undertakings of the parties hereto, City and Contractor agree as follows:

1. The following are incorporated into this contract as though fully set forth herein:
 - (a) The attached Faithful Performance and Payment Bonds.
 - (b) The attached Proposal included in the Bid documents by the Contractor.
 - (c) Reference Standards listed in the Instruction to Bidders and the Supplementary Special Provisions (SSP).
 - (d) That certain documents entitled **N. Torrey Pines Access Ramp**, on file in the office of the Public Works Department as Document No. **S-00935**, as well as all matters referenced therein.
2. The Contractor shall perform and be bound by all the terms and conditions of this contract and in strict conformity therewith shall perform and complete in a good and workmanlike manner **N. Torrey Pines Access Ramp**, Bid Number **L-16-1359-DBB-3-A**, San Diego, California.
3. For such performances, the City shall pay to Contractor the amounts set forth at the times and in the manner and with such additions or deductions as are provided for in this contract, and the Contractor shall accept such payment in full satisfaction of all claims incident to such performances.
4. No claim or suit whatsoever shall be made or brought by Contractor against any officer, agent, or employee of the City for or on account of anything done or omitted to be done in connection with this contract, nor shall any such officer, agent, or employee be liable hereunder.
5. This contract is effective as of the date that the Mayor or designee signs the agreement.

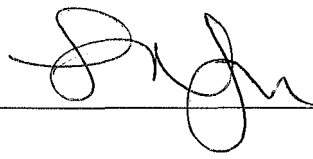
CONTRACT AGREEMENT (continued)

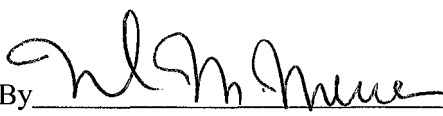
IN WITNESS WHEREOF, this Agreement is signed by the City of San Diego, acting by and through its Mayor or designee, pursuant to Municipal Code §22.3102 authorizing such execution.

THE CITY OF SAN DIEGO

APPROVED AS TO FORM

Jan I. Goldsmith, City Attorney

By 

By 

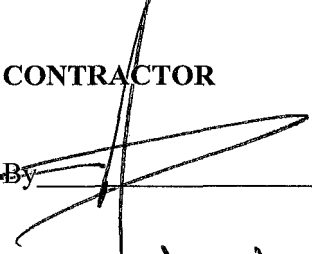
Print Name: Lisa Nguyen
Contract Specialist

Print Name: Mark W. Meier
Deputy City Attorney

Date: 3/1/16

Date: 3/8/16

CONTRACTOR

By 

Print Name: Joseph Pereira

Title: President

Date: 1/13/2016

To Acknowledge Attached Letter

City of San Diego License No.: B2008025769

State Contractor's License No.: 945172

DEPARTMENT OF INDUSTRIAL RELATIONS (DIR) REGISTRATION NUMBER: 1060004589

PERFORMANCE BOND, LABOR AND MATERIALMEN'S BOND

FAITHFUL PERFORMANCE BOND AND LABOR AND MATERIALMEN'S BOND:

DuWright Construction, Inc., a corporation, as principal, and
Hudson Insurance Company, a corporation authorized to do
business in the State of California, as Surety, hereby obligate themselves, their successors and
assigns, jointly and severally, to The City of San Diego a municipal corporation in the sum of
three-hundred and fifty-nine thousand eight-hundred and fifty-four (\$359,854.00) for the faithful performance of the
annexed contract, and in the sum of three-hundred and fifty-nine thousand eight-hundred and fifty-four (\$359,854.00) for the
benefit of laborers and materialmen designated below.

Conditions:

If the Principal shall faithfully perform the annexed contract **N. Torrey Pines Access Ramp**,
Bid Number **L-16-1359-DBB-3-A**, San Diego, California then the obligation herein with respect to a
faithful performance shall be void; otherwise it shall remain in full force.

If the Principal shall promptly pay all persons, firms and corporations furnishing materials for
or performing labor in the execution of this contract, and shall pay all amounts due under the
California Unemployment Insurance Act then the obligation herein with respect to laborers and
materialmen shall be void; otherwise it shall remain in full force.

The obligation herein with respect to laborers and materialmen shall inure to the benefit of all
persons, firms and corporations entitled to file claims under the provisions of Article 2. Claimants,
(iii) public works of improvement commencing with Civil Code Section 9100 of the Civil Code of the
State of California.

Changes in the terms of the annexed contract or specifications accompanying same or
referred to therein shall not affect the Surety's obligation on this bond, and the Surety hereby waives
notice of same.

PERFORMANCE BOND, LABOR AND MATERIALMEN'S BOND (continued)

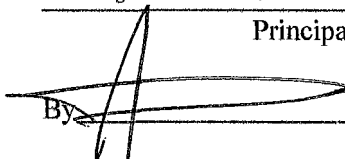
The Surety shall pay reasonable attorney's fees should suit be brought to enforce the provisions of this bond.

Dated January 11th, 2016

Approved as to Form

DuWright Construction, Inc.

Principal

By 

Joseph Pereira, president

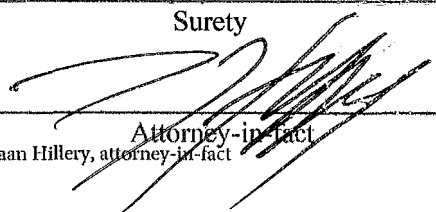
Printed Name of Person Signing for Principal

Jan I. Goldsmith, City Attorney

By 
Deputy City Attorney

Hudson Insurance Company

Surety

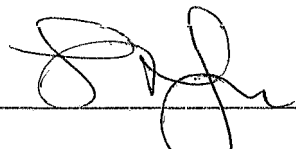
By 

Canaan Hillery, attorney-in-fact

23901 Calabasas Rd Suite 1085

Local Address of Surety

Approved:

By: 
Print Name: Lisa Nguyen
Contract Specialist

Calabasas CA 91302

Local Address (City, State) of Surety

818-449-3111

Local Telephone No. of Surety

Premium \$ 8,197.00

Bond No. 10035189



POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That HUDSON INSURANCE COMPANY, a corporation of the State of Delaware, with offices at 100 William Street, New York, New York, 10038, has made, constituted and appointed, and by these presents, does make, constitute and appoint

Canaan Hillery
of the State of CA

its true and lawful Attorney(s)-in-Fact, at New York, New York, each of them alone to have full power to act without the other or others, to make, execute and deliver on its behalf, as Surety, bonds and undertakings given for any and all purposes, also to execute and deliver on its behalf as aforesaid renewals, extensions, agreements, waivers, consents or stipulations relating to such bonds or undertakings provided, however, that no single bond or undertaking shall obligate said Company for any portion of the penal sum thereof in excess of the sum of

Three Hundred Fifty Nine Thousand Eight Hundred Fifty Four Dollars (\$359,854.00)

Such bonds and undertakings when duly executed by said Attorney(s)-in-Fact, shall be binding upon said Company as fully and to the same extent as if signed by the President of said Company under its corporate seal attested by its Secretary.

In Witness Whereof, HUDSON INSURANCE COMPANY has caused these presents to be of its Executive Vice President thereunto duly authorized, on this 31st day of October, 2013 at New York, New York.

HUDSON INSURANCE COMPANY

By Christopher T. Suarez
Executive Vice President

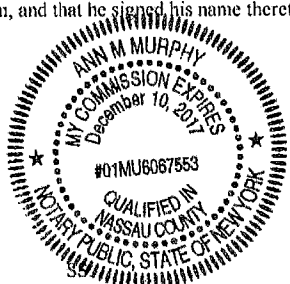
SEAL 1918
Dina Daskalakis
Corporate Secretary

Dina Daskalakis (handwritten signature)

STATE OF NEW YORK
COUNTY OF NEW YORK. SS.

On the 31st day of October, 2013 before me personally came Christopher T. Suarez to me known, who being by me duly sworn did depose and say that he is an Executive Vice President of HUDSON INSURANCE COMPANY, the corporation described herein and which executed the above instrument, that he knows the seal of said Corporation, that the seal affixed to said instrument is such corporate seal, that it was so affixed by order of the Board of Directors of said Corporation, and that he signed his name thereto by like order.

(Notarial Seal)



ANN M. MURPHY
Notary Public, State of New York
No. 01MU6067553
Qualified in Nassau County
Commission Expires December 10, 2017

STATE OF NEW YORK
COUNTY OF NEW YORK

CERTIFICATION

The undersigned Dina Daskalakis hereby certifies:

That the original resolution, of which the following is a true and correct copy, was duly adopted by unanimous written consent of the Board of Directors of Hudson Insurance Company dated July 27th, 2007, and has not since been revoked, amended or modified:

"RESOLVED, that the President, the Executive Vice Presidents, the Senior Vice Presidents and the Vice Presidents shall have the authority and discretion, to appoint such agent or agents, or attorney or attorneys-in-fact, for the purpose of carrying on this Company's surety business, and to empower such agent or agents, or attorney or attorneys-in-fact, to execute and deliver, under this Company's seal or otherwise, bonds obligations, and recognizances, whether made by this Company as surety thereon or otherwise, indemnity contracts, contracts and certificates, and any and all other contracts and undertakings made in the course of this Company's surety business, and renewals, extensions, agreements, waivers, consents or stipulations regarding undertakings so made; and

FURTHER RESOVLED, that the signature of any such Officer of the Company and the Company's seal may be affixed by facsimile to any power of attorney or certification given for the execution of any bond, undertaking, recognizance, contract of indemnity or other written obligation in the nature thereof or related thereto, such signature and seal when so used whether heretofore or hereafter, being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed."

THAT the above and foregoing is a full, true and correct copy of Power of Attorney issued by said Company, and of the whole of the original and that the said Power of Attorney is still in full force and effect and has not been revoked, and furthermore that the Resolution of the Board of Directors, set forth in the said Power of Attorney is now in force.

Witness the hand of the undersigned and the seal of said Corporation this 11th day of January, 2016

SEAL 1918

Dina Daskalakis (handwritten signature)
Dina Daskalakis, Corporate Secretary

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

CIVIL CODE § 1189

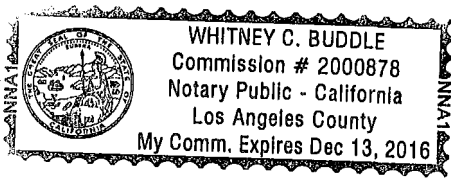
A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of LOS ANGELES)
On JAN. 11, 2016 before me, WHITNEY C. BUDDLE, NOTARY PUBLIC,
Date Here Insert Name and Title of the Officer
personally appeared CANAAN HILLERY
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature [Handwritten Signature]
Signature of Notary Public

Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document
Title or Type of Document: PERFORMANCE BOND Document Date: 1/11/2016
Number of Pages: 3 Signer(s) Other Than Named Above: NONE

Capacity(ies) Claimed by Signer(s)
Signer's Name: CANAAN HILLERY
 Corporate Officer — Title(s): _____
 Partner — Limited General
 Individual Attorney in Fact
 Trustee Guardian or Conservator
 Other: _____
Signer Is Representing: _____

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

CIVIL CODE § 1189

State of California

County of San Diego

On Jan 13, 2016 before me, Dayna Cristina
Date Here Insert Name and Title of the Officer

personally appeared Joseph Pereira
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature: Dayna Cristina
Signature of Notary Public

Place Notary Seal Above

OPTIONAL

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.

Description of Attached Document

Title or Type of Document: Performance bond

Document Date: _____ Number of Pages: _____

Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____ Signer's Name: _____

Corporate Officer — Title(s): _____ Corporate Officer — Title(s): _____

Individual Individual

Partner — Limited General Partner — Limited General

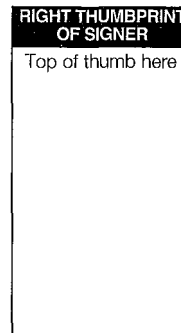
Attorney in Fact Attorney in Fact

Trustee Trustee

Guardian or Conservator Guardian or Conservator

Other: _____ Other: _____

Signer Is Representing: _____ Signer Is Representing: _____



ATTACHMENTS

ATTACHMENT A
SCOPE OF WORK

SCOPE OF WORK

1. **SCOPE OF WORK:** Remove and replace the existing beach access ramp under North Torrey Pines Road; re-grade adjacent portions of the existing sidewalk; re-stack existing rip rap adjacent to sidewalk.
 - 1.1. The Work shall be performed in accordance with:
 - 1.1.1. The Notice Inviting Bids and Plans numbered **37930-1-D** through **37930-7-D**, inclusive.
2. **CONSTRUCTION COST:** The City's estimated construction cost for this contract is **\$444,000.00**
3. **LOCATION OF WORK:** The location of the Work is as follows:

See the location map attached.
4. **CONTRACT TIME:** The Contract Time for completion of the Work shall be **22 Working Days**.
5. **CONTRACTOR'S LICENSE CLASSIFICATION:** In accordance with the provisions of California Law, the Contractor shall possess valid appropriate license(s) at the time that the Bid is submitted. Failure to possess the specified license(s) shall render the Bid as **non-responsive** and shall act as a bar to award of the Contract to any Bidder not possessing required license(s) at the time of Bid.
 - 5.1. The City has determined the following licensing classification for this contract:
 - CLASS A

ATTACHMENT B
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ATTACHMENT C
EQUAL OPPORTUNITY CONTRACTING PROGRAM

EQUAL OPPORTUNITY CONTRACTING PROGRAM REQUIREMENTS

1. To The WHITEBOOK, Chapter 10, Sections D and E, DELETE each in its entirety, and SUBSTITUTE with the following:

D. CITY'S EQUAL OPPORTUNITY COMMITMENT.

1. Nondiscrimination in Contracting Ordinance.

1. The Contractor, Subcontractors and Suppliers shall comply with requirements of the City's Nondiscrimination in Contracting Ordinance, San Diego Municipal Code §§22.3501 through 22.3517.

The Contractor shall not discriminate on the basis of race, gender, religion, national origin, ethnicity, sexual orientation, age, or disability in the solicitation, selection, hiring, or treatment of subcontractors, vendors, or suppliers. The Contractor shall provide equal opportunity for subcontractors to participate in subcontracting opportunities. The Contractor understands and agrees that violation of this clause shall be considered a material breach of the contract and may result in contract termination, debarment, or other sanctions.

The Contractor shall include the foregoing clause in all contracts between the Contractor and Subcontractors and Suppliers.

2. Disclosure of Discrimination Complaints. As part of its Bid or Proposal, the Bidder shall provide to the City a list of all instances within the past 10 years where a complaint was filed or pending against Bidder in a legal or administrative proceeding alleging that Bidder discriminated against its employees, subcontractors, vendors, or suppliers, and a description of the status or resolution of that complaint, including any remedial action taken.
3. Upon the City's request, the Contractor agrees to provide to the City, within 60 days, a truthful and complete list of the names of all Subcontractors and Suppliers that the Contractor has used in the past 5 years on any of its contracts that were undertaken within San Diego County, including the total dollar amount paid by the Contractor for each subcontract or supply contract.
4. The Contractor further agrees to fully cooperate in any investigation conducted by the City pursuant to the City's Nondiscrimination in Contracting Ordinance, Municipal Code §§22.3501 through 22.3517. The Contractor understands and agrees that violation of this clause shall be considered a material breach of the Contract and may result in remedies being ordered against the Contractor up to and including

contract termination, debarment and other sanctions for violation of the provisions of the Nondiscrimination in Contracting Ordinance. The Contractor further understands and agrees that the procedures, remedies and sanctions provided for in the Nondiscrimination in Contracting Ordinance apply only to violations of the Ordinance.

E. EQUAL EMPLOYMENT OPPORTUNITY OUTREACH PROGRAM.

1. The Contractor, Subcontractors and Suppliers shall comply with the City's Equal Employment Opportunity Outreach Program, San Diego Municipal Code §§22.2701 through 22.2707.

The Contractor shall not discriminate against any employee or applicant for employment on any basis prohibited by law. Contractor shall provide equal opportunity in all employment practices. Prime Contractor shall ensure their subcontractors comply with this program. Nothing in this section shall be interpreted to hold a prime contractor liable for any discriminatory practice of its subcontractors.

The Contractor shall include the foregoing clause in all contracts between the Contractor and Subcontractors and Suppliers.

2. If the Contract is competitively solicited, the selected Bidder shall submit a Work Force Report (Form BB05), within 10 Working Days after receipt by the Bidder of Contract forms to the City for approval as specified in the Notice of Intent to Award letter from the City.
3. If a Work Force Report is submitted, and the City determines there are under-representations when compared to County Labor Force Availability data, the selected Bidder shall submit an Equal Employment Opportunity Plan.
4. If the selected Bidder submits an Equal Employment Opportunity Plan, it shall include the following assurances:
 1. The Contractor shall maintain a working environment free of discrimination, harassment, intimidation and coercion at all sites and in all facilities at which the Contractor's employees are assigned to work.
 2. The Contractor reviews its EEO Policy, at least annually, with all on-site supervisors involved in employment decisions.
 3. The Contractor disseminates and reviews its EEO Policy with all employees at least once a year, posts the policy statement and EEO posters on all company bulletin boards and job sites, and documents every dissemination, review and posting with a written record to identify the time, place, employees present, subject matter, and disposition of meetings.

4. The Contractor reviews, at least annually, all supervisors' adherence to and performance under the EEO Policy and maintains written documentation of these reviews.
5. The Contractor discusses its EEO Policy Statement with subcontractors with whom it anticipates doing business, includes the EEO Policy Statement in its subcontracts, and provides such documentation to the City upon request.
6. The Contractor documents and maintains a record of all bid solicitations and outreach efforts to and from subcontractors, contractor associations and other business associations.
7. The Contractor disseminates its EEO Policy externally through various media, including the media of people of color and women, in advertisements to recruit, maintains files documenting these efforts, and provides copies of these advertisements to the City upon request.
8. The Contractor disseminates its EEO Policy to union and community organizations.
9. The Contractor provides immediate written notification to the City when any union referral process has impeded the Contractor's efforts to maintain its EEO Policy.
10. The Contractor maintains a current list of recruitment sources, including those outreaching to people of color and women, and provides written notification of employment opportunities to these recruitment sources with a record of the organizations' responses.
11. The Contractor maintains a current file of names, addresses and phone numbers of each walk-in applicant, including people of color and women, and referrals from unions, recruitment sources, or community organizations with a description of the employment action taken.
12. The Contractor encourages all present employees, including people of color and women employees, to recruit others.
13. The Contractor maintains all employment selection process information with records of all tests and other selection criteria.
14. The Contractor develops and maintains documentation for on-the-job training opportunities, participates in training programs, or both for all of its employees, including people of color and women, and establishes apprenticeship, trainee, and upgrade programs relevant to the Contractor's employment needs.

15. The Contractor conducts, at least annually, an inventory and evaluation of all employees for promotional opportunities and encourages all employees to seek and prepare appropriately for such opportunities.
16. The Contractor ensures the company's working environment and activities are non-segregated except for providing separate or single-user toilets and necessary changing facilities to assure privacy between the sexes.

ATTACHMENT D
INTENTIONALLY LEFT BLANK

ATTACHMENT E
SUPPLEMENTARY SPECIAL PROVISIONS

SUPPLEMENTARY SPECIAL PROVISIONS

The following Supplementary Special Provisions (SSP) modifies the following documents:

- 1) Standard Specifications for Public Works Construction (The GREENBOOK) currently in effect.
 - 2) The City of San Diego Standard Specifications for Public Works Construction (The WHITEBOOK).
-

SECTION 1 – TERMS, DEFINITIONS, ABBREVIATIONS, UNITS OF MEASURE, AND SYMBOLS

1-2 TERMS AND DEFINITIONS.

Normal Working Hours. To the City Supplement, ADD the following:

The Normal Working Hours are 8:30 AM to 3:30 PM.

SECTION 2 - SCOPE AND CONTROL OF WORK

2-3.2 Self Performance. DELETE in its entirety and SUBSTITUTE with the following:

1. You must perform, with your own organization, Contract work amounting to at least 50% of the base bid alone or base bid and any additive or deductive alternate(s) that together when added or deducted form the basis of award.
2. The self performance percentage requirement will be waived for contracts when a “B” License is required or allowed.

2-5.3.1 General. To the City Supplement, ADD the following

7. For products for which an AML is available, products listed in the AML shall be used. A submittal review will be conducted for products not identified on an AML on a case-by-case basis when:
 - a) The product type or category is not in the AML.
 - b) The AML does not list at least two available manufacturers of the product.

- c) The material or manufacturer listed in the AML is no longer available. Documentation to substantiate the product is no longer available or in production is required as part of the submittal.

In the case of conducting a submittal review when required by the Plans or Special Provisions, or when requested by the Engineer, all submittals shall be accompanied by the City's submittal form.

The Product Submittal Form is available for download at:

<http://www.sandiego.gov/publicworks/edocref/index.shtml>

2-7

SUBSURFACE DATA. ADD the following:

4. In preparation of the Contract Documents, the designer has relied upon the following reports of explorations and tests of subsurface conditions at the Work Site:
 1. Foundation and Materials Report dated March 23, 2000 by Agra Earth & Environmental.
5. The report(s) listed above is(are) available for review by contacting the Contract Specialist or visiting:

<ftp://ftp.sannet.gov/OUT/ECP/ROWD-Bridges/North%20Torrey%20Pines%20Road%20Bridge/N.%20Torrey%20Plans%20and%20Specifications/Geotech%20Report/>

2-9.1

Permanent Survey Markers. To the City Supplement, DELETE in its entirety and SUBSTITUTE with the following:

Pursuant to Division 3, Chapter 15 of the Business and Professions Code, the Contractor shall not disturb survey monuments that "control the location of subdivisions, tracts, boundaries, roads, streets, or highways, or provide horizontal or vertical survey control" until they have been tied out by a Registered Land Surveyor or Registered Civil Engineer authorized to practice land surveying within the State of California.

Monument Preservation will be performed by City Public Works Field Engineering Division (PW-FED) Field Survey Section on all Projects, unless permission is obtained for these services in writing by PW-FED.

The Contractor shall submit to the Engineer a minimum of 7 Days prior to the start of the Work a list of controlling survey monuments which may be disturbed. The Agency (or the owner on a Private Contract) will:

- a) set survey points outside the affected work area that reference and locate each controlling survey monument that may be disturbed,
- b) file a Corner Record or Record of Survey with the County Surveyor after setting the survey points to be used for re-establishment of the disturbed controlling survey monuments, and

- c) file a Corner Record of Record of Survey with the County Surveyor after re-establishment of the disturbed controlling survey monuments.

SECTION 4 - CONTROL OF MATERIALS

4-1.3.6 Preapproved Materials. To the City Supplement, ADD the following:

3. You shall submit in writing a list of all products to be incorporated in the Work that are on the AML.

4-1.6 Trade Names or Equals. ADD the following:

You must submit your list of proposed substitutions for “an equal” (“or equal”) item(s) **no less than 15 Working Days prior to Bid due date** and on the City’s Product Submittal Form available at.

<http://www.sandiego.gov/publicworks/edocref/index.shtml>

SECTION 6 - PROSECUTION, PROGRESS AND ACCEPTANCE OF WORK

6-2.1 Moratoriums. To the City Supplement, ADD the following:

Do not work in the areas where there is currently a moratorium issued by the City. The areas subject to moratorium are listed here:

- a) N. Torrey Pines State Beach from 5/25/2015 to 9/7/2015 (inclusive).

6-7.1 General. To the City Supplement, ADD the following:

5. For Water projects where shutdowns of 16 inch and larger pipes are required, there is a shutdown moratorium from May until October. Contractor shall plan and schedule work accordingly. No additional payment or working days will be granted for delays due to this moratorium.
6. 30 Working days for full depth asphalt final mill and resurfacing work required per SDG-107.

SECTION 7 - RESPONSIBILITIES OF THE CONTRACTOR

7-3 LIABILITY INSURANCE. DELETE in its entirety and SUBSTITUTE with the following:

The insurance provisions herein must not be construed to limit your indemnity obligations contained in the Contract.

7-3.1 Policies and Procedures.

1. You must procure the insurance described below, at its sole cost and expense, to provide coverage against claims for loss including injuries to persons or damage to property, which may arise out of or in connection with

the performance of the Work by you, your agents, representatives, officers, employees or Subcontractors.

2. Insurance coverage for property damage resulting from your operations is on a replacement cost valuation. The market value will not be accepted.
3. You must maintain this insurance for the duration of this contract and at all times thereafter when you are correcting, removing, or replacing Work in accordance with this contract. Your liabilities under the Contract, e.g., your indemnity obligations, is not deemed limited to the insurance coverage required by this contract.
4. Payment for insurance is included in the various items of Work as bid by you, and except as specifically agreed to by the City in writing, you are not entitled to any additional payment. Do not begin any work under this contract until you have provided and the City has approved all required insurance.
5. Policies of insurance must provide that the City is entitled to 30 days (10 days for cancellation due to non-payment of premium) prior written notice of cancellation or non-renewal of the policy. Maintenance of specified insurance coverage is a material element of the Contract. Your failure to maintain or renew coverage or to provide evidence of renewal during the term of the Contract may be treated by the City as a material breach of the Contract.

7-3.2 Types of Insurance.

7-3.2.1 Commercial General Liability Insurance.

1. Commercial General Liability Insurance must be written on the current version of the ISO Occurrence form CG 00 01 07 98 or an equivalent form providing coverage at least as broad.
2. The policy must cover liability arising from premises and operations, XCU (explosions, underground, and collapse), independent contractors, products/completed operations, personal injury and advertising injury, bodily injury, property damage, and liability assumed under an insured's contract (including the tort liability of another assumed in a business contract).
3. There must be no endorsement or modification limiting the scope of coverage for either "insured vs. insured" claims or contractual liability. You must maintain the same or equivalent insurance for at least 10 years following completion of the Work.
4. All costs of defense must be outside the policy limits. Policy coverage must be in liability limits of not less than the following:

<u>General Annual Aggregate Limit</u>	<u>Limits of Liability</u>
Other than Products/Completed Operations	\$2,000,000
Products/Completed Operations Aggregate Limit	\$2,000,000

Personal Injury Limit	\$1,000,000
Each Occurrence	\$1,000,000

7-3.2.2 Commercial Automobile Liability Insurance.

1. You must provide a policy or policies of Commercial Automobile Liability Insurance written on the current version of the ISO form CA 00 01 12 90 or later version or equivalent form providing coverage at least as broad in the amount of \$1,000,000 combined single limit per accident, covering bodily injury and property damage for owned, non-owned, and hired automobiles (“Any Auto”).
2. All costs of defense must be outside the limits of the policy.

7-3.3 Rating Requirements. Except for the State Compensation Insurance Fund, all insurance required by this contract as described herein must be carried only by responsible insurance companies with a rating of, or equivalent to, at least “A-, VI” by A.M. Best Company, that are authorized by the California Insurance Commissioner to do business in the State, and that have been approved by the City.

7-3.3.1 Non-Admitted Carriers. The City will accept insurance provided by non-admitted, “surplus lines” carriers only if the carrier is authorized to do business in the State and is included on the List of Approved Surplus Lines Insurers (LASLI list).

All policies of insurance carried by non-admitted carriers must be subject to all of the requirements for policies of insurance provided by admitted carriers described herein.

7-3.4 Evidence of Insurance. Furnish to the City documents e.g., certificates of insurance and endorsements evidencing the insurance required herein, and furnish renewal documentation prior to expiration of this insurance. Each required document must be signed by the insurer or a person authorized by the insurer to bind coverage on its behalf. We reserve the right to require complete, certified copies of all insurance policies required herein.

7-3.5 Policy Endorsements.

7-3.5.1 Commercial General Liability Insurance

7-3.5.1.1 Additional Insured.

- a) You must provide at your expense policy endorsement written on the current version of the ISO Occurrence form CG 20 10 11 85 or an equivalent form providing coverage at least as broad.
- b) To the fullest extent allowed by law e.g., California Insurance Code §11580.04, the policy must be endorsed to include the City and its respective elected officials, officers, employees, agents, and representatives as additional insured.
- c) The additional insured coverage for projects for which the Engineer’s Estimate is \$1,000,000 or more must include liability arising out of: (a)

Ongoing operations performed by you or on your behalf, (b) your products, (c) your work, e.g., your completed operations performed by you or on your behalf, or (d) premises owned, leased, controlled, or used by you.

- d) The additional insured coverage for projects for which the Engineer's Estimate is less than \$1,000,000 must include liability arising out of: (a) Ongoing operations performed by you or on your behalf, (b) your products, or (c) premises owned, leased, controlled, or used by you.

7-3.5.1.2 Primary and Non-Contributory Coverage. The policy must be endorsed to provide that the coverage with respect to operations, including the completed operations, if appropriate, of the Named Insured is primary to any insurance or self-insurance of the City and its elected officials, officers, employees, agents and representatives. Further, it must provide that any insurance maintained by the City and its elected officials, officers, employees, agents and representatives must be in excess of your insurance and must not contribute to it.

7-3.5.1.3 Project General Aggregate Limit.

The policy or policies must be endorsed to provide a Designated Construction Project General Aggregate Limit that will apply only to the Work. Only claims payments which arise from the Work must reduce the Designated Construction Project General Aggregate Limit. The Designated Construction Project General Aggregate Limit must be in addition to the aggregate limit provided for the products-completed operations hazard.

7-3.5.2 Commercial Automobile Liability Insurance.

7-3.5.2.1 Additional Insured. Unless the policy or policies of Commercial Auto Liability Insurance are written on an ISO form CA 00 01 12 90 or a later version of this form or equivalent form providing coverage at least as broad, the policy must be endorsed to include the City and its respective elected officials, officers, employees, agents, and representatives as additional insured, with respect to liability arising out of automobiles owned, leased, hired or borrowed by you or on your behalf. This endorsement is limited to the obligations permitted by California Insurance Code §11580.04.

7-3.6 Deductibles and Self-Insured Retentions. You must pay for all deductibles and self-insured retentions. You must disclose deductibles and self-insured retentions to the City at the time the evidence of insurance is provided.

7-3.7 Reservation of Rights. The City reserves the right, from time to time, to review your insurance coverage, limits, deductibles and self-insured retentions to determine if they are acceptable to the City. The City will reimburse you, without overhead, profit, or any other markup, for the cost of additional premium for any coverage requested by the Engineer but not required by this contract.

7-3.8 Notice of Changes to Insurance. You must notify the City 30 days prior to any material change to the policies of insurance provided under this contract.

7-3.9 **Excess Insurance.** Policies providing excess coverage must follow the form of the primary policy or policies e.g., all endorsements.

7-4 **WORKERS' COMPENSATION INSURANCE.** DELETE in its entirety and SUBSTITUTE with the following:

7-4.1 **Workers' Compensation Insurance and Employers Liability Insurance.**

1. In accordance with the provisions of §3700 of the California Labor Code, you must provide at your expense Workers' Compensation Insurance and Employers Liability Insurance to protect you against all claims under applicable state workers compensation laws. The City, its elected officials, and employees will not be responsible for any claims in law or equity occasioned by your failure to comply with the requirements of this section.

2. Limits for this insurance must be not less than the following:

<u>Workers' Compensation</u>	<u>Statutory Employers Liability</u>
Bodily Injury by Accident	\$1,000,000 each accident
Bodily Injury by Disease	\$1,000,000 each employee
Bodily Injury by Disease	\$1,000,000 policy limit

3. By signing and returning the Contract you certify that you are aware of the provisions of §3700 of the Labor Code which require every employer to be insured against liability for worker's compensation or to undertake self-insurance in accordance with the provisions of that code and you must comply with such provisions before commencing the Work as required by §1861 of the California Labor Code.

7-4.1.1 **Waiver of Subrogation.**

The policy or policies must be endorsed to provide that the insurer will waive all rights of subrogation against the City, and its respective elected officials, officers, employees, agents, and representatives for losses paid under the terms of the policy or policies and which arise from work performed by the Named Insured for the City.

7-4.1.2 **Workers' Compensation Insurance for Work In, Over, or Alongside Navigable Waters.** In addition to the Workers' Compensation Insurance required under the General Conditions of this contract, the Contractor must provide additional insurance coverage for claims brought under the Longshore and Harbor Workers' Compensation Act, the Jones Act, general maritime law, and any other federal or state laws, resulting from the Contractor's work in, over, or alongside navigable waters.

7-5 **PERMITS, FEES, AND NOTICES.** To the City Supplement, ADD the following:

The City will obtain, at no cost to the Contractor; the following permits:

1. Coastal Commission Permit

7-10.5.3 Steel Plate Covers. Table 7-10.5.3(A), REVISE the plate thickness for 5'-3" trench width to read 1 3/4".

7-15 INDEMNIFICATION AND HOLD HARMLESS AGREEMENT. To the City Supplement, fourth paragraph, last sentence, DELETE in its entirety and SUBSTITUTE with the following:

Your duty to indemnify and hold harmless does not include any claims or liability arising from the established active or sole negligence, or willful misconduct of the City, its officers, or employees.

7-16 COMMUNITY LIAISON. To the City Supplement, DELETE in its entirety and SUBSTITUTE with the following:

ADD:

7-16 COMMUNITY OUTREACH.

7-16.1 General.

1. To ensure consistency with the City's community outreach plan for the project, the City will work with you to inform the public (which includes, but is not limited to, property owners, renters, homeowners, business owners, recreational users, and other community members and stakeholders) of construction impacts. Efforts by you to mitigate construction impacts by communicating with the public require close coordination and cooperation with the City.
2. You shall perform the community outreach activities required throughout the Contract Time. You shall assign a staff member who will perform the required community outreach services.
3. You shall closely coordinate the Work with the businesses, institutions, residents and property owners impacted by the Project.

Your example duties include notifying businesses, institutions, and residents of the commencement of construction activities not less than 5 days in advance, coordinating access for vehicular and pedestrian traffic to businesses, institutions, and residences impacted by the Project, reporting activities at all Project progress meetings scheduled by the Engineer, attending the Project Pre-construction Meeting, attending 2 community meetings, responding to community questions and complaints related to your activities, and documenting, in writing, as well as logging in all inquiries and complaints received into the City's Public Contact Log located on the City's SDSshare site:

<http://sdshare/forums/ecp/PITS/picr/Lists/Public%20Contact%20Log/AllItems.aspx>.

4. You shall execute the Information Security Policy Acknowledgement Form - For Non-City Employees within 15 days of the award of the Contract if:

- a) Your contact information is made available on any outreach materials or;
- b) You will be the primary point of contact to resolve project related inquiries and complaints.

5. Electronic Communication.

All inquiries and complaints will be logged in to the City's SDSHare site within 24 hours of receipt of inquiries and complaints.

Any updates or a resolution of inquiries, and complaints shall be documented in the City's SDSHare site within 24 hours.

Copies of email communications shall be saved, individually, on to the City's SDSHare site as an Outlook Message Format (*.msg).

All graphics, photos, and other electronic files associated with the inquiries and or complaints shall be saved into the individual record.

7-16.1.1 Quality Assurance.

- 1. During the course of community outreach, you shall ensure that the character of all persons that conduct community outreach (distributing door hangers, attending community meetings, interacting with the public, etc.) on your behalf shall:
 - a. Have the ability to speak and comprehend English and/or Spanish, as appropriate for the community or public they are informing,
 - b. Possess and display easily verifiable and readable personal identification that identifies the person as your employee,
 - c. Have the interpersonal skills to effectively, professionally, and tactfully represent you, the project, and the City to the public.

7-16.1.2 Submittals.

- 1. You shall submit to the Resident Engineer, for review and approval, all drafts of letters, notices, postcards, door hangers, signs, mailing lists, proposed addresses for hand-delivery, and any other notices and letters that are to be mailed and or distributed to the public.
 - a. Prior to distributing or mailing, you shall submit final drafts of letters, notices, postcards, door hangers, signs, and any other notices and letters to the Resident Engineer for final review and approval. Submit a PDF copy of the approved door hangers to the Engineer.
 - b. After distributing or mailing, you shall submit verification of delivery and any copies of returned notices to the Resident Engineer.

Submit a PDF copy of the approved letters and notices to the Engineer.

2. You shall use the City's SDSShare site to identify and summarize communications (via phone, in person, and email) with the public within 24 hours of receipt, even if your response to the individual is still incomplete. You shall upload to the City's SDSShare site copies of all written, electronic, and verbal communications and conversations with the public.

7-16.2 Community Outreach Services.

7-16.2.1 Public Notice by Contractor.

1. Post Project Identification Signs in accordance with section 7-10.6.2
2. Notify businesses, institutions, property owners, residents or any other impacted stakeholders, within a minimum 300 feet radius of the Project, of construction activities and utility service interruptions not less than 5 days in advance.
3. Furnish and distribute public notices in the form of door hangers using the City's format to all occupants and/or property owners along streets:
 - a. Where Work is to be performed at least 5 days before starting construction or survey activities or impacting the community as approved by the Resident Engineer.
 - b. Within 5 days of the completion of your construction activities where work was performed, you shall distribute public notices in the form of door hangers, which outlines the anticipated dates of Asphalt Resurfacing or Slurry Seal.
 - c. No less than 48 hours in advance and no more than 72 hours in advance of the scheduled resurfacing.
4. Leave the door hanger notices on or at the front door of each dwelling and apartment unit and at each tenant of commercial buildings abutting each of the street block segments. Where the front doors of apartment units are inaccessible, distribute the door hanger notices to the apartment manager or security officer.
5. Door Hanger Material: You shall use Blanks/USA brand, Item Number DHJ5B6WH, 1 1/4" Holes (removed), 2-up Jumbo Door Hanger in Bristol White, or approved equal.
6. Mailed Notice Material: You shall use Cougar by Domtar, Item Number 2834 or approved equal.
7. For all Work on private property, contact each owner and occupant individually a minimum of 15 days prior to the Work. If the Work has been

delayed, re-notify owners and occupants of the new Work schedule, as directed by the Resident Engineer.

8. A sample of public notices is included in the Contract Appendix.

7-16.2.2 Communications with the Public.

1. Coordinate access for vehicular and pedestrian traffic to businesses, institutions and residences impacted by the Project.
2. You shall provide updates on construction impacts to the Resident Engineer. You shall notify the Resident Engineer in advance about time-sensitive construction impacts and may be required to distribute construction impact notices to the public on short notice.
3. You shall incorporate community outreach activities related to construction impacts in the baseline schedule and update the Resident Engineer with each week's submittal of the Three-Week Look Ahead Schedule.
4. At the request of the Resident Engineer, you shall attend and participate in project briefings at community meetings.
5. You shall coordinate with the Resident Engineer on all responses and actions taken to address public inquiries and complaints within 24-hours that they are received.

7-16.2.3 Communications with Media.

1. The City may allow members of the media access to its construction site(s) on a case-by-case basis only.
2. Occasionally, members of the media may show up at construction sites, uninvited. Members of the media (including, but not limited to newspaper, magazine, radio, television, bloggers, and videographers) do not have the legal right to be in the construction site without the City's permission.
3. In the event media representatives arrive near or on the construction site(s), you shall keep them off the site(s), in a courteous and professional manner, until a Public Information Officer is available to meet them at an approved location.
4. You shall report all members of the media visits to the Resident Engineer as quickly as possible, so that the City's Public Information Officer can meet with the members of the media at the construction site(s).
5. If the City allows members of the media to access a construction site, you shall allow the City to escort the media representatives while they are on the construction site and shall ensure their safety.
6. You shall require media representatives to sign in and out of the Site Visitor Log and to use Personal Protective Equipment.

7. You have a right to speak to members of the media about your company and its role on the project. All other questions shall be referred to the City.

7-20 ELECTRONIC COMMUNICATION. ADD the following:

Virtual Project Manager will be used on this contract.

SECTION 9 - MEASUREMENT AND PAYMENT

9-3.2.5 Withholding of Payment. To the City Supplement, item i), DELETE in its entirety and SUBSTITUTE with the following:

- i) Your failure to comply with 7-2.3, "PAYROLL RECORDS" and 2-16, "CONTRACTOR REGISTRATION AND ELECTRONIC REPORTING SYSTEM."

ADD:

9-3.7 Compensation Adjustments for Price Index Fluctuations. This Contract is not subject to the provisions of The WHITEBOOK for Compensation Adjustments for Price Index Fluctuations for the paving asphalt.

SECTION 200 – ROCK MATERIALS

200-1.6.1 General, ADD the following:

The provisions in the Whitebook for this section shall not apply.

200-1.6.2 Grading Requirements. ADD the following:

Cobblestone shall not be used. Stone removed within the excavation limits that meets the requirements for riprap may be used as stone for riprap.

Gradation for ½ ton class stone for riprap shall conform to the following:

Rock Size	Percentage Larger Than
1 Ton	0 – 5
½ Ton	50 – 100
¼ Ton	95 – 100

SECTION 201 – CONCRETE, MORTAR AND RELATED MATERIALS

201-1.1.1 General, ADD the following:

All concrete shall conform to one of the special exposure mixes for the severe exposure level in 201-1.1.3.

201-1.2.1 Portland Cement. ADD the following:

The provisions in the Whitebook for this section shall not apply.

ADD:

201-2.2.1 Reinforcing Steel, DELETE in its entirety and SUBSTITUTE with the following:

Reinforcing steel shall have a minimum yield strength of 60,000 psi. Reinforcing steel shall conform to one of the following:

1. ASTM A 615
2. ASTM A 706
3. ASTM A 1035

Reinforcing steel conforming to ASTM A 615 or ASTM A 706 shall be epoxy-coated prefabricated reinforced steel.

Steel bending processes shall conform to the requirements of the manual of standard practice of the concrete reinforcing institute. Bending or straightening shall be accomplished so that the steel will not be damaged.

Kinked bars shall not be used.

ADD:

201-2.5 EPOXY-COATED PREFABRICATED REINFORCING STEEL

201-2.5.1 General. Reinforcing steel shall be prefabricated then epoxy-coated in conformance with ASTM A 934. Coating must be purple or gray. Material stored to be covered for UV protection.

201-2.5.2 Submittals. Submit a certificate of compliance for each shipment of epoxy-coated reinforcing steel that the coated reinforcing steel complies with ASTM A 934. Include with the submittal all certifications specified in ASTM A 934. Perform qualifications testing and certification required by ASTM A 934 at an authorized laboratory.

Submit a certification of compliance for the patching material that includes a certification that the patching material is compatible with the epoxy powder to be used. Instead of providing a certification for the patching material, you may identify on the container that the patching material is compatible with the epoxy powder to be used.

201-2.5.3 Samples for Testing. Furnish two 30-inch-long test samples of each size from each shipment to the job site of epoxy-coated prefabricated reinforcing steel. Securely bundle and package the 2 test samples in a way that preserves their condition during transportation. Attach a completed sample identification card to the test samples. Test samples must comply with the requirements for coating thickness and coating adhesion specified in ASTM A 934. If both test samples comply with the requirements, all epoxy-coated reinforcing steel represented by the test is accepted. If both test samples do not comply with the requirements, 1 additional test will be performed on the reinforcing steel of the same size from the same shipment. This

additional test consists of testing 2 test samples, randomly selected by the engineer. If both additional test samples do not comply with the specified requirements, all epoxy-coated reinforcing steel represented by the test is rejected.

SECTION 206 – MISCELLANEOUS METAL ITEMS

206-5.1 Metal Railings. ADD the following:

Stainless steel railing material shall be welded or seamless stainless steel pipe conforming to one of the following alloys:

1. 2205
2. 317LMN
3. 904L

Other alloys with similar pitting resistance equivalent numbers and yield strengths may be proposed. Alloys 304, 304L, 316, and 316L are not allowed.

SECTION 212 - LANDSCAPE AND IRRIGATION MATERIALS

ADD:

212-3.2.2.3

Trench Marker Tape. To the City Supplement, DELETE in its entirety and SUBSTITUTE with the following:

- a) Trench marker tape shall be 6" wide and consist of a minimum 5.0 mil, five-ply 100% virgin polyethylene which is acid, alkaline and corrosion resistant. Elongation properties and tensile strength of not less than 7,800 psi shall be in accordance with ASTM D882-80A. The trench marker tape for water lines shall have a minimum 20 gauge solid aluminum foil core, adhered to a 2.55 mil polyethylene backing.
- b) Tape color and legend shall be placed beneath the top protective layer subject to the following:
 1. Blue with "Caution Potable Water Line Buried Below" for Water mainlines and over pipe sleeves.
 2. Purple with "Caution Recycled/Reclaimed Water Line Buried Below" for recycled water irrigation mainlines.
 3. Red with "Caution Electric Line Buried Below" for electrical lines servicing the irrigation system, including, but not limited to, 110/220v power to irrigation controllers and pumps, communication cables and irrigation direct burial control wires to remote control valves.
 4. Green with "Caution Sewer Line Buried Below" for Sewer mainlines and over pipe sleeves.

SECTION 300 – EARTHWORK

300-1.4 Payment. To the City Supplement, paragraph (2), DELETE in its entirety and SUBSTITUTE with the following:

2. Payment for existing pavement removal and disposal of up to 12” thick, within the excavation e.g., trench limits, shall be included in the Bid item for installation of the mains or the Work item that requires pavement removal.

300-3.1 General. ADD the following:

Difficult excavation shall be anticipated due to the presence of buried stone, cobbles, and riprap, as well as tidal flows, wave action, and dewatering.

The following may be substituted for structure backfill: plain concrete; crushed aggregate base; lean concrete base; cement treated base; or previous backfill. The contractor may propose other methods and materials that provide equal support for the ramp as approved by the engineer.

Surrounding beach sand disturbed by construction shall have holes filled and any mounds flattened upon completion of construction.

300-3.6 Payment. ADD the following:

Payment for any temporary shoring, cofferdams, or removal of buried stone, cobbles, and riprap, and for excavation required for riprap placement shall be included in the price bid for structure construction.

Re-grading of any beach sand shall be considered as included in the unit price paid for structure

300-11.2 Placing Stone. ADD the following:

The provisions in the Whitebook for this section shall not apply.

300-11.4 Measurement and Payment. DELETE in its entirety and SUBSTITUTE with the following:

Stone and stonework for riprap will be measured and paid for per cubic yard of stone in place.

SECTION 303 – CONCRETE AND MASONRY CONSTRUCTION

303-1.1 General. ADD the following:

All concrete shall be colored concrete produced by Method B (integral color) in conformance with 303-7. Colored concrete shall match the adjacent existing colored concrete and shall be San Diego Buff 5237 by Davis Colors or equal.

Prepare a test panel of 4-feet by 8-feet by 4-inches at a location determined by the engineer. The test panel shall incorporate the proposed colored concrete, groove

pattern, and curing methods to the satisfaction of the engineer. Dispose of the test panel when directed by the engineer.

303-1.7.1 General. ADD the following:

All metal supports, spacers, chairs, hangers, and tie wire shall be coated with a dielectric material such as an epoxy-coated or plastic coated material compatible with the concrete.

ADD:

303-1.7.5 Epoxy-Coated Prefabricated Reinforcing Steel

Do not bend epoxy-coated prefabricated bar or wire reinforcing steel after coating application. Job site practices must comply with sections X2.3.1 through X2.3.15 of appendix X2 of ASTM A 934, except replace the term “should” with the term “shall”.

303-1.8.4 Consolidating. ADD the following:

Conform to the provisions in 303-1.7.5 when consolidation concrete around epoxy-coated prefabricated reinforcing steel.

303-1.9.1 General. ADD the following:

Finish the top surface with grooves as shown using an appropriate grooving tool. Top surfaces not receiving grooves shall receive a heavy transverse broom finish.

303-1.11 Payment. ADD the following:

Payment for integral color, and the construction and disposal of test panels shall be included in the price bid for structural concrete.

Payment for all work involved with coating, fabricating, and placing epoxy-coated reinforcing steel as specified shall be included in the price bid for reinforcing steel. No allowance will be made for the weight of epoxy-coated when computing the weight of reinforcing steel for payment.

303-7.1 General. ADD the following:

Colored concrete shall match the adjacent existing colored concrete surface.

SECTION 304 – METAL FABRICATION AND CONSTRUCTION

304-2.1.2 Fabrication. DELETE in its entirety and SUBSTITUTE with the following:

Welding shall conform to the requirements of the “Structural Welding Code – Stainless Steel” AWS D1.6 for stainless steel. All exposed welds shall be ground flush with adjacent surfaces.

Railing panels shall be straight and true to dimensions. Adjacent railing panels shall align with each other with a variation not to exceed 1/16 inch. Joints shall be matchmarked.

Surfaces of stainless steel railing components and welds shall be polished to a No. 4 finish with a surface roughness of 25 micro-inches or less. Finish grain orientation on the completed railing shall be vertical.

304-2.1.3 Installation. ADD the following:

Remove existing galvanized steel railing at the locations shown. At galvanized steel locations that have been cut that are to remain in place, grind flush with adjacent surfaces and repair the damaged galvanized surfaces under section 210-3.5. Final finish should be similar in color to the existing rail.

Non-shrink grout for setting posts shall be color matched to the surrounding concrete.

SECTION 703 – ENCOUNTERING OR RELEASING HAZARDOUS SUBSTANCES

703-20 Payment. To the City Supplement, Item 1, DELETE in its entirety and SUBSTITUTE with the following:

1. Payment for waste management shall be included in the applicable Bid items as follows:
 - a) Preparation of Hazardous Waste Management Plan and Reporting (LS).
 - b) Monitoring, Testing, Sampling, Site Storage, and Handling of Soils Containing RCRA Hazardous Waste (TON).
 - c) Loading, Transportation, and Disposal of soils containing RCRA Hazardous Waste (TON).
 - d) Monitoring of Petroleum Contaminated Soil (HR).
 - e) Testing, Sampling, Site Storage and Handling of Petroleum Contaminated Soil (TON).
 - f) Loading, Transportation, and Disposal of Petroleum Contaminated Soil (TON).
 - g) Monitoring, Testing, Sampling Site Storage and Handling of Soils Containing Non-RCRA Hazardous Waste (TON).
 - h) Loading, Transportation, and Disposal of Soils Containing Non-RCRA Hazardous Waste (TON).
 - i) Testing, Sampling, Site Storage, Handling, Transportation, and Disposal of Containerized RCRA Hazardous Waste (55 Gal DRUMS).

- j) Testing, Sampling, Site Storage, Handling, Transportation, and Disposal of Containerized Non-RCRA Hazardous Waste (55 Gal DRUMS).
- k) Testing, Sampling, Site Storage, Handling, Transportation and Recycling/Disposal of Universal Waste (EACH).
- l) Testing, Sampling, Site Storage, Handling, Transportation and Recycling/Disposal of Regulated Waste (TON).
- m) Testing, Sampling, Site Storage, Handling, Transportation, and Disposal of RCRA Hazardous Waste contamination from the treatment of contaminated ground water (GAL).
- n) Testing, Sampling, Site Storage, Handling, Transportation, and Disposal of Non-RCRA Hazardous Waste contamination from the treatment of contaminated ground water (GAL).

SECTION 705 – WATER DISCHARGES

705-2.2 Permits. DELETE in its entirety and SUBSTITUTE with the following:

The contractor shall obtain permit from Public Utilities-Wasterwater section for discharging into sewer system as outlined in the Public Utilities-Wasterwater section policy for ground water discharges attached to the contract. Contractor to obtain any necessary permits from regulatory agencies, if applicable, for disposal of water.

705-2.5 Dewatering Operation. DELETE Note (2) in its entirety and SUBSTITUTE with the following:

The dewatering system shall be placed into operation prior to excavation below ground water level to lower the ground water level and shall operate as required until structures have been constructed and fill materials have been placed and dewatering is no longer required.

705-2.6.1 General. Paragraph (3), CORRECT reference to Section 803 to read “Section 703.”

705-2.6.3 Community Health and Safety Plan. To the City Supplement, DELETE in its entirety and SUBSTITUTE with the following:

See 703-2, “Community Health and Safety Plan.”

705-2.7 Payment. DELETE in its entirety and SUBSTITUTE with the following:

Payment for all work involved with dewatering including but not limited to preparing dewatering plans, dewatering permit and discharge fees, shoring and excavation, sheet piling, seal course, dewatering operation, monitoring, and testing shall be included in the price bid for dewatering.

SECTION 707 – RESOURCE DISCOVERIES

ADD:

707-1.1

Environmental Document. The City of San Diego Environmental Analysis Section (EAS) of the Development Services Department has prepared a Mitigated Negative Declaration for the North Torrey Road Bridge Replacement Project, DEP No. LDR No. 98-0335, as referenced in the Contract Appendix. You must comply with all requirements of the Mitigated Negative Declaration as set forth in the Contract Appendix A.

Compliance with the City's environmental document is included in the various Bid items, unless a bid item has been provided.

END OF SUPPLEMENTARY SPECIAL PROVISIONS (SSP)

SUPPLEMENTARY SPECIAL PROVISIONS

APPENDICES

APPENDIX A
MITIGATED NEGATIVE DECLARATION



Land Development
Review Division
(619) 445-5460

Addendum to a Mitigated Negative Declaration

LDR No. 98-0335
Addendum to MND No. 98-0335

SUBJECT: NORTH TORREY PINES ROAD BRIDGE REPLACEMENT PROJECT.
CITY COUNCIL APPROVAL TO ACCEPT FEDERAL FUNDS, RELEASE of FUNDS for CONSTRUCTION, and SENSITIVE COASTAL RESOURCE PERMIT (LDR No. 93-0420) for City of San Diego Capital Improvement Project 53-050.0 to demolish and reconstruct the existing North Torrey Pines Road Bridge over Los Penasquitos Creek (Bridge 57C-206). The site is located in the Torrey Pines Community on North Torrey Pines Road extending from 721 feet south to 910 feet north of the bridge. The replacement project would raise the height of the bridge up to two feet, widen the bridge by approximately 21 20 feet, lengthen the bridge by approximately 35 feet, widen the road by up to 28 feet for approximately 200 lineal feet north of the bridge and up to 12 feet south of the bridge, and raise the elevation of the road a maximum of three feet north of the bridge and three feet south of the bridge. Parklands of the Torrey Pines State Reserve surround the site. Applicant: City of San Diego Engineering and Capital Improvements Projects Department.

I. PROJECT DESCRIPTION:

Proposed Project

The proposed project consists of two basic components: (1) the phased demolition and replacement of an existing bridge over the mouth of the Los Penasquitos Lagoon and (2) improvements to North Torrey Pines Road for the necessary roadway transitions to the north and south of the new bridge. Other related improvements will consist of: (1) improvements to the existing pedestrian/vehicular path under the bridge, (2) construction of bus stops on the east and west side of North Torrey Pines Road, north of the bridge, along with sidewalks connecting to the path under the bridge, and (3) drainage improvements. An extensive landscaping program would be also be completed.

The project has been redesigned to include minor changes; however, the basic elements of the proposed project remain unaffected by the proposed changes. The changes which have taken place are related to several factors. One of the major contributing factors was the reconfiguration of the proposed bus stops and sidewalks. In order to allow buses to serve the bus stops without impeding traffic flow, pull-outs were provided. The addition of these pull-outs caused the edge of pavement to move further out than originally anticipated. This in turned caused the sidewalks to be redesigned. As indicated on Figure A.1.b, the redesign moved the disturbance footprint on the west side as much as 20 feet further than with original project proposal. However, this redesign of the sidewalk yielded several benefits. Most importantly, it significantly reduced the retaining walls needed to construct the sidewalk from 250 linear feet to 70 linear feet and reduced the average wall height from about ten feet to about five feet. In addition, the sidewalk would be separated from the roadway by a landscaped slope. As illustrated on Figure A.1.b, the relocation of the bus stop on the east side would expand the disturbance area by

as much as 18 feet near the bus stop, but would reduce the disturbance area near the abutment by as much as 10 feet. The sidewalk will be as much as 15 feet closer to the roadway near the abutment. The 40 foot-long skewed retaining wall would be replaced by a 30 foot-long abutment retaining wall running parallel to the roadway.

In order to improve the roadway transition, widening of North Torrey Pines Road to the north of the bridge has been extended approximately 200 additional feet. This extension has resulted in additional disturbance areas on the east side as illustrated in Figure A.1.a.

In addition, changes in the pavement area along the entire length of the project have been made to accommodate a new centerline assumption. As a result, the disturbance area to the south of the bridge would extend as much as five feet further to the east (Figure A.1.c and d). The new roadway alignment to the south of the bridge necessitates extending the original retaining walls for another 260 feet. The exposed face of the extended retaining wall section is about three feet. In addition, the type of retaining wall has changed. The retaining walls would now consist of a tiered wall designed to minimize footing excavation requirements and allow room for landscaping. The lower retaining wall would have an exposed face of rough textured shotcrete and have a sandy coloration. The upper retaining wall would have a rust-colored hue that mimics the geologic formations. The landscaping would consist of native coastal scrub intermixed with native plants and shrubs.

The aerial footprint of the bridge moved approximately two feet to the east due to relocation of the centerline of the road from that assumed in the previous project proposal. In addition, the overall width of the bridge has been reduced by approximately one foot.

Additional drainage improvements are included in the updated project proposal. The storm drain along the affected segment of North Torrey Pines Road, south of the bridge, would be equipped with a sedimentation basin. Rip rap would be placed at the discharge point of this drain to reduce runoff velocities and minimize erosion. The rip rap would be located above the mean high tide line of the lagoon.

Lastly, the disturbance area associated with improving the pathway under the bridge increased in order to accommodate recent American Disabilities Act (ADA) requirements. A section of existing sidewalk to the east needs to be removed and replaced to achieve the required maximum slope gradient. This additional disturbance area is not depicted on Figure A.1.b because it would not affect unimproved areas. This is the only proposed improvement which occurs outside the roadway right-of-way.

Environmental Issues

This section evaluates the environmental impacts of the minor changes which have occurred with the analysis and conclusions contained in the Final Mitigated Negative Declaration (FMND No. 98-0335).

LAND USE

The design changes would not result in new land use impacts or increase the severity of those addressed in the FMND.

Local and State Planning Policies

The revised project design would not change the overall nature of the project. Thus, no new conflicts with land use policies or a substantial increase in the severity of impacts discussed in the FMND would occur. As with the original project, the revised project would not result in any significant land use policy impacts.

The improvements would continue to implement the roadway classification contained in the Transportation Element of the Torrey Pines Community Plan. The project would also continue to comply with the Resource Management and Open Space Element which seeks to preserve and enhance the Los Peñasquitos Lagoon.

State Park Land

While the changes would increase the footprint of the roadway improvements and associated manufactured slopes, the increased footprint would not result in any substantially greater impacts to the Torrey Pines State Park. As with the original project, the improvements would not have a significant impact on the State Park.

Although the sidewalk to the redesigned bus stop on the west side of North Torrey Pines Road would extend further into the State Park than the previous plan, it would remain within the existing fill area that presently supports North Torrey Pines Road. Consequently, it would not reduce the adjacent beach area. Similarly, the expanded footprint to the bus stop on the east side of the road would affect an area which is not presently used by park visitors nor is it planned for future use.

As with the extended footprint for the easterly bus stop, the additional disturbance footprint on the east side due the further extension of North Torrey Pines Road to the north would encroach into an area which is not currently used or planned for recreational use.

The expanded disturbance area on the east side of the roadway, south of the bridge, would also not represent a substantial additional impact to the State Park. At its widest point, the additional encroachment would be five feet and would be limited to the existing fill supporting the roadway. No encroachment into the lagoon area would occur.

BIOLOGICAL RESOURCES

The changes in the proposed project would not result in any new significant biological impacts or a substantial increase in the severity of the impacts identified in the FMND. As with the proposed project, the mitigation measures identified in the FMND would reduce biological impacts of the revised project to below a level of significance.

The original Biological Assessment prepared for the FMND was revised on December 28, 2000 to evaluate the potential impacts associated with the revised project as well as respond to comments made by the United States Fish and Wildlife Service (USFWS) and Federal Highway Administration during a subsequent Section 7 Consultation process. The evaluation was based on the disturbance changes depicted on Figures A.1.a through

A.1.d. In addition, it reflects the request of the USFWS to reclassify the area on the east side of the road, north of the bridge, from ruderal to Diegan coastal sage scrub. The updated Biological Assessment also includes a resurvey of the coastal sage scrub habitat for the presence of the endangered coastal California gnatcatcher which was suspected to occur in the project area in the original Biological Assessment. The new survey concluded that the coastal California gnatcatcher does not occur in the project area and, thus, would not be impacted by the project. A copy of the revised Biological Assessment is on file at the City of San Diego, Development Services Department.

The most notable change in biological resource impacts related to the revised project would occur with Diegan coastal sage scrub. Overall, the revised project would impact 1.78 acres of Diegan Coastal Scrub which is 1.18 acres greater than the 0.6 acres of impact assumed in the FMND. Much of the additional impact was related to the change in classification requested by the USFWS rather than the expanded disturbance area. Although this does represent an increase in the severity of the impact to this habitat type, the increase is not considered substantial because the overall loss would still be less than two acres. Furthermore, the impacted habitat is not high quality and is isolated from large areas of coastal sage scrub. As the City has already purchased the equivalent of 2.3 acres of coastal sage scrub mitigation credits for the proposed project, the 1.78-acre compensation requirement, at a 1:1 mitigation ratio, has already been achieved. This fact, in combination with the proposed landscaping with coastal sage scrub species, would reduce impacts of the revised project on coastal sage scrub to below a level of significance.

The additional disturbance area on the east side of the roadway, south of the bridge, would not result in any increase in the loss of native vegetation or wildlife disturbance. As indicated earlier, the increased disturbance area would be limited to the existing roadway fill, and would not extend into native habitat or below the mean high tide line. The energy dissipator to be installed at the discharge point of the existing storm drain would also not impact native habitat, and would reduce an ongoing erosion problem.

The revised Biological Assessment concluded that 0.31 acres of beach area would be impacted. This represents a 0.1-acre increase over that assumed by the FMND. However, since the additional impact would be small and the impacted area lies mostly beneath the bridge, the increased impact on beach area is not considered substantial, and no mitigation would be required.

The redesign of the sidewalk and bus stop on the west side of the road would extend the disturbance farther than assumed by the December 2000 study but would still occur within the disturbance area assumed by the FMND. Furthermore, the impacted area remains classified as ruderal habitat associated with the existing roadway fill.

The expanded footprint on the east side of the roadway, north of the bridge, would result in additional impacts to Diegan coastal sage scrub as the additional grading at the far north end would extend beyond the temporary staging area evaluated in the FMND. This additional impact would be somewhat reduced by the reduced footprint illustrated on Figure A.1.b. The balance of the expanded disturbance area would lie within the staging area impacts already considered in the FMND.

The movement of the bridge structure two feet to the east would not increase the impacts of the bridge structure due to the small shift which would occur, and the fact that the overall bridge width has been reduced by one foot.

Lastly, the changes in the disturbance area would not change the conclusions of the FMND with respect to construction noise impacts on wildlife. With the exception of the 200 lineal-foot extension to the north, the footprint from a construction noise perspective would be unchanged. Although the extension of the roadway to the north would shift the noise contours slightly to the north, the shift would not be significant. The major influence on the noise contour is pile-driving associated with the bridge. However, the project design has been revised to reduce the number of pylons required for the bridge from eight to four. This revision would thus reduce noise impacts related to the pile-driving activity. Paving equipment operating on the extended roadway area would not represent a major contributor to overall construction noise.

CULTURAL RESOURCES

As no cultural resources occur in the area of the increased footprint of the roadway improvements and associated manufactured slopes, the revised project would not have a significant impact on cultural resources.

GEOLOGY/SOILS

Geology constraints associated with developing the revised project would not be substantially different than those addressed in the FMND, as the improvements would be exposed to essentially the same geologic conditions. As with the original project, potential geologic hazards would be reduced to below a level of significance through standard engineering design based on conclusions of final geologic investigations associated with the project.

HAZARDOUS MATERIALS

As no hazardous materials occur within the area of the expanded footprints, potential impacts would continue to be considered not significant, as concluded in the FMND.

TRAFFIC CIRCULATION

The revised project would not result in any new traffic impacts nor would it substantially increase the severity of impacts identified in the FMND. The overall lane configuration of the bridge and bridge approaches would remain the same as would occur under the original plans.

NOISE

The revised project would not result in any new noise impacts on humans or wildlife nor would it substantially increase the severity of impacts identified in the FMND.

The impacts on humans would not be substantially increased. Although the 200 lineal-foot extension of the roadway transition on the north side of the bridge would bring construction closer to residences which lie to the north, the construction noise impact

would not be substantially increased. As indicated earlier, the primary source of objectionable construction noise would be the pile-driving area which would not be changed with the revised project. However, the reduction from eight pylons to four pylons would reduce noise impacts related to pile-driving activity.

Potential wildlife impacts of changed noise patterns are addressed in the earlier discussion of biological resources.

As the proposed changes would not alter the anticipated future traffic volumes, the revised project would not change the conclusions of the FMND with respect to traffic noise impacts on residential and recreation areas.

PALEONTOLOGICAL RESOURCES

As no significant paleontological resources exist within the project area, the conclusion of the FMND that the project would not have a significant impact on paleontological resources remains unaltered by the revised project.

HYDROLOGY/WATER QUALITY

The revised project would not result in new hydrology/water quality impacts or a substantial increase in the severity of those addressed in the FMND.

Runoff from the revised project would be essentially the same as assumed by the FMND. With the exception of the bus stop pull-outs, the paved area remains essentially the same as the original plans. The additional runoff from the pull-outs would be insignificant.

As the bridge structure would be essentially unchanged, the effect of the bridge on the tidal exchange in the lagoon would be the same as addressed in the FMND. The FMND concluded that the bridge would not have a significant impact on the lagoon and associated tidal flow.

The inclusion of a sedimentation basin and the addition of rip rap to the discharge point of the storm drain north of the bridge would actually reduce the water quality impacts associated with the original project. This fact, combined with adherence to the Storm Water Pollution Prevention Plan required to be prepared and implemented, would reduce water quality impacts to below a level of significance.

VISUAL QUALITY

The revised project would not result in new visual quality impacts nor would it result in a substantial increase in the severity of those addressed in the FMND.

As the bridge would be essentially unchanged from the original plans, the visual impacts of the bridge would remain insignificant as concluded in the FMND.

While retaining walls would extend approximately 260 feet further on the east side of the road, south of the bridge, the visual impact would be reduced by the design of the walls and proposed landscaping. As discussed earlier, the wall would employ a shotcrete-type construction which would exhibit sandy and rust-hued colors. In addition, it would be

planted with native and naturalized landscaping to soften the appearance and blend with the surrounding area. Consequently, the visual impacts would remain insignificant.

Changes in the grading footprints on the east side of the roadway, north of the bridge, would not represent a substantial increase in visual impacts. As noted earlier, the roadway is already on an elevated fill. Consequently, manufactured slopes are already associated with roadway. Once landscaped, the new slopes would actually be more visually attractive due to the more diverse native vegetation.

LANDFORM ALTERATION

As indicated in the FMND, the project area does not possess any significant landform features. Thus, the expanded disturbance area would not result in any significant landform impacts. Furthermore, as stated earlier, the manufactured slopes would reflect the existing roadway fill and would be landscaped with a more naturally-appearing vegetation.

SHORT-TERM CONSTRUCTION IMPACTS

The minor changes associated with the revised project would not result in any new construction impacts nor would they substantially increase the severity of impacts identified in the FMND. Short-term visual impacts related to construction would remain insignificant. Disruption of recreational activities would still occur, and would be reduced to below a level of significance by implementation of the traffic and pedestrian control plans discussed in the FMND.

II. ENVIRONMENTAL SETTING: See attached Initial Study.

III. DETERMINATION:

The City of San Diego previously prepared a Mitigated Negative Declaration (98-0335) for the project as described in the attached Initial Study.

Based upon a review of the current project, it has been determined that:

- a. There are no new significant environmental impacts not considered for the previous Mitigated Negative Declaration;
- b. No substantial changes have occurred with respect to the circumstances under which the project is undertaken; and
- c. There is no new information of substantial importance to the project.

Therefore, in accordance with Section 15164 of the State CEQA Guidelines an addendum shall be prepared. No public review of the addendum is required (per MC 69.0208(C)).

IV. MITIGATION, MONITORING AND REPORTING PROGRAM:

The following mitigation measures were included in the previous Mitigated Negative Declaration and have been incorporated into this Addendum.

Biological Resources

Project impacts to biological resources would be mitigated below a level of significance with implementation of the following measures:

1. Prior to approval of the bridge improvement plans, a final landscape plan shall be approved by the Environmental Analysis Section for the area to be disturbed by bridge reconstruction activities. The plan shall include approximately 2.5 acres of coastal sage scrub and coastal strand planting and be consistent with the conceptual plan illustrated in Figure 4 of the Additional Information Statement. The revegetation effort shall be maintained and monitored for a period of 25 months and shall assure 80% coverage at the end of the monitoring period.
2. Prior to construction of the bridge improvements, the City shall contribute funds to the City's Habitat Acquisition fund. The value of the contribution shall be sufficient to acquire 0.6 ~~1.78~~ acres of coastal sage scrub in a Multi-Habitat Preserve Area (MHPA) within the coastal region. Note: This mitigation measure has already been met by the City.
3. Prior to approval of the bridge improvement plans, the Environmental Analysis Section shall confirm that the following conditions will be carried out during construction: 1) a pre-construction meeting with the Environmental Analysis Section Mitigation, Monitoring, Coordination (MMC), the project biologist and contractor shall be conducted to discuss construction practices and restrictions; 2) any excavated fill removed from the channel bottom shall not be redeposited within the channel; 3) measures shall be taken not to allow excess concrete from spilling into the channel bottom; 4) any fill or concrete accidentally spilled into the channel shall be removed immediately; and 5) pile driving shall not take place between March 1 and August 15. If construction cannot be avoided during the breeding season, the use of heavy equipment and pylon driving would be restricted to hours between 11 a.m. and 3 p.m. to avoid peak activity cycles (morning and late afternoon); night-time lighting related to construction activities shall be directed and/or shielded to avoid illumination of adjacent wildlife areas.

A qualified biologist shall survey the project area at the start of the breeding season to confirm that the California least tern and western snowy plover are not nesting at or near the project site. To the extent practicable, construction shall be avoided during the nesting season (March 1 to August 15). If the California least tern or western snowy plover are found to nest near the bridge site, construction should be avoided until after September 15. If construction during the breeding season cannot be completely avoided, the use of heavy equipment and pylon driving should be restricted to the hours between 11:00 AM and 3:00 PM to avoid peak activity cycles (morning and late afternoon).

In addition, if use of heavy construction equipment cannot be avoided during the breeding seasons, a monitoring program would be established to the satisfaction of the City, the USEWS, and the CDFG to assess the impacts of the construction on the coastal California gnatcatcher and the Belding's savannah sparrow. The program would monitor the behavior of these two sensitive bird species birds at and near the project site prior to construction and compare these behaviors with behaviors observed during construction. If increased noise levels result in the potential abandonment of the area by either bird species, the City would cease construction on the project and determine alternative courses of action to mitigate these impacts. Consultation with the USEWS shall be reinitiated.

Lastly, prior to commencement of construction, a qualified biologist would stake the limits of construction. All construction personnel would be informed that all construction traffic (equipment and personnel) must remain within the limits of construction during the construction period due to the sensitivity of the adjacent habitats.

Geology/Soils

Project impacts associated with geology/soils would be mitigated below a level of significance with the following measures:

1. Prior to approval of the bridge improvement plans, a comprehensive geotechnical evaluation shall be prepared by a qualified geotechnical consultant and reviewed and approved by the City Engineer. The evaluation shall include project-specific subsurface exploration and laboratory testing to facilitate the preparation and review of project plans. The subsurface evaluation shall evaluate the subsurface conditions in areas of the proposed structures, provide specific data on potential geologic and geotechnical hazards and constraints, and provide information pertaining to the engineering characteristics of earth materials at the project site. The determination of geotechnical constraints shall include, but not be limited to the potential for settlement and liquefaction, the presence of compressible and corrosive soils, and scour potential as a result of wave or storm action. The evaluation shall provide measures for grading/earthwork, slope stability, surface and subsurface drainage, foundations, pavement structural sections, and other pertinent geotechnical design considerations.
2. Prior to approval of the bridge improvements plans, the City Engineer shall assure that the erosion control measures, as required by City Clerk document No. 00-17068 (Erosion Control Measures for North City Areas Draining into the Los Penasquitos Lagoon), shall be incorporated on the grading plan. All improvement grading plans showing erosion control measures shall be reviewed and approved by the Environmental Review Manager of the City of San Diego's Development Services Department prior to circulation of plans for bid.

Traffic Circulation

Implementation of the following mitigation measure would reduce traffic impacts of the project to below a level of significance:

1. Prior to approval of the bridge improvement plans, a traffic control plan shall be prepared for each phase of project construction. The traffic control plan shall be reviewed and approved by the City Engineer and shall be designed to ensure the safe movement of vehicles, pedestrians and bicycles through and around the work zone and shall include, at a minimum, details on interim signage, striping and control of prevailing traffic speeds. Two lanes of traffic shall be maintained at all times during construction. The plan shall require construction vehicles to access the staging areas from the north and east, via Carmel Valley Road. As part of the plan, the City's Project Manager shall also coordinate with transit authorities to ensure that public transportation service is not interrupted.

Noise

Implementation of the following mitigation measure would reduce noise impacts of the project to below a level of significance:

1. Prior to approval of the bridge improvement plans, the plans shall state that construction activities shall comply with the City's Noise Ordinance.

Hydrology/Water Quality

Implementation of the following mitigation measures would reduce hydrology/water quality impacts to below a level of significance:

1. Prior to approval of the bridge improvement plans, drainage plans shall be reviewed and approved by the City engineer. The proposed drainage facilities shall be designed to handle runoff from a 100-year storm. Surface runoff shall be diverted to a location west of the North Beach Parking Lot to take advantage of the natural infiltration which exists on the east side of the road. To reduce discharge velocities to non-erosive levels, energy dissipation shall be provided at the storm drain outlet. The proposed drainage system shall avoid aggravating the existing siltation problems in the lagoon and be designed to be self-cleaning with a minimum cleansing velocity per City standards (four feet per second minimum at one quarter full). Any accumulation of silt and debris deposited near the outlet shall be removed by City of San Diego maintenance crews.
2. Prior to approval of the bridge improvement plans, the City Engineer shall assure that erosion control measures, as required by City Clerk document No. 00-17068 (Erosion Control Measures for North City Areas Draining into the Los Penasquitos Lagoon), shall be incorporated on the grading plan. In addition, the measures shall be incorporated as erosion control measures in the Standards & Specifications for the project. The title page of the improvement plans shall have a note which refers to the section of the Specifications having the detailed erosion control measures. Prior to approval of the improvement plans, the Principal Planner of EAS shall review and approve them to insure that necessary mitigation measures are identified on the plans. Review shall occur prior to distribution of bid drawings.
3. Prior to issuance of grading permits, the City shall contribute funds to the Los Penasquitos Watershed Restoration and Enhancement Program. The

enhancement fee shall be computed on the basis of site grading at a rate of \$0.005 per square foot for all areas graded, with an additional rate of \$0.03 per square foot for all impervious surfaces created by the bridge replacement and road transitions. The enhancement fee shall be verified by the City's Development Services, Environmental Analysis Section (DSD/EAS).

Short-Term Construction Impacts

Implementation of the following mitigation measures could reduce short-term water quality impacts to the Los Penasquitos Lagoon to below a level of significance:

1. Prior to approval of the final bridge improvements plans, the following measures shall be placed on construction documents:
 - 1) To the extent practical, the construction activities in areas which drain directly into the lagoon, will be sequenced to reduce the amount and duration of soil exposed to erosion by runoff and increased siltation/sedimentation into the open water areas.
 - 2) Placement of sediment trapping facilities shall be provided along all pertinent graded areas to minimize off-site sediment transport.
 - 3) Any stockpiling of excavated soils for reapplication as part of site revegetation shall occur whenever feasible. Revegetation effort shall occur as soon as practicable upon completion of grading. Temporary irrigation as needed shall be available for the establishment of the initial revegetation effort.
 - 4) Silt fencing shall be placed in all locations along the alignment and construction corridor where the construction corridor is higher than the open lagoon water surface. The silt fence shall be installed manually and periodically inspected and continually maintained. A sand bag shall be placed on the horizontal portion of the silt fence every five feet, preferably at each stake and at the midpoint between stakes. A solid line of sandbags shall be placed on the silt fencing adjacent to any open water areas.
 - 5) Rubber hypon liners shall be used to eliminate the potential for silt migration, which might be caused by precipitation, from construction areas where there is exposed/disturbed soil. The liners shall be placed on the exposed soil when weather conditions indicate any possibility of rain and construction is temporarily suspended for any reason.
 - 6) Equipment/vehicle refueling maintenance shall occur out of the wetland area and not over open water. All fuels, lubricants, and solvents shall be stored out of the wetland area. All reasonable precautionary methods shall be strictly enforced to prevent accidental spillage of any hazardous materials into the wetlands. Emergency spill containment shall be on site and readily available

The Engineering and Capital Projects Department (E&CP) shall notify the City's Development Services Department, Environmental Analysis Section (DSD/EAS) and State Parks one week prior to the commencement of construction or site preparation at this bridge location.

DISTRIBUTION:

The addendum and Mitigated Negative Declaration were distributed to:

Federal Government

U. S. Army Corps of Engineers (16)

U. S. Department of the Interior Fish & Wildlife Service (23)

State of California

California Department of Fish & Game (32)

Department of Parks and Recreation, Office of Historic Preservation (41)

Regional Water Quality Control Board, Region 9 (44)

State Clearinghouse (46)

California Coastal Commission (47)

California Department of Transportation (51)

City of San Diego

Councilmember Peters, District 1

Councilmember Atkins, District 3

Development Services Department

Engineering and Capital Projects Department

Park & Recreation Department

MSCP

Park & Recreation Board, Coastal Area Committee (83)

Historic Resources Board (87)

Wetland Advisory Board (91A)

City of Del Mar (96)

San Diego Gas & Electric (114)

Sierra Club, San Diego Chapter (165)

San Diego Audubon Society (167)

California Native Plant Society (170)

Center for Biological Diversity (176)

Torrey Pines Association (186)

Surfer's Tired of Pollution (318)

Save Everyone's Access (321)

General Manager, 22nd District Agricultural Association (349)

Carmel Valley Community Planning Board (350)

Los Penasquitos Canyon Preserve Citizens Advisory Committee (360)

Opal Trueblood (362)

Los Penasquitos Lagoon Foundation (384)

San Dieguito River Park Joint Power Authority (425A)

Torrey Pines Community Planning Group (469)

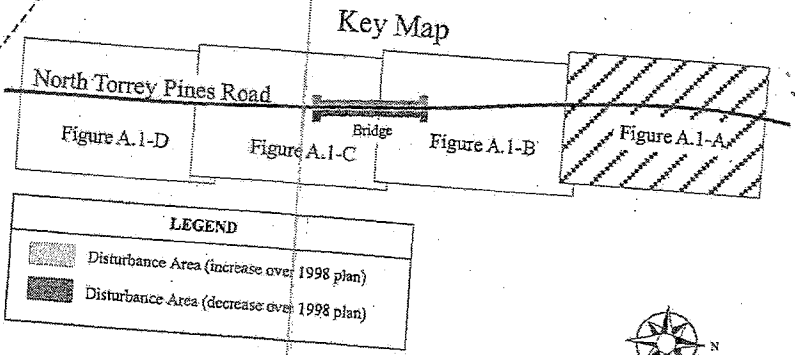
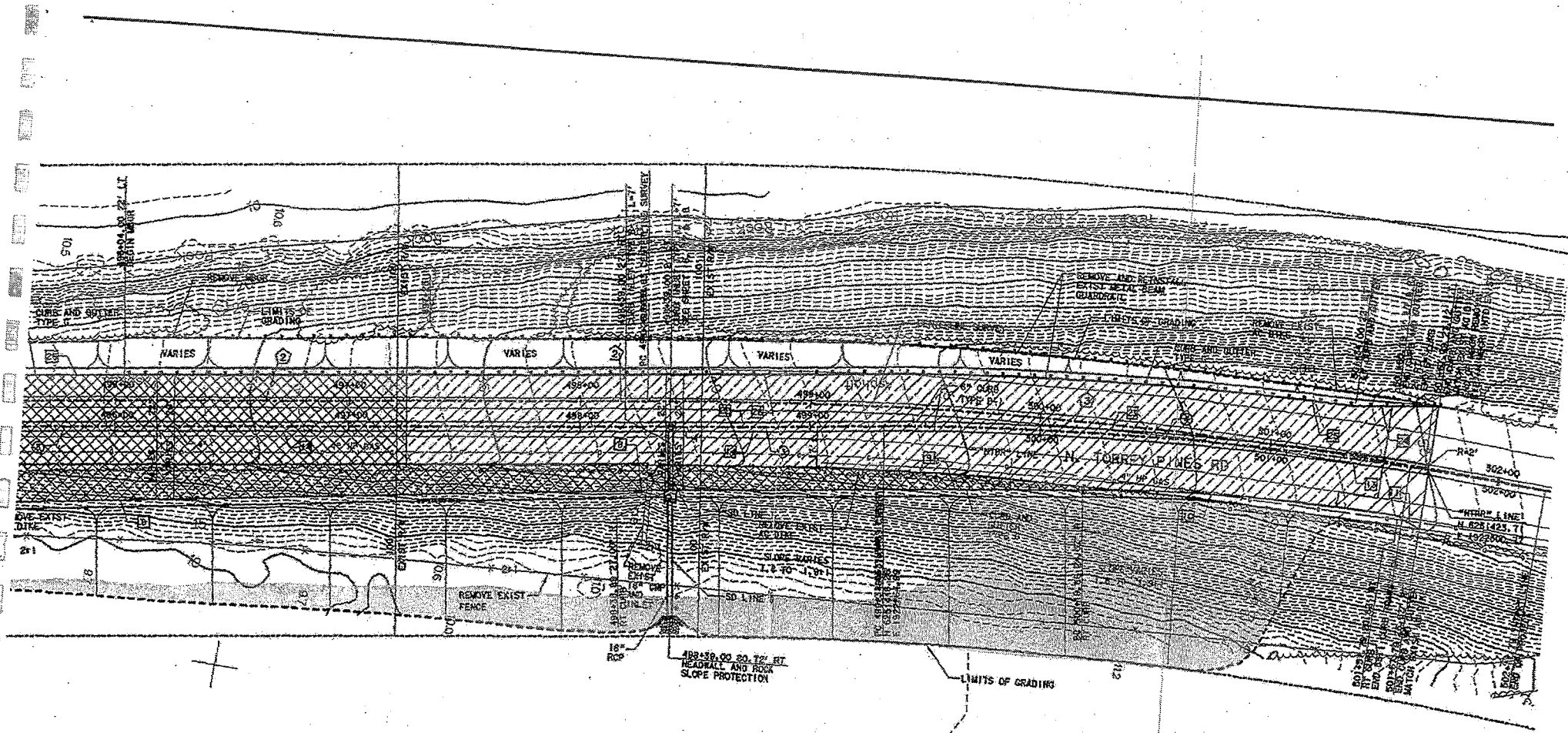
Copies of the addendum, the Mitigated Negative Declaration, and any Initial Study material are available in the office of the Land Development Review Division for review, or for purchase at the cost of reproduction.

Allison Raap
Allison Raap, Senior Planner
Development Services Department

March 12, 2002
Date of Final Report

Analyst: Clark

Attachment: Figures A.1.a. through A.1.d
Final MND 98-0335



Roadway/Bridge Improvement Plans

e-Bidding N. Torrey Pines Access Ramp
 Appendix A - Mitigated Negative Declaration (Rev. July 2015)

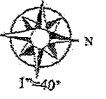
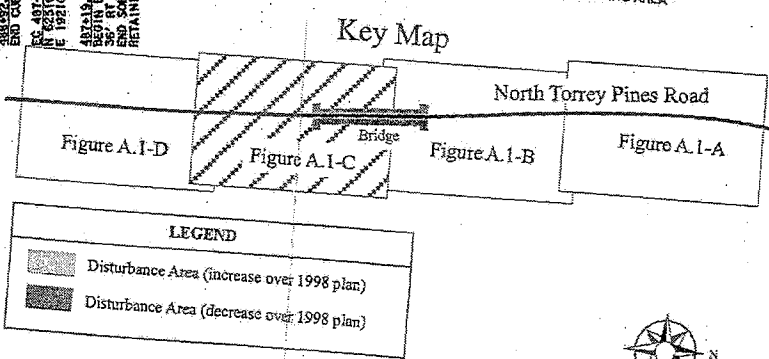
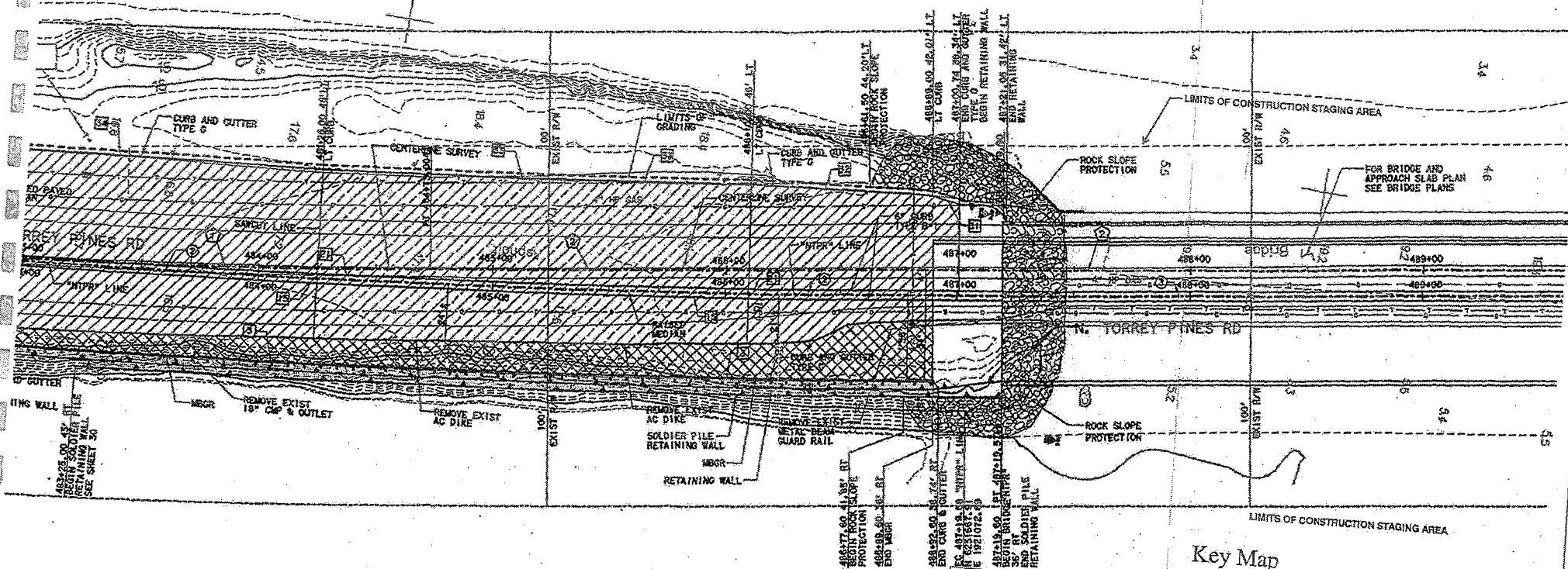


Figure A.1-A



Roadway/Bridge Improvement Plans

e-Bidding N. Torrey Pines Access Ramp
 Appendix A - Mitigated Negative Declaration (Rev. July 2015)



Figure A.1-C

City of San Diego
Development
Services
Department



Land Development
Review Division
(619) 236-6460

Mitigated Negative Declaration

DEP NO. 98-0335
SCH NO. 95101023

SUBJECT:

North Torrey Pines Road Bridge Replacement Project CITY COUNCIL APPROVAL TO ACCEPT FEDERAL FUNDS, RELEASE OF FUNDS FOR CONSTRUCTION, and SENSITIVE COASTAL RESOURCE PERMIT (DEP.No. 93-0420) for City of San Diego Capital Improvement Project 53-050.0 to demolish and reconstruct the existing North Torrey Pines Road Bridge over Los Peñasquitos Creek (Bridge 57C-206). The site is located in the Torrey Pines Community on North Torrey Pines Road extending from 721 feet south to 910 feet north of the bridge. The replacement project would raise the height of the bridge up to two feet, widen the bridge by approximately 21 feet, lengthen the bridge by approximately 35 feet, widen the road up to 28 feet north of the bridge and up to 12 feet south of the bridge, and raise the elevation of the road a maximum of three feet north of the bridge and 3 feet south of the bridge. Parklands of the Torrey Pines State Reserve surround the site.

Applicant: City of San Diego Engineering and Capital Improvements Projects Department.

- I. PROJECT DESCRIPTION: See attached Initial Study of the October 1995 Draft Mitigated Negative Declaration.
- II. ENVIRONMENTAL SETTING: See attached Initial Study of the October 1995 Draft Mitigated Negative Declaration.
- III. DETERMINATION: The City of San Diego conducted an Initial Study which determined that the proposed project could have a significant environmental effect. Subsequent revisions in the project proposal create the specific mitigation measures identified in Section V of this Mitigated Negative Declaration. The project as revised now avoids or mitigates the potentially significant environmental effects previously identified, and the preparation of an Environmental Impact Report will not be required.
- IV. DOCUMENTATION: The attached Initial Study and Additional Information Statement of the October 1995 Draft Mitigated Negative Declaration document the reasons to support the above Determination.

V. MITIGATION, MONITORING AND REPORTING PROGRAM:

Biological Resources

Project impacts to biological resources would be mitigated below a level of significance with implementation of the following measures:

1. Prior to approval of the bridge improvement plans, a final landscape plan shall be approved by the Environmental Analysis Section for the area to be disturbed by bridge reconstruction activities. The plan shall include approximately 2.5 acres of coastal sage scrub and coastal strand planting and be consistent with the conceptual plan illustrated in Figure 4 of the Additional Information Statement. The revegetation effort shall be maintained and monitored for a period of 25 months and shall assure 80% coverage at the end of the monitoring period.
2. Prior to construction of the bridge improvements, the City shall contribute funds to the City's Habitat Acquisition Fund. The value of the contribution shall be sufficient to acquire 0.6 acres of coastal sage scrub in a Multi-Habitat Preserve Area (MHPA) within the coastal region. Note: this mitigation measure has already been met by the City.
3. Prior to approval of the bridge improvement plans, the Environmental Analysis Section shall confirm that the following conditions will be carried out during construction: 1) a pre-construction meeting with the Environmental Analysis Section, the project biologist and contractor shall be conducted to discuss construction practices and restrictions; 2) any excavated fill removed from the channel bottom shall not be redeposited within the channel; 3) measures shall be taken not to allow excess concrete from spilling into the channel bottom; 4) any fill or concrete accidentally spilled into the channel shall be removed immediately; and 5) pile driving shall not take place between March 1 and August 15. If construction cannot be avoided during the breeding season, the use of heavy equipment and pylon driving would be restricted to hours between 11 a.m. and 3 p.m. to avoid peak activity cycles (morning and late afternoon).

In addition, during the breeding season, a monitoring program would be established to the satisfaction of the City and the CDFG to assess the impacts of the construction on the coastal California gnatcatcher and the Belding's savannah sparrow. The program would monitor the behavior of these two sensitive bird species prior to construction and compare these behaviors with behaviors observed during construction. If increased noise levels result in the potential abandonment of the area by either bird species, the City would cease construction on the project and determine alternative courses of action to mitigate these impacts.

Lastly, prior to commencement of construction, a qualified biologist would stake the limits of construction. All construction personnel would be

informed that all construction traffic (equipment and personnel) must remain within the limits of construction during the construction period due to the sensitivity of the adjacent habitats.

Geology/Soils

Project impacts associated with geology/soils would be mitigated below a level of significance with the following measure:

1. Prior to approval of the bridge improvement plans, a comprehensive geotechnical evaluation shall be prepared by a qualified geotechnical consultant and reviewed and approved by the City Engineer. The evaluation shall include project-specific subsurface exploration and laboratory testing to facilitate the preparation and review of project plans. The subsurface evaluation shall evaluate the subsurface conditions in areas of the proposed structures, provide specific data on potential geologic and geotechnical hazards and constraints, and provide information pertaining to the engineering characteristics of earth materials at the project site. The determination of geotechnical constraints shall include, but not be limited to, the potential for settlement and liquefaction, the presence of compressible and corrosive soils, and scour potential as a result of wave or storm action. The evaluation shall provide measures for grading/earthwork, slope stability, surface and subsurface drainage, foundations, pavement structural sections, and other pertinent geotechnical design considerations.
2. Prior to approval of the bridge improvement plans, the City Engineer shall assure that the erosion control measures, as required by City Clerk document No. 00-17068 (Erosion Control Measures for North City Areas Draining into the Los Peñasquitos Lagoon), shall be incorporated on the grading plan. All improvement grading plans showing erosion control measures shall be reviewed and approved by the Environmental Review Manager of the City of San Diego's Development Services Department prior to circulation of plans for bid.

Traffic Circulation

Implementation of the following mitigation measure would reduce traffic impacts of the project to below a level of significance:

1. Prior to approval of the bridge improvement plans, a traffic control plan shall be prepared for each phase of project construction. The traffic control plan shall be reviewed and approved by the City Engineer and shall be designed to ensure the safe movement of vehicles, pedestrians and bicycles through and around the work zone and shall include, at a minimum, details on interim signage, striping and control of prevailing traffic speeds. Two lanes of traffic shall be maintained at all times during construction. The plan shall require construction vehicles to access the staging areas from the north and east, via Carmel Valley Road. As part of the plan, the City's Project

Manager shall also coordinate with transit authorities to ensure that public transportation service is not interrupted.

Noise

Implementation of the following mitigation measures would reduce noise impacts of the project to below a level of significance:

1. Prior to approval of the bridge improvement plans, the plans shall state that construction activities shall comply with the City's Noise Ordinance.

Hydrology/Water Quality

Implementation of the following mitigation measures would reduce hydrology/water quality impacts to below a level of significance:

1. Prior to approval of the bridge improvement plans, drainage plans shall be reviewed and approved by the City Engineer. The proposed drainage facilities shall be designed to handle runoff from a 100-year storm. Surface runoff shall be diverted to a location west of the North Beach Parking Lot to take advantage of the natural infiltration which exists on the east side of the road. To reduce discharge velocities to non-erosive levels, energy dissipation shall be provided at the storm drain outlet. The proposed drainage system shall avoid aggravating the existing siltation problems in the lagoon and be designed to be self-cleaning with a minimum cleansing velocity per City standards (four feet per second minimum at one quarter full). Any accumulation of silt and debris deposited near the outlet shall be removed by City of San Diego maintenance crews.
2. Prior to approval of the bridge improvement plans, the City Engineer shall assure that erosion control measures, as required by City Clerk document No. 00-17068 (Erosion Control Measures for North City Areas Draining into the Los Peñasquitos Lagoon), shall be incorporated on the grading plan. In addition, the measures shall be incorporated as erosion control measures in the Standards & Specifications for the project. The title page of the improvement plans shall have a note which refers to the section of the Specifications having the detailed erosion control measures. Prior to approval of the improvement plans, the Principal Planner of EAS shall review and approve them to insure that necessary mitigation measures are identified on the plans. Review shall occur prior to distribution of bid drawings.
3. Prior to issuance of grading permits, the City shall contribute funds to the Los Peñasquitos Watershed Restoration and Enhancement Program. The enhancement fee shall be computed on the basis of site grading at a rate of \$0.005 per square foot for all areas graded, with an additional rate of \$0.03 per square foot for all impervious surfaces created by the bridge replacement

and road transitions. The enhancement fee shall be verified by the City's Development Services, Environmental Analysis Section (DSD/EAS).

Short-Term Construction Impacts

Implementation of the following mitigation measure could reduce short-term water quality impacts to the Los Peñasquitos Lagoon to below a level of significance:

1. Prior to approval of the final bridge improvements plans, the following measures shall be placed on construction documents:
 - 1) To the extent practical, the construction activities in areas which drain directly into the lagoon, will be sequenced to reduce the amount and duration of soil exposed to erosion by runoff and increased siltation/sedimentation into the open water areas.
 - 2) Placement of sediment trapping facilities shall be provided along all pertinent graded areas to minimize off-site sediment transport.
 - 3) Any stockpiling of excavated soils for reapplication as part of site revegetation shall occur whenever feasible. Revegetation effort shall occur as soon as practicable upon completion of grading. Temporary irrigation as needed shall be available for the establishment of the initial revegetation effort.
 - 4) Silt fencing shall be placed in all locations along the alignment and construction corridor where the construction corridor is higher than the open lagoon water surface. The silt fence shall be installed manually and periodically inspected and continually maintained. A sand bag shall be placed on the horizontal portion of the silt fence every five feet, preferably at each stake and at the midpoint between stakes. A solid line of sandbags shall be placed on the silt fencing adjacent to any open water areas.
 - 5) Rubber hypalon liners shall be used to eliminate the potential for silt migration, which might be caused by precipitation, from construction areas where there is exposed/disturbed soil. The liners shall be placed on the exposed soil when weather conditions indicate any possibility of rain and construction is temporarily suspended for any reason.
 - 6) Equipment/vehicle refueling maintenance shall occur out of the wetland area and not over open water. All fuels, lubricants, and solvents shall be stored out of the wetland area. All reasonable precautionary methods shall be strictly enforced to prevent accidental spillage of any hazardous materials into the wetlands. Emergency spill containment shall be on site and readily available.

The Engineering and Capital Projects Department (E&CP) shall notify the City's Development Services, Environmental Analysis Section (DSD/EAS) and State Parks one week prior to the commencement of construction or site preparation at this bridge location.

VI. PUBLIC REVIEW DISTRIBUTION:

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

- ✓ State Clearinghouse
- ✓ U.S. Army Corps of Engineers
- ✓ U.S. Fish & Wildlife Service
- ✓ California Fish & Game
- ✓ California Department of Park & Recreation
- ✓ Office of Historic Preservation
- ✓ Regional Water Quality Control Board, Region 9
- ✓ California Coastal Commission
- ✓ California Department of Transportation (Caltrans), District 11
- City of San Diego
 - Councilmember Mathis, District 1
 - Councilmember Kehoe, District 3
 - Development Services Department
 - Engineering and Capital Projects Department
 - Historic Site Board
 - Park & Recreation Department
 - Wetland Advisory Board - Robin Stribley
 - Park & Recreation Board, Coastal Area Committee
 - MSCP - Tom Story
- ✓ City of Del Mar
- ✓ California Native Plant Society - C. Burrascano
- ✓ San Diego Gas & Electric
- ✓ San Dieguito River Park Joint Power Authority
- ✓ Sierra Club
- ✓ San Diego Audubon Society
- Subcommittee for Removal of Access Barriers
- ✓ General Manager, 22d Agricultural District
- ✓ Carmel Valley Community Planning Board
- Ad Hoc Regional Issues Committee for Del Mar
- ✓ Los Peñasquitos Canyon Preserve Citizens Advisory Committee
- Del Mar Citizens News
- ✓ Torrey Pines Community Planning Group
- ✓ Opal Trueblood
- ✓ Torrey Pines Association
- ✓ Los Peñasquitos Lagoon Foundation
- ✓ SEA
- ✓ Donna Frye, STOP
- ✓ SW Biodiversity

VII. RESULTS OF PUBLIC REVIEW:

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

Copies of the draft recirculated Mitigated Negative Declaration are available in the office of the Development Services Department for review, or for purchase at the cost of reproduction.



John Kovac, Senior Planner
Development Services Department

November 3, 1998
Date of Draft Report

May 24, 1999
Date of Final Report

Analyst: Kovac

RESPONSES TO COMMENT

The following organizations and public agencies responded in writing during the public review period for the Draft MND:

	Responses
<u>Federal Agencies</u>	
United States Department of the Interior, Fish and Wildlife Service	1-3
<u>State Agencies</u>	
State of California Governor's Office of Planning and Research	4
California Department of Transportation, District 11	5-7
California Department of Parks and Recreation, San Diego Coast Section	8-15
California Regional Water Quality Control Board, San Diego Region	16-18
<u>Community Groups and Organizations</u>	
Torrey Pines Community Planning Group	19-33
Torrey Pines Association	34-60
<u>Cities</u>	
City of Del Mar	61-64

Each of the letters received during public review is reprinted in this section with corresponding written responses from the City.

COMMENTS

RESPONSES



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
Carlsbad Field Office
2730 Loker Avenue West
Carlsbad, California 92008

Lawrence C. Monserrate, Principal Planner
City of San Diego
Development Services Division
Land Development Review Division
1222 First Avenue, Mail Station 501
San Diego, California 92101

Re: Proposed Mitigated Negative Declaration for the North Torrey Pines Road Bridge Replacement Project (Permit Number LDR 98-0335), City of San Diego, San Diego County, California. (1-6-99-HC-51).

Dear Mr. Monserrate:

The U.S. Fish and Wildlife Service (Service) has reviewed the above referenced proposed Mitigated Negative Declaration (MND). The following comments and recommendations are based on the information provided in the MND, the Biological Resources Report for the North Torrey Pines Bridge Replacement Project, the Service's knowledge of sensitive and declining habitat types in San Diego County, and our participation in regional conservation planning efforts.

Our primary concern is the protection of public fish and wildlife resources and their habitats. We have the legal responsibility for the welfare of migratory birds, anadromous fish, and endangered animals and plants occurring in the United States. Within southern California, habitat loss resulting from land development has resulted in threats to many of the diverse habitat types present and their associated organisms. The Service is also responsible for administering the Endangered Species Act of 1973 as amended (Act). Section 9 of the Act prohibits the "take" (e.g., harm, harass, pursue, injure, kill) of Federally listed wildlife species. "Harm" (i.e., "take") is further defined to include habitat modification or degradation where it kills or injures wildlife by significantly impairing essential behavior patterns including breeding, feeding, or sheltering. "Take" can only be permitted pursuant to the pertinent language and provisions in Section 7 and Section 10 or exempted through a special rule under Section 4(d) of the Act. The City of San Diego has received take authorizations pursuant to the Endangered Species Act for "covered" species under their MSCP Subarea Plan.

The proposed project is the North Torrey Pines Road Bridge Replacement Project which proposes to demolish and reconstruct the existing bridge over the Peñasquitos Creek Bridge (57C-206). The bridge is located in the Torrey Pines Community on North Torrey Pines Road.

1. Comment noted.

2. Comment noted.

COMMENTS

RESPONSES

Mr. Monserrate

2

2
Cont.

The current bridge is proposed to be replaced with a 340 foot reinforced, prestressed concrete box girder bridge. The project is within the Multiple Species Conservation Program (MSCP) boundaries, but outside of the Multiple Habitat Planning Area (MHPA). The proposed project impacts and mitigation appear to conform with the MSCP.

We have the following comments and concerns regarding the subject project.

General Comments

Lack of Alternatives Addressed

On February 17, 1998, at the City of San Diego Resource Agency Coordination Meeting, the issue of alternative designs for the North Torrey Pines Road Bridge was addressed. Various resource agencies (including the U.S. Fish and Wildlife Service) discussed the current condition of Peñasquitos Lagoon and recommended that it would benefit dramatically by extending the length of the bridge thereby giving the mouth of Peñasquitos Creek an expanded breadth. This would allow the creek to resume its meandering course through the lagoon and restore much of the function and value to the lagoon.

3

It was our understanding in this meeting that this alternative would be considered for this project. This issue, however, was not mentioned in the MND. We recommend that the project be expanded to extend the length of the bridge south to the maximum extent practicable so the lagoon can return to its former free flowing nature instead of being pinched through a 300 foot wide corridor under the bridge. This is an excellent opportunity to enhance the Peñasquitos Lagoon since the bridge is already going to be replaced.

3

We appreciate the opportunity to comment on the referenced MND. We look forward to your response to our comments and offer our assistance in resolving the issues addressed in this letter. If you have any questions, please contact Mark A. Elvin at (760) 431-9440.

Sincerely,

Sheryl L. Barrett
Assistant Field Supervisor

cc: Bill Tippets, California Department of Fish and Game
Teri Dickerson, California Department of Fish and Game
Greig Peters, Regional Water Quality Control Board

- 3. The City acknowledges that the alternative of lengthening the North Torrey Pines Road Bridge over the Los Peñasquitos Creek or allowing a second opening to allow free flow of the Los Peñasquitos Creek out to the ocean was identified at the resource agency meeting on February 17, 1998. The City commented at the meeting that the project requires both federal and state funds, and neither FHWA nor the City would likely assist with the funding of a substantially longer bridge or a second bridge since the construction cost of only the bridge portion is estimated to be \$100/square foot. Subsequent to the meeting, the City distributed to all agencies present at the February meeting conference notes that included this information as well as several other reasons why these alternatives would not be feasible. Please see the conference notes that follow.

On February 16, 1999, City staff and their consultants met with resource agency representatives to discuss the bridge replacement project and this issue, in particular. Mark Elvin and Martin Kinney from the USFWS attended that meeting along with representative from CDFG, USACOE, and RWQCB. Subsequent to the resource agency meeting, the City retained the services of EarthTech to study the issue of whether a longer bridge would substantially change the hydraulic performance of the lagoon inlet. The study is on file at the City. In summary, the proposed length of the new bridge is approximately 35 feet longer than the existing bridge, and the proposed bridge is designed to withstand the FEMA recognized 100-year flow rate of 23,000 cfs. EarthTech concluded that the proposed bottom of the bridge deck is more than six feet above the 100-year water surface elevation, and thus the proposed bridge would not be an obstacle to free passage of the 100-year flow of flood water. The lengthening of the bridge opening would therefore not be necessary for hydraulic performance.

With respect to the issue of lengthening the bridge to improve the value of the lagoon, EarthTech's research concluded that there are many factors that influence the tidal flushing of the Los Peñasquitos Lagoon, including:

- Construction of the railroad embankment that cut off lagoon channels;
- Construction of the North Torrey Pines Road barrier that restricted and relocated the location of the lagoon mouth;
- Construction of the North Beach parking lot in historic tidal areas;
- Increase sediment from changing land uses upstream; and
- Decreased water quality from urban runoff and [historic] sewage effluent.

COMMENTS

RESPONSES

It is clear from the variety of sources cited in the EarthTech study that all of these factors influence the value and function of the lagoon. A 1974 report prepared at San Diego State University notes that "it is doubtful that removal of Highway 101 across the front of the lagoon would insure that the entrance would remain open". The more recent Los Peñasquitos Lagoon Enhancement Plan and Program (State Coastal Conservancy 1985) examined the effectiveness, cost and environmental impacts of nine different alternatives in various combinations to improve lagoon conditions. None of the alternatives involved widening the bridge at the lagoon mouth or changing the bridge location. Alternatives to substantially increase the tidal prism were rejected because it could not be assured that the lagoon mouth would stay open (State Coastal Conservancy 1985). The State Coastal Conservancy study also compared the Los Peñasquitos Lagoon to other California coastal lagoons. The plan concluded "...it is clear that even fully opening the lagoon mouth by mechanical means does not guarantee that it will remain permanently open. Increasing the tidal prism may cause the mouth to stay open for longer periods of time, but it will be closed from some part of the year (State Coastal Conservancy 1985). In this document, many factors were identified that affect lagoon openings and closures, including the configuration of the channel, lagoon water level, composition and distribution of sand, sediment and cobble, the level of ocean tides, frequency and height of waves, wind direction and currents. "All these factors change with time and are never well known" (State Coastal Conservancy 1985).

The City is responsible for the immediate replacement of the subject bridge due to its condition and potential risk to public. Since lengthening the bridge is not necessary to improve hydraulic performance, and there is no available support for the concept that extending the length of the bridge will restore the function and value of the lagoon, the City will proceed with the proposed project design. As discussed in Table 2 of the recirculated Draft MND that addresses consistency with the Resource Management and Open Space Element of the Torrey Pines Community Plan, the proposed bridge design will improve tidal flushing conditions at the lagoon mouth over existing conditions due to the increased length and height and reduction in number of pylons.

With respect to the issue of addressing a longer bridge as an alternative, all impacts to the proposed bridge replacement project are either reduced to below significance through project design or through additional conditions. Therefore, alternatives to the proposed project are not required under CEQA.

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CITY OF SAN DIEGO ENGINEERING DEPARTMENT CONFERENCE NOTES		DISTRIBUTION: Frank Malock, Director, Engineering Patti Bookamp, Deputy Director ATTENDEES	
CONFERENCE REQUESTED BY: Resource Agencies	DATE: February 17, 1998	LOCATION: Executive Complex 12 th Floor	
	TIME STARTED: 9:00 A.M.	TIME ENDED: 10:00 A.M.	
SUBJECT: North Torrey Pines Road Bridge Replacement Project		PURPOSE:	
PRESENT (ORGANIZATION, TITLE) Gretchen Softley City of San Diego Engineering Brad Johnson City of San Diego Engineering Craig Peters Regional Water Quality Control Board Susan Wynn U.S. Fish and Wildlife Service Ellen Lively California Coastal Commission Terry Dickerson California Department of Fish and Game Jan Ladford U. S. Army Corps of Engineers Bruce McIntyre Lettler-McIntyre & Associates Maxal Borg Lettler-McIntyre & Associates			

SUBJECTS DISCUSSED - SUMMARY - INCLUDE PARTICIPANTS AND CONCISE STATEMENTS OF DISCUSSION AND/OR RECOMMENDATIONS ON EACH SUBJECT.

1. Brad described the proposed project, which involves the replacement of the bridge over Los Peñasquitos Creek. The bridge is being replaced because Caltrans has determined that the bridge is structurally deficient. In addition, the bridge is inadequate to accommodate existing and projected traffic volumes. The bridge would be widened by 21 feet to accommodate an additional northbound lane, bike lanes, sidewalk and median. The proposed bridge would be 35 feet longer than the existing bridge in order to stay away from the existing support foundations of the existing abutments as well as to allow for open-end abutments vs. walls. Construction of the bridge would allow for two lanes of travel during the construction period.

2. Ellen asked whether an arched bridge could be achieved. As the project moves into the final design stage and detailed structure-type selection studies are conducted, there will be an opportunity to explore various solutions including an arch-type bridge. However, the bridge engineer and the City have discussed the arch-type concept and anticipate the following difficulties:
 - a) One of the design criteria is to provide a minimum of 14' of vertical clearance under the bridge to accommodate earth-moving equipment used to remove the buildup of sand at the mouth of the channel, thus allowing for tidal ebb and flood of the lagoon. For an arched bridge, adequate clearance would only be available within about the middle 25% of the bridge. Toward the banks of the channel, very little headroom would be available.

 - b) From a structural standpoint, the rise of the bridge is not sufficient for an arch relative to the length. An arch would be very flat resulting in high lateral foundation loads (thrust) at the base.

 - c) Because of the lateral forces which need to be resisted at the base of the arch, very competent soil conditions (like rock) are normally required. The proposed bridge site has soft alluvial soil conditions without adequate capacity to resist the foundation loads of an arch.

 - d) An arch bridge would be much more costly than a frame-type structure, perhaps by 50% or more. The City plans to obtain 80% of the funding for this project through the Federal Highway Bridge Replacement and Rehabilitation program. FHWA may not participate in the additional cost of an arch

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COMMENTS

RESPONSES

Conference Notes
North Torrey Pines Road Bridge Replacement
Page Two

bridge. Thus, instead of paying, say \$20 per square foot for a frame-type structure, the City may need to pay something like \$70 per square foot for an arch bridge.

3. Ellen was concerned about the loss of parking. There would be a temporary loss of 15 parking spaces during staging for the construction of the east side of the bridge (construction Phase I). The 15 spaces would be lost for a period of approximately 12 months.
4. Ellen noted that the project requires a Consistency Certification with the Coastal Commission, and the City should contact Mark Delaplaine in the San Francisco office for information about this process. She also noted that the State Coastal Commission has not yet adopted the MSCF.
5. Greg suggested that the City consider lengthening the bridge or allowing a second opening to allow free flow of the Los Peñasquitos Creek out to the ocean. In his opinion, this would allow more tidal flushing of the lagoon. The project site is considered a Section 303 designated impaired water body by the Clean Water Act.
6. Brad commented on the funding mechanisms for this project, which involve both federal and local funds. He stated that neither the FHWA nor City would likely assist with the funding for a substantially longer bridge or a second bridge since construction costs for only the bridge are estimated to be \$100/square foot. In addition, the following other factors make these suggested alternative bridge projects infeasible:
 - a) In order to construct either the longer bridge or a second bridge the material comprising the road bed and adjacent berms would have to be excavated. The excavation and export of this volume of material would be very costly.
 - b) Either a longer bridge or a second bridge would result in the permanent loss of existing parking along the west side of Torrey Pines Road and adjacent to the beach. The loss of parking in the beach area is a concern of the Coastal Commission.
 - c) In these alternative scenarios, the bridges and adjacent road transitions would be widened similar to the proposed project. To the south of the existing bridge and east of the road, coastal salt water marsh habitat occurs closer to the road than within the proposed project site. Construction of these alternative scenarios may impact this habitat depending upon its exact location and ultimate width. In addition, noise impacts from construction would occur further south and east of the project site, increasing the noise influence area for sensitive birds.
 - d) Either alternative would change the flow patterns within the lagoon. The change in flow patterns as well as construction requirements may eliminate recreational beach area both east and west of the existing bridge as well as at a new bridge location.
 - e) According to Mr. Chuck Spinks of the Lagoon Foundation, a proposal to allow the Los Peñasquitos Creek to flow more freely to the ocean has been explored in the past. Past studies have concluded that when the railroad berm was realigned, it caused the flow pattern of the outlet for the Los Peñasquitos Creek to change. Torrey Pines Road and the subject bridge were constructed subsequent to the railroad berm realignment. Past studies further indicate that there would not be enough tidal

COMMENTS

RESPONSES

Conference Notes
North Torrey Pines Road Bridge Replacement
Page Three

prism to keep the second outlet open. Mr. Spinks indicated that the Lagoon Foundation would not favor a second opening to the lagoon.

7. Gretchen commented on the City's dredging efforts that occur three to four times per year. It is the City's intent that the lagoon mouth not close.
8. Bruce reviewed the biological impacts and suggested mitigation requirements. Bruce noted that the draft Mitigated Negative Declaration does not include monitoring for the replacement of Diegan Sage Scrub because it is a project feature that exceeds the mitigation requirements. Everyone agreed with the suggested mitigation for biological impacts.
9. Bruce noted that the project was not within the MHPA area. As shown in the attached map derived from the City's database, the area of potential effect is west of the MSCP boundary. The project site is approximately 1,970 feet long, and at its widest point extends approximately 190' east of the existing (and future) road centerline and approximately 130' east of the existing City of San Diego right-of-way.
10. Jane tentatively agreed that the project would qualify for a Nationwide Permit (14).
11. Terri noted that the project would require a 1601 agreement which should include Best Management Practices for control of sedimentation.

File: Conference-MTF

SanGIS Interactive Map



- Home
- About SanGIS
- Map Gallery
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- What's New
- Interactive Maps

Choose Map Layers

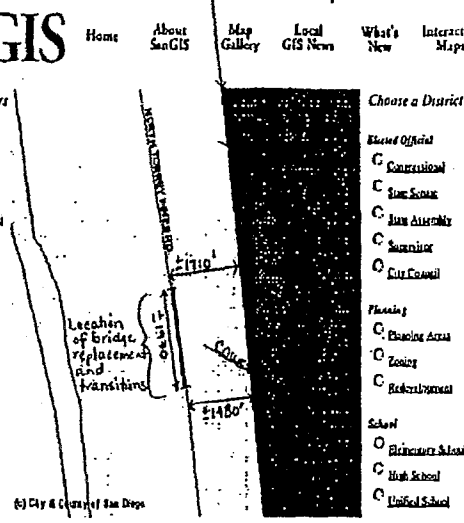
Regional Boundary

- Roads
- Parcels
- Canal Boundaries
- Lakes
- Rivers
- Parks
- National Forest
- City Boundaries

Other Features

- FEMA Floods
- Fire Stations
- Libraries
- Police Stations
- Hospitals
- Schools
- Airports
- Zip Codes
- Earthquake Faults
- Earthquake Zones

MSCP Boundary



Choose a District

- District Official
- Congressional
- State Senate
- State Assembly
- Supervisor
- City Council
- Planning
- Planning Area
- Zoning
- Recreation
- School
- Elementary School
- High School
- Unified School

Environment

- Flood Plain
- Geologic Hazard Areas
- Climate Zones
- Regional Vegetation
- MSCP
- None

- Redraw Map
- Draw County
- Help

- Select an option and then click on the map
- Zoom In Zoom out Pan District Report
- Query
- Hyperlink to

Enter information, then click "Locate"
 Enter all available information when locating an address,
 or enter just a city, a zip code, or an Assessor Parcel Number to locate an area.
 Address example: "123 Main Street" or "Main and Elm"

Address/Intersection:

City:

Zip Code:

Assessor Parcel Number:

Locate

.../esrimap?name=sangismap&roadg=on&rivers=on&muni=on&Left=6250921.98862786&Date 3/9/98



STATE OF CALIFORNIA
Governor's Office of Planning and Research
1400 TENTH STREET SACRAMENTO, CALIFORNIA 95832-1044

Pete Wilson
GOVERNOR

Paul F Miner
DIRECTOR

December 24, 1998

John Kovac
CITY OF SAN DIEGO
1222 1st Avenue, MS-501
San Diego, CA 92101

Subject: N. TORREY PINES ROAD BRIDGE REPLACEMENT PROJECTS
SCH#: 95101023

Dear John Kovac:

The State Clearinghouse has submitted the above named proposed Negative Declaration to selected state agencies for review. The review period is now closed and the comments from the responding agency(ies) is(are) enclosed. On the enclosed Notice of Completion form you will note that the Clearinghouse had checked the agencies that have commented. Please review the Notice of Completion to ensure that your comment package is complete. If the comment package is not in order, please notify the State Clearinghouse immediately. Remember to refer to the project's eight-digit State Clearinghouse number so that we may respond promptly.

These comments are forwarded for your use in preparing your final Negative Declaration. Should you need more information or clarification, we recommend that you contact the commenting agency at your earliest convenience.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Antero A. Rivasplata
Chief, State Clearinghouse

Enclosures
cc: Resource Agency

4. Comment noted.

COMMENTS

RESPONSES

STATE OF CALIFORNIA - BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 11, P. O. BOX 83408, MS-50, SAN DIEGO, CA 92188-5408
PHONE (619) 888-1954
FAX (619) 888-6124

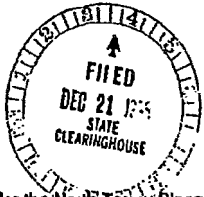
LETE YL 0511 000000



December 21, 1998

11-SD-006
PM 32.8
(K.P. 62.6)

Ms. DeLicia Wynn
State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814



Dear Ms. Wynn:

Draft Revised Mitigated ND for the North Torrey Pines Road Bridge Replacement
LDR No. 88-0395 - SCH 95101023

Caltrans District 11 comments are as follows:

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- Caltrans, through our Local Assistance office, is reviewing this project for conformance with the National Environmental Policy Act (NEPA) requirements prior to approval of Federal funding.
- All issues associated with federally protected resources must be assessed and mitigated, as necessary, to the satisfaction of the Federal Highway Administration (FHWA) prior to approval of NEPA processing.
- All permits and approvals from other relevant federal regulatory agencies must also be obtained prior to approval of NEPA processing by the FHWA.

Our contact person for Local Assistance is Gary Vettese, Branch Chief, at (619) 688-6778. The Environmental Analyst assigned to this project is Richalena Kelsay, at (619) 688-3273.

Sincerely,

BILL FIGGE, Chief
Planning Studies Branch

BF/LS/ds

5. Comment noted.
6. Comment noted.
7. Comment noted.

COMMENTS

RESPONSES

STATE OF CALIFORNIA - RESOURCES AGENCY
DEPARTMENT OF PARKS AND RECREATION
San Diego Coast District
6609 Waples Suite 200
San Diego, California 92121
(619) 642-4200 Calnet same FAX (619) 642-4222

PETE WILSON Governor



December 14, 1998

John M. Kovac, Senior Environmental Planner
Development Services/Land Development Review
City of San Diego
1222 First Avenue, Fifth Floor
San Diego, CA 92101

Dear Mr. Kovac:

This letter is in response to Public Notice of Proposed Draft Revised Mitigated Negative Declaration, LDR No. 98-0335, North Torrey Pines Road Bridge Replacement Project. We greatly appreciate that the city has given the Department of Parks and Recreation the opportunity to contribute to the planning process for the bridge replacement. By and large the new bridge will be a substantial improvement over the existing structure in allowing for enhanced tidal exchange for Los Peñasquitos Lagoon. We offer the following specific comments regarding the proposed draft:

Page 2.V. Biological Resources. Sec.3.

Paragraph 1.
We suggest that monetary penalties to be assessed against contractors who violate the conditions described in this section. Such provisions should be clearly identified in the contract documents.

Paragraph 2.
Who will be responsible for the monitoring CDFG or a private contractor?

Page 4. Hydrology/ Water Quality.

Sec.1.
It is unclear from this description if the outlet to the storm drain is inside or outside of the lagoon mouth. It seems unlikely that "natural filtration" (percolation?) will be able to accommodate flows generated from a 100-year storm event. Also, the frequency of inspection by City of San Diego maintenance crews should be specified.

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- 8. Comment noted.
- 9. The City will include specific mitigation measures and conditions within the plans and specifications. In addition, permits will be attached to the specifications to assure that the contractor has the complete set of requirements for environmental protection. The construction contractor will be bonded, and it will be the construction contractor's obligation to fulfill all requirements. The City's resident engineer will be onsite full-time to monitor the construction progress and compliance with conditions of the project.
- 10. The monitoring program would be set up by the City. The City would contract with a qualified biologist to conduct the actual monitoring to be in compliance with permit conditions. The contractor would be responsible for reporting to the City. In the event that the increased noise levels during construction result in the abandonment of the area by either the California gnatcatcher or the Belding's savannah sparrow, the City would consult with the CDFG to determine alternative courses of action to mitigate the noise impacts.

COMMENTS

RESPONSES

- 11. As shown in Figure 3A and discussed on pages 21 and 42 of the recirculated draft MND, two 18-inch drainage features with headwalls and rip rap would replace the existing drainage features located east of the road and west of the parking lot. These storm drains would therefore be inside and north of the lagoon mouth,

The existing natural contours east of the road form a basin which currently accepts runoff from the road. The collected runoff is trapped by the natural basin and percolates into the soil. The high porosity of the soil makes for a natural desilt basin and offers some siltation protection for the lagoon by trapping and filtering pollutants removed from the road surfaces by runoff. The storm drain would be designed to withstand a 100-year storm event. The proposed rip rap at the outlets of the storm drains would help to slow and dissipate greater velocities of runoff. The City will respond to a report of a storm drain problem and will routinely inspect all storm drains annually.

COMMENTS

RESPONSES

Sec. 3.

12 What is the Los Peñasquitos Watershed Restoration and Enhancement Program? Will fees be paid for all new surfaces constructed or only for total surface area in addition to existing surfaces?
13

Page 6. Short-Term Construction Impacts.

Sac. 4.

14 The frequency of inspection for silt fencing as well as other BMPs should be specified. The parties responsible for inspection should be specified as well.

An issue not addressed in this section is the impact of construction activities on the maintenance of the lagoon mouth. Several times each year the Los Peñasquitos Lagoon Foundation uses funds provided from the City of San Diego to clear accumulated marine sediments from the mouth of Los Peñasquitos Lagoon. The work requires that large pieces of heavy equipment pass underneath the North Torrey Pines Bridge. Page 28 "Construction Methods" indicates that temporary false work will be built to support construction of concrete box girders. Figure 7 indicates that trestles will be built on either side of the bridge during construction. It is important that these structures not hinder maintenance of the lagoon mouth for long periods of time. When the lagoon mouth is closed for a period of time approaching or exceeding one month water quality within the Lagoon can deteriorate resulting in a massive die-off of marine organisms within the lagoon channels. Such events can have long-lasting effects on the Lagoon biota.

Such impacts can be avoided by either the physical design of the false work and trestles, or by carefully timing their use in the construction process. If the false work and trestles are placed so that vertical columns are directly inline with the currently existing rows of bridge pylons, and horizontal members are no lower than the bottom of the existing bridge deck, there should be little disruption of Lagoon mouth maintenance. If this is not possible the construction of trestles and false work should be coordinated with lagoon maintenance activities. Prior to construction a thorough clearance of the lagoon mouth should be made. As construction proceeds periods of access to the Lagoon mouth beneath the bridge should be planned into the construction schedule at intervals of one month. It is unlikely that many of these periods of access would have to be used. At present the lagoon mouth requires maintenance at a frequency of two to four times a year. However it is important that the potential for access be available.

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12. The Los Peñasquitos Lagoon Fund is intended for restoration of the Los Peñasquitos Lagoon and watershed. The Resource Management and Open Space Element of the Torrey Pines Community Plan and the Los Peñasquitos Lagoon Enhancement Plan and Program identify the following measure as one of several to restore and enhance the environmental qualities of the lagoon: "Applicants for coastal development permits for projects located in the watershed of Los Peñasquitos Lagoon shall, in addition to meeting all other requirements, enter into an agreement with the City of San Diego and State Coastal Conservancy as a condition of development approval to pay a Los Peñasquitos watershed restoration and enhancement fee to the Los Peñasquitos Lagoon Fund for restoration of the Los Peñasquitos lagoon and watershed.

13. The mitigation requirement would be computed based on the square footage of additional pavement improvements and area of slopes or natural area that is disturbed during grading. The area of the existing bridge and road would not be included in the computation for the fund contribution.

14. The contractors water pollution control plan shall conform to the requirements of the "Caltrans Storm Water Quality Handbook, Construction Contractor's Guide and Specifications" dated April 1997. BMPs and frequency of inspection will be specified in the plan. The contractor will be responsible for complying with all conditions of the plan, and the City's resident engineer will be on the site full-time to monitor the construction progress and compliance with conditions of the project.

15. The proposed bridge has been designed to accommodate maintenance of the lagoon mouth. As discussed on page 13 of the recirculated draft MND and page 9 of the October 1995 draft MND, a minimum of a 14-foot vertical clearance under the bridge has always been a part of the project design to accommodate the equipment required for future dredging efforts. Construction is considered "short-term" but the need for dredging of the lagoon mouth may occur during the construction phase since the construction of the new bridge is estimated to take two years. Dredging equipment would have access to the lagoon mouth as the bridge underpass will not be blocked during construction. During the design phase, the design consultant will take into consideration the suggested methods of constructing the temporary falsework. The ultimate design of the falsework would keep maintenance of the lagoon mouth in mind. The construction contractor will be required to coordinate with the Lagoon Foundation for a thorough dredging of the lagoon mouth prior to commencement of construction. The contractor will also be required to coordinate periodic maintenance efforts with the Lagoon Foundation during the two year construction period. In the long-term, the new bridge length and height and the fewer columns should help to reduce the need for frequent dredging efforts.

COMMENTS

RESPONSES

We again appreciate the opportunity to contribute to the planning process for this project. If you have any questions concerning the comments above please contact Associate Resource Ecologist Mike Wells at (619) 755-9749.

Sincerely,



E. Navarro

Edward Navarro, Superintendent

15



California Regional Water Quality Control Board
San Diego Region

Peter M. Rooney
Secretary for
Environmental
Protection

Internet Address: <http://www.rwqcb.org/~rwqcb9>
9771 Chalmers Plaza Boulevard, Suite A, San Diego, California 92124-1324
Phone (619) 467-2952 • FAX (619) 571-6972



Pete Wilson
Governor

December 17, 1998

Lawrence C. Monserrate, Principal Planner
City of San Diego
Development Services Division
Land Development Review Division
1222 First Avenue, Mail Station 501
San Diego, CA 92101

Dear Mr. Monserrate:

PROPOSED MITIGATED NEGATIVE DECLARATION FOR THE NORTH TORREY PINES
ROAD BRIDGE (LDR No. 98-0335)

We have received and reviewed the subject document. This project had been previously discussed at a February 17, 1998, City of San Diego/Resources Agency Meeting. At that time, I expressed several concerns regarding the project and requested that an evaluation be made of the potential benefit which might be gained by significantly extending the length of the new bridge to the south. Specifically, I requested that an evaluation be done to identify what increase in the lagoon discharge rate and velocity might be gained if the bridge length were increased from the proposed 340 feet to 600 or more feet? I explained that during the past several decades there has been an extensive amount of sediment discharged into the creeks within the Los Penasquitos Lagoon watershed. A significant portion of that sediment is currently within these creek beds and could be transported into the lagoon during a high magnitude flood event. The likelihood that this sediment will be transported through the lagoon and into the ocean during such an event is dependent on the velocity of the flood flow through the lagoon. I requested that the constriction to flow caused by the existing and proposed bridge lengths be evaluated against that which would be expected to occur if the bridge were significantly lengthened. Other agencies expressed a similar desire for such an evaluation. I understood and expected that such information would be contained within this document.

As you know, as part of the U. S. Corps of Engineer 404 permit for this project, water quality certification will be needed from this office. When the City applies for water quality certification, the requested information will be required. I am disappointed that the requested information was not provided in the subject document. I have concerns about the value of these pre-application meetings when the issues which are brought to the

16. Please see response to comment #3.

17. Comment noted. Please also see response to comment #3.

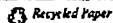
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California Environmental Protection Agency



COMMENTS

RESPONSES

Mr. Monserrate

- 2 -

December 17, 1998

18 | attention of City staff are not addressed. If you have
Cont | questions, please contact me at (619) 467-2976.

Sincerely,



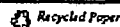
GREIG B. PETERS
Environmental Specialist IV
CWA Sec. 401 Program Manager

cc: CDFG
USF&WS
USACOE
CCC

18. Comment noted. The City/agency meetings are a valuable tool to obtain input from all responsible parties for each City project. The City responded to all of the comments received at the February 17, 1998 meeting. Please see the conference notes attached to the response to comment #3. In addition, City staff met again with the resource agencies on February 16 1999 to discuss the subject project and the bridge length issue in particular. Garrett Williams from your staff attended that meeting. In response to comments #3 and #16, the City retained the services of EarthTech to study the proposed bridge length relative to hydraulic performance and conclusively determine whether lengthening of the bridge would restore the lagoon to its historical function and value. Please see the response to comment #3 for the results of EarthTech's study.

17

California Environmental Protection Agency



COMMENTS

RESPONSES



TORREY PINES
COMMUNITY PLANNING GROUP

ROBERT LEWIS, CHAIR 13713 REQUERDO DR., DEL MAR, CA 92014
PHONE 619-481-1331 FAX 619-481-0211

John Kovac
Land Development Review
City Of San Diego
1222 1st Ave. 5th floor
San Diego, CA 92101

Dec. 16, 1998

RE: Mitigated Negative Declaration for the North Torrey Pines Bridge over the lagoon.

Dear John:

At the regular meeting of the Torrey Pines Community Planning Group on December 10, 1998, the Board had the following questions and concerns regarding the North Torrey Pines Bridge.

18

- 19 1. Why should the bridge be constructed as a three lane rather than a two lane road since
- 20 the railroad bridge is two lanes? If the railroad bridge remains a two lane won't the
- 21 choke-point only be shifted from the south end to the north end of the lagoon bridge? If
- 22 the railroad bridge is eventually built as a three land bridge and the right hand lane is
- 23 committed to Carmel Valley Road won't this serve a minor portion (15%) of the traffic?
- 24 2. Will the widening of the bridge and road eliminate all or part of the public parking
- 25 along the beach on the west side of the road?
- 26 3. If there is a chance that both bridges will be demolished and rebuilt is it not more
- 27 economical and more environmentally sound to construct both bridges simultaneously?
- 28 Is it true that having one construction period rather than two will cause less disruption to
- traffic, to nearby residents, and to wildlife?
- 3. If there is environmental damage will mitigation money be used to restore the
- lagoon?
- 4. Will the accomodation to encourage more drive through traffic by widening the road
- and encroaching into this valuable State Park be degrading to this natural setting? Will
- this project enhance the setting as a very valuable recreational and tourist attraction?
- Does traffic and the resultant noise and pollution degrade an open space system such as
- this?

19. Widening of the bridge over Los Peñasquitos Creek is necessary due to the existing and projected traffic demand. The existing traffic volume on North Torrey Pines Road, south of Carmel Valley Road, is approximately 17,900 vehicles per day (vpd) and is projected to increase to 37,000 vpd in year 2020. Currently, this segment of North Torrey Pines Road operates at LOS F, and queued traffic in the northbound direction extends well south of the entrance to the existing right-turn pocket at the intersection of Carmel Valley Road and North Torrey Pines Road, resulting in delays for those waiting to make a right turn onto Carmel Valley Road. The widening of the bridge will allow for bike lanes, a pedestrian sidewalk, and the channelization of a second northbound lane to improve the traffic flow conditions on North Torrey Pines Road. It should be noted that south of the subject bridge, Torrey Pines Road is two lanes northbound which transitions to one lane northbound just south of the bridge. The proposed project would provide a continuation of the existing travel flow conditions south of the bridge. While the railroad bridge (northern bridge) currently provides two travel lanes, the final lane configuration for the northern bridge has not been determined.

20. As discussed in the recirculated draft MND, traffic flow on North Torrey Pines Road south of Carmel Valley Road currently operates at level of service (LOS) F. With the proposed project, the LOS at the bridge over Los Peñasquitos Creek will improve to E through the year 2015 but will return to LOS F in the long term (Table 2 of the recirculated draft MND). As shown in Table 2, the level of service at the bridge over the San Diego Northern Railway (northern bridge) will remain LOS F in the near term and future conditions. Thus, traffic flow will likely be constricted north of the bridge over Los Peñasquitos Creek (southern bridge).

It should be noted that the traffic studies for the proposed project as well as the earlier project that combined improvements to the northern and southern bridges concluded that traffic conditions on North Torrey Pines Road in the vicinity of the two bridges would be improved with the widening of both bridges concurrently and the construction of appropriate transitions and the provision of a right-turn lane onto Carmel Valley Road (see pages 35-38 of the recirculated draft MND and pages 59-65 in the October 1995 draft MND). Due to the inability for the Cities of Del Mar and San Diego to reach resolution regarding improvements to the bridge over the railway, the City is proceeding at this time with the bridge over the lagoon only.

21. Improvements to the bridge over the San Diego Northern Railway and the Torrey Pines Road/Carmel Valley Road intersection are not proposed as part of this project. However, the traffic analysis that was prepared for the earlier two-bridge project addressed the near-term and future conditions at the Torrey Pines Road/Carmel Valley Road intersection with and without a right turn lane. The right turn lane would improve conditions at the intersection by serving as a long stacking lane for right-turning vehicles at the intersection and allowing through traffic to separate from the right-turning vehicles and continue northbound. In the PM peak hour, the delay at this intersection would improve from greater than 60 seconds without the turn lane (LOS F) to 27 seconds (LOS D). This equates to 16% of the traffic volume that would use the dedicated right-turn lane under near-term conditions. In the future condition (2020), 34% of the traffic would use the right-turn lane (Figure 8 of the recirculated draft MND). The delay at the intersection would be greater than 60 seconds without the additional lane (LOS F) but would be 46.3 seconds (LOS E) with the additional lane.

COMMENTS

RESPONSES

22. As stated on page 16 of the recirculated draft MND, the proposed project would require the removal of 15 parking spaces along North Torrey Pines Road south of the subject bridge. The 15 spaces would be eliminated for a period of about 12 months and thus would be a temporary impact during construction. Once construction is completed, the 15 parking spaces would be restored. An estimated 55 parking spaces would remain south of the bridge along the beach during construction. In addition, the estimated 550 parking spaces in the Torrey Pines State Park parking lot located northeast of the bridge would not be affected by the staging area or construction activity. All of these parking spaces would remain for use by recreationists. Thus, the MND concludes that there would be no significant long-term impact on public access.
23. The City of San Diego originally combined the two bridges into one project to reduce the impact on the environment, length of construction time, potential inconvenience to motorists and recreationists as well as to minimize the cost of the project. The environmental impacts of the northern and southern bridges being replaced concurrently was addressed by the City in the distributed October 1995 draft MND. The draft MND concluded that all potential impacts would be mitigated by the project or additional conditions. The City of Del Mar did not agree with the number of travel lanes proposed for the bridge over the San Diego Northern Railway at the time the October 1995 draft MND was circulated for public review. Therefore, since funds are currently available to replace the subject bridge, and the City is responsible for assuring public safety in the City's right-of-way (the bridge over Los Peñasquitos Creek is already posted for reduced loads due to structural integrity), the City is pursuing the replacement of the southern bridge only at this time.
24. The City of San Diego has always supported the improvement of both bridges concurrently to reduce the length of time that: 1) North Torrey Pines Road would be under construction; 2) motorists and recreationists would be subjected to construction-related inconveniences; and 3) the lagoon environment would be subject to construction activity. See also response to comment #23.
25. The recirculated draft MND concluded that the majority of the impacts associated with the proposed project were related to the construction phase of the project. All impacts were mitigated through project design or additional conditions. No permanent environmental damage would occur to the lagoon from the proposed project. The City will be required to contribute to the Los Peñasquitos Watershed Restoration and Enhancement Program. Combined with other measures, this contribution would mitigate any short-term construction related impacts on the lagoon. The City is also required to

COMMENTS

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contribute to the Habitat Acquisition Fund to mitigate the impact on 0.6 acre of disturbed Diegan sage scrub habitat. It should be noted that this contribution has already been made by the City.

26. The proposed project is not a traffic-generator and would not encourage more through traffic. The proposed bridge replacement responds to the need to provide a structurally-sound bridge that can accommodate existing and projected traffic volumes as well as improve pedestrian and bicycle access through the area. As shown in the traffic analysis in the MND, even with the proposed widening, the level of service will still stay below City standards. However, the traffic delay will improve. The MND concludes that there will be no long-term impacts from the proposed project on the State Park. In fact, the proposed project provides several positive changes including: 1) two new pedestrian access ramps to the park from north- and southbound bus stops where there are no existing improved access points from the road to the State Park; 2) a net increase in sensitive Diegan sage scrub and coastal strand habitat within the State Park; 3) increase in public safety on and under the bridge structure; and 4) enhanced visual quality and tidal flushing of the lagoon from the lengthening of the bridge, reduction in number of columns and increase in clearance height below the bridge.

27. Please see response to comment #26.

28. As discussed in response to comment #26, the proposed bridge replacement would not be a traffic generator and therefore would not result in long-term traffic impacts. Traffic impacts during construction would be short-term and would be mitigated through the City's traffic control plan. The MND concluded that there would be no impact on air quality from the proposed project as it involves the replacement of an existing structure, and the proposed project would not generate new traffic nor would it conflict with regional air quality management plans. Water quality was addressed in the MND which concluded that potential water quality impacts during construction would be mitigated through incorporation of erosion control measures into the project design and compliance with required permits. In addition, the City would be required to contribute to the Los Peñasquitos Watershed Restoration and Enhancement Program. The MND also addresses the potential impacts associated with noise and concluded that the construction noise would be mitigated through compliance with City's Noise Ordinance. Noise impacts on birds were also evaluated, and monitoring during construction would reduce this impact to below significance. As such, the impacts associated with the proposed project would be temporary and would be mitigated so that there would be no degradation of the open space system.

COMMENTS

RESPONSES

29 5. Have alternatives been considered that will reduce rather than increase motor vehicle
 30 traffic through this corridor? This project is of a much grander scale than the Carmel
 31 Valley Road project and the Sorrento Valley Road project so why not form a task force to
 study possible alternatives and to possibly reduce the negative impacts? Would the
 formation of a task force have the potential of improving the project and at the same time
 give the citizens and relevant agencies a sense of participation?

32 The Torrey Pines Community Planning Board is very concerned with the protection of
 the Los Peñasquitos Lagoon and Torrey Pines State Park and Beach. The Board
 recognizes the extent of the traffic problem but requests the opportunity to discuss
 alternatives that may not only help solve the traffic problem but may actually improve
 33 this setting as a very vital natural resource and important recreational area. An example
 of an alternative is to remove the existing raised roadway and bridge and to replace them
 with a continuous bridge across the entire lagoon mouth which would help to restore the
 lagoon mouth to its more natural meandering state.

Sincerely,

Robert Lewis, Chair

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29. As discussed in response to comment #26, the proposed bridge replacement would not be a traffic generator and therefore would not increase traffic through the area. The proposed project involves a regional, scenic, coastal access route that involves not only the City but several state agencies that require preservation of public access. An alternative that addresses a regional traffic circulation issue would not be within the scope of this bridge replacement project.

30. The proposed project has met all public review requirements outlined in the California Environmental Quality Act (CEQA). The subject project has been addressed in two draft MNDs that were each circulated for public review. Comments were received on both MNDs and the City has responded to all comments. The public has had several opportunities to comment on the proposed project. The City feels that a task force is not necessary nor required since the project involves replacement of an existing structure and has met all CEQA requirements including two public review periods. The final MND with all comment letters and public testimony regarding this project or MND will be considered by City Council at a forthcoming public hearing.

31. See response to comment #30.

32. All impacts to the proposed bridge replacement project are either reduced to below significance through project design or through additional conditions. Therefore, alternatives to the proposed project are not required under CEQA, and a MND was prepared.

33. See responses to comments #3 and #32.

COMMENTS

RESPONSES



TORREY PINES ASSOCIATION
Torrey Pines State Reserve
P.O. Box 345
La Jolla, CA 92038

December 15, 1988

Mr. John Kovac, Senior Planner, Environmental Analysis Section
City Development Services, Land Development Review
1222 First Avenue, MS 501
San Diego, CA 92101

Re: North Torrey Pines Road Bridge Replacement Project, LDR 98-0335

Thank you for the opportunity to respond to the Draft Revised Mitigated Negative Declaration for the above project. The Torrey Pines Association is particularly interested in the final determinations to this bridge, since our purpose includes "the protection and preservation in perpetuity of the rare Torrey pines and their associated flora and fauna within the unique area officially dedicated and originally known as 'Torrey Pines Park'. It is understood that this indicates but is not limited to: Torrey Pines State Reserve and its Extension, Ellen Browning Scripps Natural Preserve, Los Peñasquitos Marsh Natural Preserve, and any other nearby lands presently or in future added to them".

23

34 [First, in indicating the "Consistency of Proposed Project With Torrey Pines Community plan, Table 2, on page 27, why was the phrase in the community plan ignored which reads, "Although the bridge should be widened in order to provide ultimately for three lanes, it should be striped for two lanes until the recommended northern road improvements are constructed." Why does your plan for widening the bridge completely ignore this part of the community plan?

35 [Your proposal calling for three lanes also ignores the fact that the northern bridge (the
36 [railroad bridge) has received the status of an historical ediface and that Del Mar does not
37 [intend to widen it. Why are you trying to widen the southern bridge and beyond, when it will
38 [narrow down again across the northern bridge? What is the purpose of the nine-foot raised
39 [median? Is this an attempt to provide a fourth lane in the future? Will not the 9' median
serve only to raise the ire of pass-through drivers and conflict with the community plan?

40 [Also, where is the mitigation spelled out for the shadowing of the Los Peñasquitos Lagoon
41 [for 21', caused by the widening of the bridge? The discussion of the reduction of 72 pylons
to eight and the displacement of open water refers to the lengthening of the bridge. There is
no discussion of the effects of widening the bridge and necessary mitigation.

34. Please see responses to comments #23 and #24. This project does not preclude the implementation of this Community Plan recommendation.

35. The proposed project assumes that the northern bridge would remain in its existing location and configuration. Please see response to comment #23.

36. Please see responses to comments # 19 and #20.

37. While a 14-foot median is standard per the City of San Diego's Street Design Manual, the median has been reduced to the minimum width possible to allow staged construction. The nine-foot median would not provide sufficient width for a fourth travel lane. The median would provide a safe distance between opposing traffic. The nine-foot median is the minimum width required to allow the proposed staged construction that would maintain two lanes of travel during construction. Otherwise, the road would have to be closed to through traffic during construction.

38. There are no plans to utilize the nine-foot wide median for an additional travel lane. See also response to comment #37.

COMMENTS

RESPONSES

39. The proposed project is consistent with the community plan that calls for a three lane bridge over Los Peñasquitos Creek. Please also see response to comment #37 for the purpose of the median.
40. Shading was determined to be not significant in the initial study prepared for the proposed project (page 44 of the recirculated draft MND). Shading of marine environments is typically potentially significant when there would be permanent shadows that would change the composition of plant and animal species within a particular environment due to the lack of sunlight (such as a permanent pier or boat launch). Shadows currently occur beneath and adjacent to the bridge over the Los Peñasquitos Creek at various times of the day. The shadows are cast by the road bed as well as the existing 72 pilons beneath the bridge. The area exposed to the temporary shadows include sand, cobbles and open water. Due to the fact that this area is highly influenced by tidal action, and the mouth of the lagoon is consistently dredged, the substrate beneath the bridge and immediately east and west of the bridge does not support permanent sensitive marine habitat. No sensitive biological resources would be impacted by the temporary shadow cast by the bridge. The wider roadbed (up to 21 feet) would increase shadows at particular times of the day. However, there would also be a reduction in the area of existing infrastructure that currently casts shadows, including a reduction in the number of columns beneath the bridge (from 72 to a maximum of eight) and the elimination of berm to lengthen the bridge (up to 35 feet) which would create new open water/beach area exposed to sunlight. In addition, the raising of the bridge two feet would allow more sunlight to penetrate the area below the bridge. Overall, the temporary shadows cast by the proposed bridge would not result in a significant environmental effect.
41. The proposed lengthening of the bridge was considered in both the recirculated draft MND and the previous October 1995 draft MND for those issues that were applicable, namely biological resources, cultural resources and visual quality. The abutments would be replaced allowing for a total lengthening of the bridge of about 35 feet. No sensitive biological species were found within the area to be disturbed from moving the abutments. As discussed on page 34 of the recirculated draft MND, the removal of the existing abutment on the south side of the bridge could temporarily impact up to 2,400 square feet of area. Approximately 200 square feet would be temporarily disturbed in replacing the northern abutment. The impact area for construction of the new abutments would lie above the mean high tide line and thus would not impact open water (based on a mean high tide line of 7.8 feet). Final calculations of the area of open water gained versus lost would be made at the time the 404

COMMENTS

RESPONSES

permit is processed and final design has been completed. Compensation, if any, would also be determined at that time. A cultural resources survey was conducted for a one-mile radius around the project area. The MND concluded that there would be no impact to prehistoric or historic resources from replacement of the bridge and improvements to the road (page 35 of the recirculated draft MND). As discussed on page 43 of the recirculated draft MND and Section IV of the October 1995 draft MND, the lengthening of the bridge as well as slight raising of the bridge and reduction in the number of columns would improve visual quality.

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COMMENTS

RESPONSES

Page 2 LDR 98-0335

42 On page 2, in relation to the Biological Resources, why has the monitoring of the vegetation effort been reduced from 5 years (as proposed in the 1995 MND) to only 25 months in the present draft? Who will be supervising enforcement of the measures outlined in item 3 and 44 on page 5? Will there be continuous monitoring or only intermittent supervision?

45 On page 3, paragraph 2, reference is made to traffic from the Carmel Valley community, which does not abut the area in question. Any person coming from Carmel Valley to the beach would access the parking lot on Carmel Valley Road, since there are very few parking spots along North Torrey Pines Road. Also, there is no established parking north of the Carmel Valley Road/North Torrey Pines Road intersection.

46 Would not the removal of 15 present beach parking spaces during the construction period as indicated on pages 16 and 21 impede access to the beach over a long period? Will not the public safety be involved with the switching of high pressure gas lines? Also long time residents insist that several archeological sites were paved over when the current road and bridges were installed. What measures are to be taken to watch for such finds during the widening of the road and bridge?

26 49 If the bridge were kept to a two-lane width, could an arched bridge be built, such as those over I-5 and I-15? A reduction of pylons is fine, but an arch would give a better view of the ocean from public viewing areas. Would a two-lane bridge lessen the need for the four high retaining walls? What will be the source for the fill for the fill slopes? Most soils in the surrounding area have high liquefaction ratios.

53 Over a two-year time period for construction, will not coastal access be impeded? What mitigation is proposed? If a less wide bridge were built, could construction time be shortened?

56 The staging area located between the parking lot and North Torrey Pines Road is state land designated for open space. What mitigation is proposed for the pollution engendered by gas and oil deposited by machinery in the staging area?

57 Will not "dewatering" of the lagoon change the amount of surface water in the lagoon and threaten lagoon organisms? Also, will not the wider lagoon mouth change the mixture of salt and fresh water in the lagoon? What mitigation is proposed for the impacts of "dewatering"?

42. Monitoring for 25 months is consistent with the City's Landscape Technical Manual and is adequate since the area being monitored is not mitigation area. The proposed project would impact 0.6 acre of disturbed Diegan sage scrub habitat. Mitigation for this impact is the contribution of funds to the City's Habitat Acquisition Fund sufficient to acquire 0.6 acre of similar habitat in the Multi-Habitat Preserve Area (MHIPA) within the coastal region. This mitigation has already been met by the City. In addition, but not as mitigation, the City will be creating approximately 2.5 acres of Diegan sage scrub habitat and coastal strand habitat when the staging area north and east of the bridge is revegetated. This is not mitigation but a part of the project and therefore does not require monitoring in accordance with the City's typical mitigation requirements. The five-year habitat monitoring in the October 1995 draft MND was required because the northern bridge impacted additional sensitive habitat. Mitigation for the impact to sensitive habitat due to the replacement of the northern bridge required the creation of habitat which required the five-year monitoring. With the deletion of the northern bridge from the project, the associated impacts to sensitive habitat were eliminated.

43. Please see response to comment #9.

44. Please see response to comment #9.

45. The reference is made to regional buildout of "surrounding communities". The traffic projections for the circulation system within the project area incorporate buildout of the surrounding communities based on current community plans. With respect to the statement regarding parking north of the intersection, comment is acknowledged. No further response is necessary.

46. As stated on page 16 of the recirculated draft MND, the removal of the 15 spaces along Torrey Pines Road south of the bridge would be temporary. The 15 spaces would be eliminated for a period of about 12 months. Once construction is completed, the 15 parking spaces would be restored. An estimated 55 parking spaces would remain south of the bridge along the beach. In addition, the estimated 550 parking spaces in the Torrey Pines State Park parking lot located northeast of the bridge would not be affected by the construction and would remain available for use by recreationists. Thus, there would be no significant long-term impact on public access.

COMMENTS

RESPONSES

47. The procedure for the relocation of the utility lines would be developed during the design phase in conjunction with the utility companies. The actual relocation of the lines would be conducted in accordance with applicable safety regulations by the utility companies. No impacts to public safety are anticipated.
48. A cultural resources survey was conducted for a one-mile radius around the project area. The MND concluded that there would be no impact to prehistoric or historic resources from replacement of the bridge and improvements to the road (page 35 of the recirculated draft MND).
49. The possibility of an arched bridge was discussed early during the conceptual planning phase. As the project moves into the design stage and detailed structure-type selection studies are conducted, there will be an opportunity to explore various solutions. However, the bridge engineer and the City have discussed the arch-type concept and anticipate several difficulties that are discussed in detail in the City's conference notes dated February 17, 1998 and attached to response to comment #3.
50. Comment acknowledged, however an arch-type bridge is not practical based on the reasons outlined in the City's conference notes attached to the response to comment #3. Further, as discussed on page 42 of the recirculated draft MND, the project is expected to enhance visual quality of the area due to: 1) the reduced number of bridge columns from 72 to a maximum of eight; 2) the increase in height of the bridge of approximately two feet, 3) the lengthening of the bridge by 35 feet, and 4) the minimum clearance of 14 feet beneath the bridge with a maximum clearance of 16.5 feet.
51. Three of the proposed retaining walls are needed to provide the pedestrian ramps from street level to the beach and State Park. As discussed on page 14 of the recirculated draft MND, the walls associated with the pedestrian ramps would be between one and 13 feet in height. No improved pedestrian access is currently provided on the north- and south-bound sides of North Torrey Pines Road in the vicinity of the project. The new ramps would be a project benefit. While it is true that the 19-foot wall on the south and east side of the bridge is a result of the road widening, it is necessary to limit encroachment into the lagoon. As discussed on page 15, the walls would be architecturally enhanced, and colored materials and textures that blend with the surrounding environment would reduce the visual effect to below significance. While maintaining the bridge at two lanes would eliminate the one wall on the southeast side of the bridge, it would not eliminate all of the walls. Furthermore, maintaining the road and bridge at two lanes would not accomplish the project objective nor would it conform to the Torrey Pines Community Plan.

COMMENTS

RESPONSES

- 52. The source fill would be determined during the design phase. The contractor will be required to find suitable fill material.
- 53. Public access is addressed on page 44 of the recirculated draft MND. The project would provide for unobstructed vehicular, pedestrian and bicycle movement around and through the construction zone, however speeds of travel through the construction zone would be reduced.
- 54. As discussed on page 3 of the recirculated draft MND, a traffic control plan will be developed for each phase of construction that will be designed to ensure the safe movement of vehicles, pedestrians and bicycles through and around the work zone. This would mitigate any inconveniences to vehicles, pedestrians and bicycles through the construction zone for the duration of the construction.
- 55. If the bridge were reduced in width, staged construction would not be possible thereby requiring the closure of North Torrey Pines Road during the construction period. The width of the bridge not only accommodates the three lanes projected in the Torrey Pines Community Plan but allows the staged construction where one side of the new bridge would be built while two lanes of through traffic continue. Maintaining two lanes of travel through the construction zone was one of the key objectives of the conceptual bridge design.
- 56. The temporary use of the park land has been reviewed by the State Department of Parks and Recreation. A 4(f) permit will be required which will outline the use of the park land and the requirements for maintenance and restoration. The contractor's water pollution control plan shall conform to the requirements of the "Caltrans Storm Water Quality Handbook, Construction Contractor's Guide and Specifications" dated April 1997. The contractor will be responsible for overseeing the proper use of the park land and compliance with all requirements for proper use, clean up and disposal of equipment grease and oils. The City's resident engineer will be onsite full time to monitor the contractor and compliance with all permits. Lastly, the staging area will be fully restored and revegetated with native habitat once construction is completed.
- 57. The proposed project does not propose dewatering the entire lagoon; only the areas within caissons or cofferdams at the bridge foundations.

COMMENTS

RESPONSES

- 58. The wider lagoon mouth would allow for more tidal flushing of the lagoon which is intended. As anticipated by the Torrey Pines Community Plan, "This project includes a special bridge design that will contribute to the restoration and enhancement of Los Peñasquitos Lagoon. The ultimate design of this bridge creates a wider lagoon mouth by approximately 40 feet, in order to increase the tidal prism, restore tidal action and improve circulation of lagoon waters. Design consideration should include completely spanning the lagoon mouth by cutting back the road embankment and lengthening the bridge space, etc.". Currently, the City and the Lagoon Foundation dredge the opening of the lagoon of accumulated deposits to allow for more tidal flushing of the lagoon. It is intended that the wider mouth and reduced number of columns will reduce the need for physical removal of accumulated material at the mouth of the lagoon and allow for the natural flushing of the lagoon mouth.
- 59. Only temporary dewatering small areas around the bridge foundations will be required, and therefore, no mitigation is required. Water resulting from the dewatering operation will be directed into de-silting ponds before allowing it to flow back into the lagoon.

COMMENTS

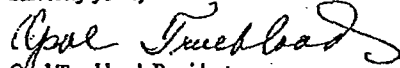
RESPONSES

Page 3 #LDR 98-0335

60 Page 31 of the 1995 report indicates that drainage patterns are established according to a 50 year storm event. Why is such a short term time amount being used when experts at UCSD have stated that we have had three 100 year storms in the last eighteen years?

Thank you for your attention to these matters.

Sincerely yours,



Opal Trueblood, President,
Torrey Pines Association

60. The referenced statement on page 31 of the October 1995 Draft MND refers to the replacement of drainage structures. According to the City's Drainage Design Manual, "The runoff criteria for the underground storm drain system shall be based upon a 50-year frequency storm". Therefore, the statement on page 31 is correct. However, the manual also provides the following design criteria for the capacity of the entire storm drain system which includes underground structures, curbs and gutters: "The storm drain system shall be designed so that the combination of storm drain system capacity and overflow will be able to carry the 100-year frequency storm without damage to or flooding of adjacent existing buildings or potential building sites". As stated in the first mitigation measure under "Hydrology/Water Quality" on page 4 of the recirculated draft MND and on page 4 of the October 1995 draft MND, "The proposed drainage facilities shall be designed to handle runoff from a 100-year storm". Thus, the proposed drainage system in its entirety would be able to handle a 100-year storm event which is consistent with the City of San Diego's Drainage Design Manual.

30



City of Del Mar

1050 Camino Del Mar - Del Mar, California 92014

Where the Turf meets the Surf

December 15, 1998

John Kovak
City of San Diego
Development Services Department
Development and Environmental Planning
1222 First Avenue, Mail Station 501
San Diego, CA 92101

RE: North Torrey Pines Bridge Replacement Project (LDR No. 98-0335)
Response to Draft Mitigated Negative Declaration

Dear Mr. Kovak:

Thank you for the opportunity to review and comment on the Draft Mitigated Negative Declaration for the North Torrey Pines Bridge Replacement Project. Although overall the Revised Mitigated Negative Declaration (MND) is thorough, it fails to address a number of issues which are identified below. We believe an Environmental Impact Report (EIR) would be a more appropriate study to address a project of this magnitude in such an environmentally sensitive setting. We have identified those issues associated with the proposed project that warrant further analysis and comment. They fall in to three categories: environmental and economic impact, adequate road transition, and construction traffic flow through the City of Del Mar.

We question the appropriateness of the proposed project in both economic and environmental terms. It appears inappropriate to move forward with the construction of the southern North Torrey Pines Bridge prior to resolving the disposition of the northern bridge. Dividing the two bridge projects would increase construction costs (i.e. duplicate the bidding process, construction staging, etc.), and prolonged construction would result in further inconvenience to the public and have longer environmental impacts on the Los Penasquitos Lagoon.

If the City of San Diego decides to proceed with the southern bridge project at this time, it is imperative that an adequate transition of the roadway to the northern bridge is planned. This should be based upon the assumption that the northern bridge will be seismically retrofitted in the same location and configuration as currently exists. Many variables of the southern bridge project depend on resolving the disposition of the northern bridge project.

Furthermore, we would have concerns if Del Mar roads were used as the construction access to the southern bridge project. Any proposed use of our streets as a conduit for the

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- 61. As Lead Agency, it is the responsibility of the City of San Diego to determine the type of environmental document which is required (Negative Declaration or Environmental Impact Report). The City determined that the appropriate CEQA document for this project is a Mitigated Negative Declaration as defined under Sections 15073.5, 15064 (g)(2) and 15369.5 of the CEQA Guidelines as updated October 26, 1998. However, in accordance with Section 15096(d), the City of Del Mar is entitled to comment on whether it believes the Mitigated Negative Declaration is appropriate for the proposed bridge replacement projects. Thus, the comment letter submitted by the City of Del Mar is the appropriate vehicle for the City of Del Mar to register its concerns. Additionally, the responses contained herein are the appropriate means for the City of San Diego to respond to those comments.
62. See response to comment #23.
63. The proposed project includes appropriate transitions north and south of the southern bridge. The transition north of the bridge would be 910 feet long and assumes that the northern bridge would stay in its existing configuration and location.

31

61

62

63

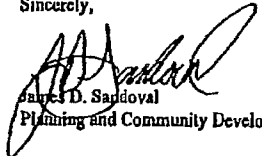
64

COMMENTS

RESPONSES

64
Cont. proposed bridge project would require an Encroachment Permit from the City of Del Mar. The increased use of construction related vehicles could impact the conditions of our roads and create road safety concerns for the citizens of Del Mar. Due to the potential disruption, we encourage access routes for the project be outside the City Of Del Mar.

Sincerely,



James D. Sardoval
Planning and Community Development Director

cc: City Council

32

64. The primary access to the construction area would be via Carmel Valley Road. As discussed on page 63 of the October 1995 draft MND, the southerly haul route (via Genesee Avenue) was evaluated but was rejected because: 1) trips originating from or destined to the north would be required to travel a great distance out of direction; 2) the existing grade on North Torrey Pines Road south of the southern bridge would result in reduced speeds for trucks, causing additional delays to non-construction traffic; and 3) construction vehicles traveling to and from the Phase I staging area via the State Park parking lot would result in additional delays at the intersection of North Torrey Pines Road and Carmel Valley Road. The primary access route via Carmel Valley Road would necessitate some construction vehicles traveling through the intersection of North Torrey Pines Road and Carmel Valley Road to access the Phase II staging area. The City cannot predict nor control when construction vehicles may traverse the portion of North Torrey Pines Road between the City of San Diego's jurisdiction and the Carmel Valley Road/ North Torrey Pines Road intersection. However, the City will require that the contractor limit the construction-related traffic going north of the intersection of Carmel Valley Road and North Torrey Pines Road to avoid additional traffic in the City of Del Mar proper.

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PREFACE TO THE RECIRCULATED DRAFT MITIGATED NEGATIVE DECLARATION

A Draft Mitigated Negative Declaration (MND) for the North Torrey Pines Road Bridge Replacement Projects (DEP No. 93-0420; SCH No. 95101023) was circulated for public review from October 6, 1995 to November 6, 1995. All interested individuals, organizations and public agencies had an opportunity during this time to submit their written comments on the draft MND to the City of San Diego. Modifications have occurred to the project since circulation of the original draft MND. The evaluation contained in this document considers the environmental aspects associated with the modifications to determine if the modifications would result in any new significant environmental impacts or result in a substantial increase in an adverse environmental effect already addressed in the original draft MND.

In compliance with all criteria, standards and procedures of the California Environmental Quality Act (CEQA) of 1970 (California Public Resources Code, Sections 21000 et seq.), and the State CEQA Guidelines (California Code of Regulations, Sections 15000, et seq.), the recirculated draft MND is comprised of the following sections:

- A) Additional Information Statement, including a brief project history, revised project description and an environmental evaluation of the revised project as compared to the original project;
- B) A list of the individuals, organizations and public agencies which commented on the original draft MND during its circulation from October 6 to November 6, 1995;
- C) Comments received during public review of the original draft MND circulated in October 1995 and corresponding City responses; and
- D) The previously circulated draft MND dated October 6, 1995.

A. ADDITIONAL INFORMATION STATEMENT

Introduction

This Additional Information Statement (AIS) supplements the draft Mitigated Negative Declaration (MND) dated October 6, 1995 for the proposed North Torrey Pines Road Bridge Replacement Projects. The purpose of this AIS is to identify and evaluate the modification to the bridge replacement projects which has occurred since the previous draft MND was circulated for public review in 1995.

Project History

The original North Torrey Pines Road Bridge Replacement Projects, which was the subject of the initial draft MND circulated in October 1995, addressed the demolition and reconstruction of two road bridges: 1) the North Torrey Pines Road Bridge over the San Diego Northern Railway (northern bridge) and 2) the North Torrey Pines Road Bridge over Los Peñasquitos Creek (southern bridge). The City of San Diego conducted an Initial Study which determined that the replacement of the two bridges could have a significant environmental effect. The original project incorporated measures to avoid or mitigate the potentially significant environment effects previously identified, and the preparation of an Environmental Impact Report was not required. The City of San Diego prepared and circulated a draft MND for public review from October 6, 1995 to November 6, 1995.

Because the City of Del Mar shares jurisdictional responsibility for the bridge over the San Diego Northern Railway with the City of San Diego, Del Mar's concurrence with the City of San Diego's conceptual plan for the replacement of the northern bridge was necessary to finalize the draft MND. The City of Del Mar did not approve the City of San Diego's conceptual plan for the northern bridge. Therefore, the City of San Diego is proceeding with implementation of the conceptual plans for the replacement of the bridge over Los Peñasquitos Creek only.

The North Torrey Pines Road Bridge over Los Peñasquitos Creek (hereinafter referred to as "the southern bridge" or "proposed project") is structurally deficient and has the second lowest sufficiency rating of any bridge within the City of San Diego. The Federal Highway Administration will allow the City of San Diego to separate the environmental review of the bridge replacements in order to finalize the environmental documentation for the southern bridge. This AIS includes a description of the proposed bridge replacement and road improvements. This AIS also includes an analysis of the environmental impacts relative to the bridge for each of the environmental issues addressed in the October 1995 draft MND.

Purpose and Main Features of the Proposed Project

The proposed project includes: 1) the phased demolition and reconstruction of the bridge over Los Peñasquitos Creek and 2) the improvements to North Torrey Pines Road for the necessary road transitions north and south of the bridge. The linear project site extends from 721 feet south of the bridge to 910 feet north of the bridge and includes a 340-foot long bridge span. The total project site length would be 0.37 mile. The width of the project site would vary to accommodate construction staging areas and would range from 60 feet to 230 feet. The location of the proposed project is shown in Figures 1 and 2. As shown in Figures 3A and 3B, the Area of Potential Effect (APE) would extend from 721 feet south of the bridge (station 40+71.58) to 910 feet north of the bridge (station 21+00).

The California Department of Transportation (CALTRANS) has inspected the existing bridge structure and has found it to be structurally deficient. Deterioration of the concrete is visible throughout the bridge, especially at the substructure levels. Functionally, the bridge has sub-standard barrier rails. In addition, the existing width of the bridge is inadequate to accommodate current and projected (year 2020) regional average daily traffic volumes (ADT) at buildout of the surrounding communities (e.g. Torrey Pines, Carmel Valley, and Del Mar). Current and projected ADT at buildout are 17,900 and 37,000, respectively. The purpose of the proposed project is therefore to provide a bridge which is structurally sound and functionally adequate. The reconstruction of the bridge (City of San Diego Capital Improvement Project 53-050.0) would be funded by the Federal Highway Administration (FHWA) and the City of San Diego.

Existing Conditions

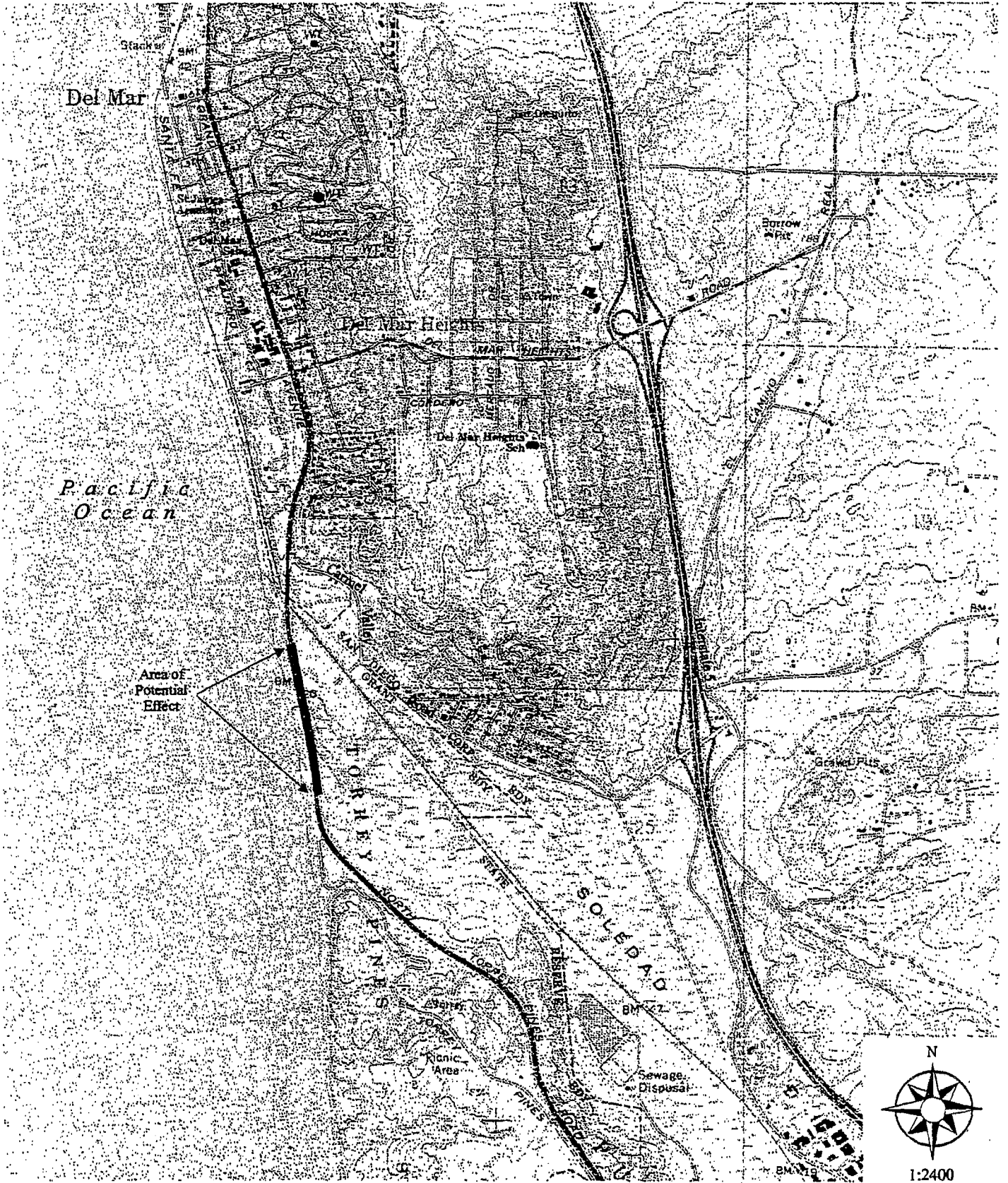
A description of the existing conditions for the bridge over Los Peñasquitos Creek and vicinity is included in Section I of the October 1995 draft MND. The existing conditions have not changed substantially since circulation of the original draft MND.

Bridge Design

Considerations affecting the design of the proposed bridge are listed in Section I of the October 1995 draft MND. The only changes to the design considerations for the proposed bridge since circulation of the October 1995 draft MND are:

- 1) to maintain a width of approximately 61 feet curb to curb instead of 66 feet; and
- 2) to provide one, nine-foot raised median instead of a 14-foot raised median.

Based on these considerations, the proposed design of the bridge would include construction of an approximately 340-foot reinforced, prestressed concrete box girder bridge with three to five spans and two to four bents of two columns each. The number of columns would range from four to eight. The three span/two bent conceptual site plan for the bridge is shown in Figure 3C). The ultimate number of spans and columns would depend on final design studies. The

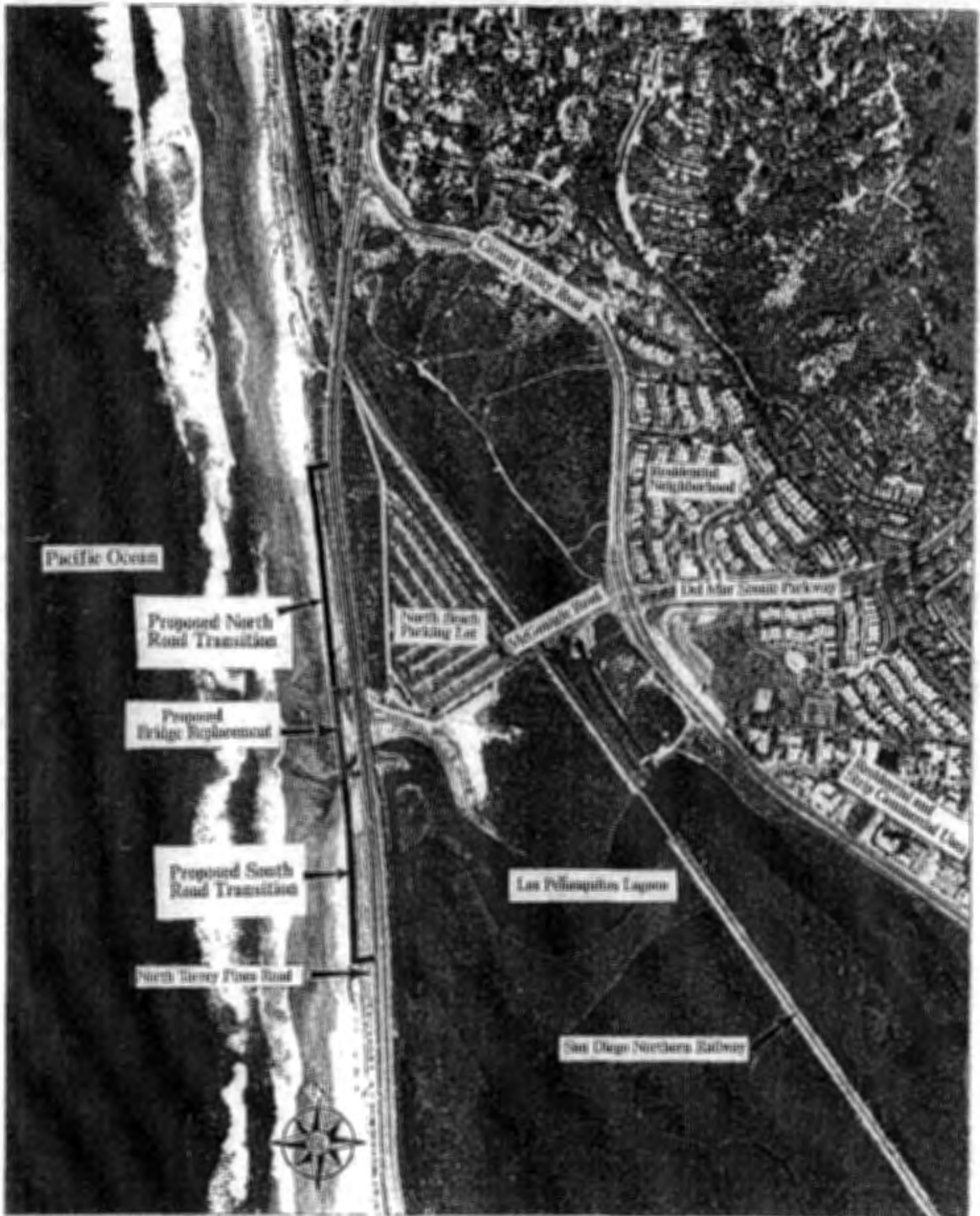


Base Map Source: Del Mar Quadrangle USGS 7.5 Minute Series

Project Site Location

e-Bidding N. Torrey Pines Access Ramp
 Appendix A – Mitigated Negative Declaration (Rev. July 2015)

Figure 1



Pacific Ocean

Proposed North Road Transition

Proposed Bridge Replacement

Proposed South Road Transition

North Tarry Pine Road

North Beach Parking Lot

Las Peñasquitas Lagoon

San Diego Northern Railway

Residential Neighborhood

Lido Mar South Parkway

San Diego Country Club



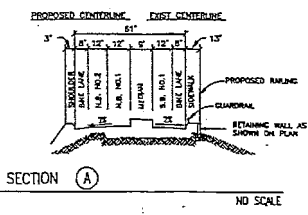
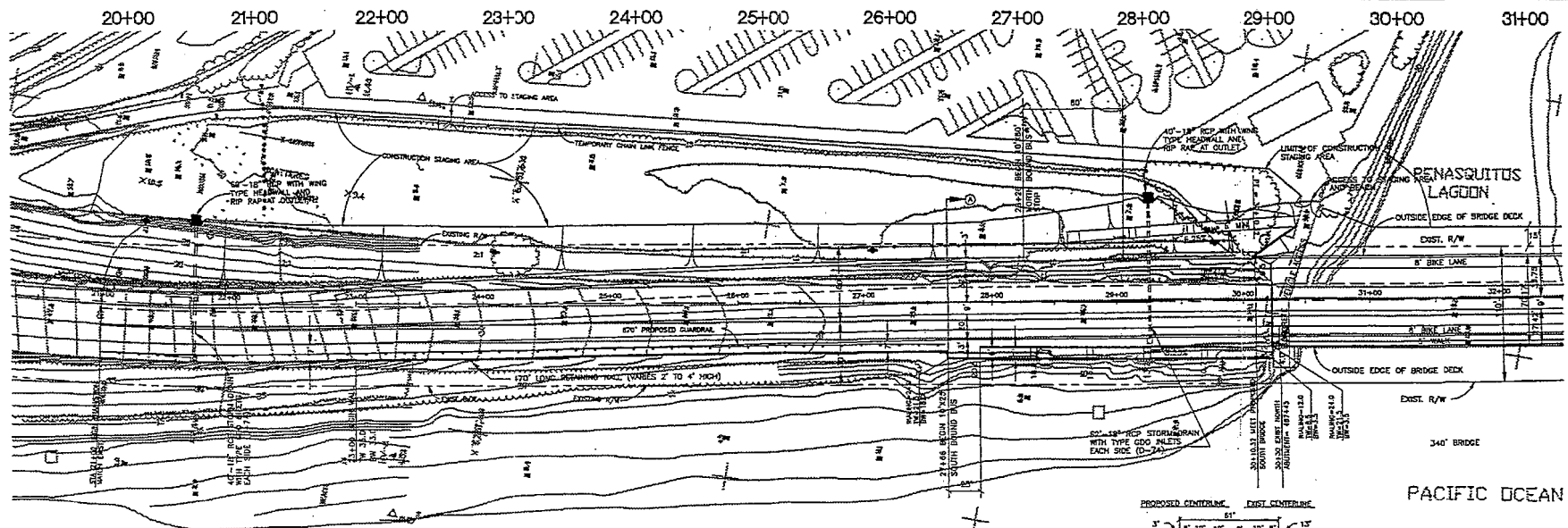
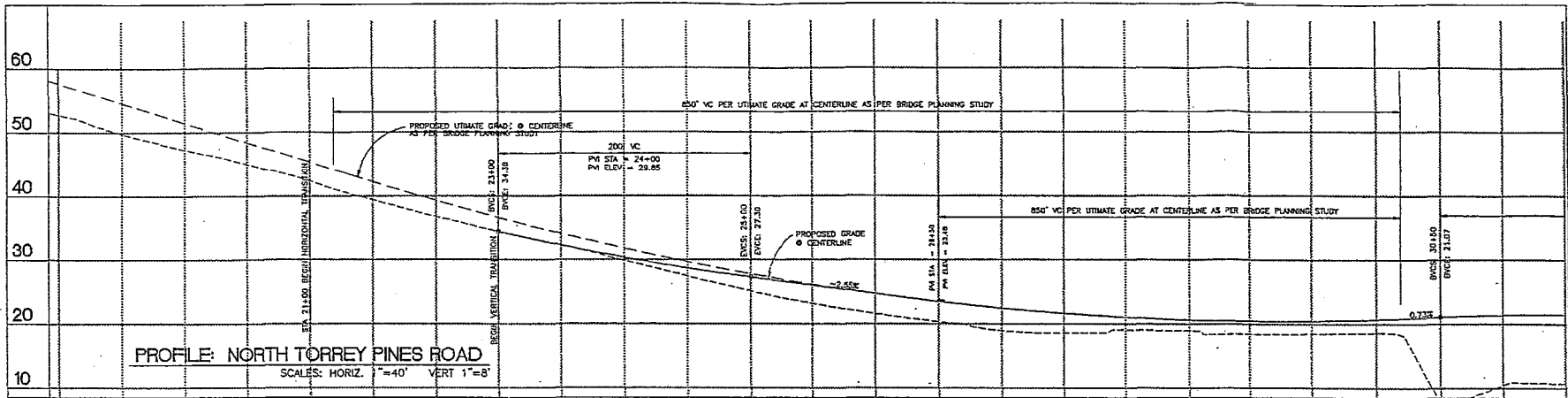
Base Map Source: Aerial Photograph, June 1991

Not To Scale

Aerial Photograph of the Project and Vicinity

Figure 2

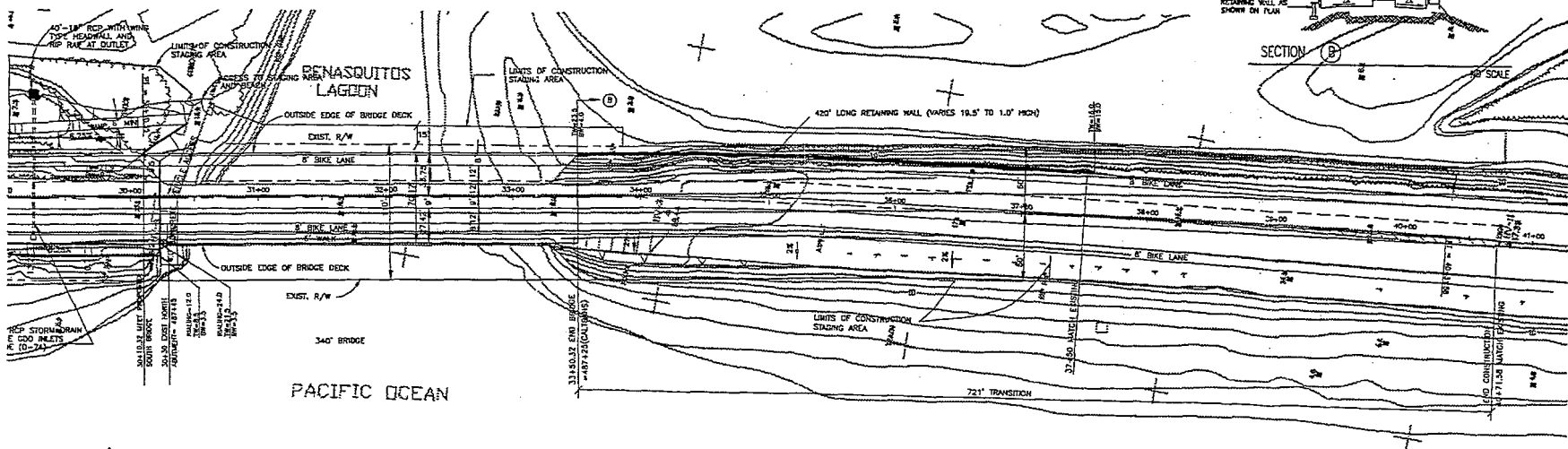
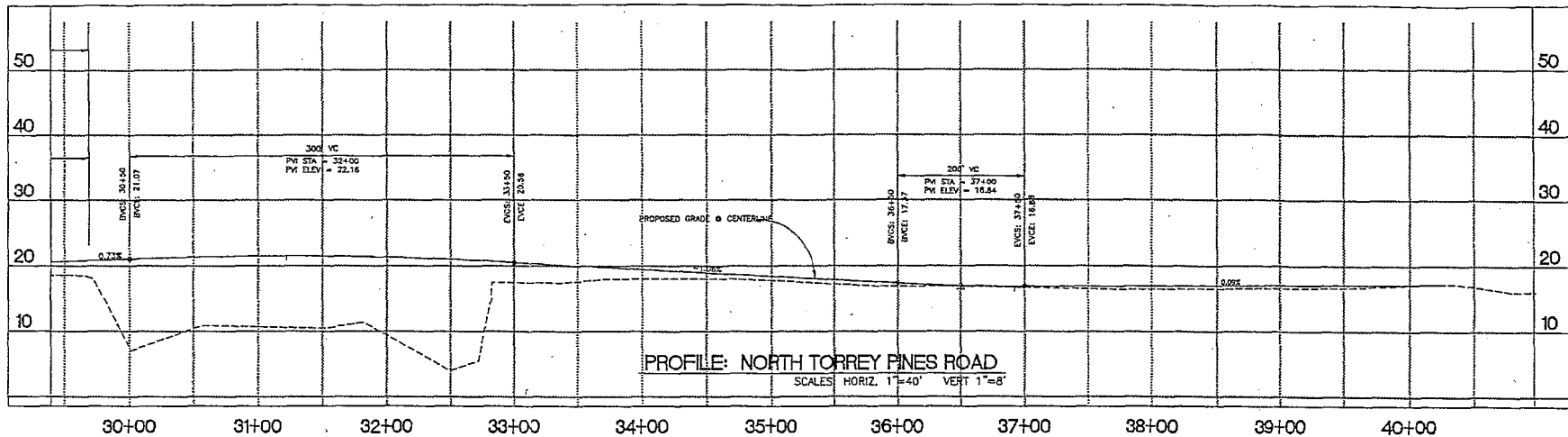
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Proposed Conceptual Site Plan - North Road Transition

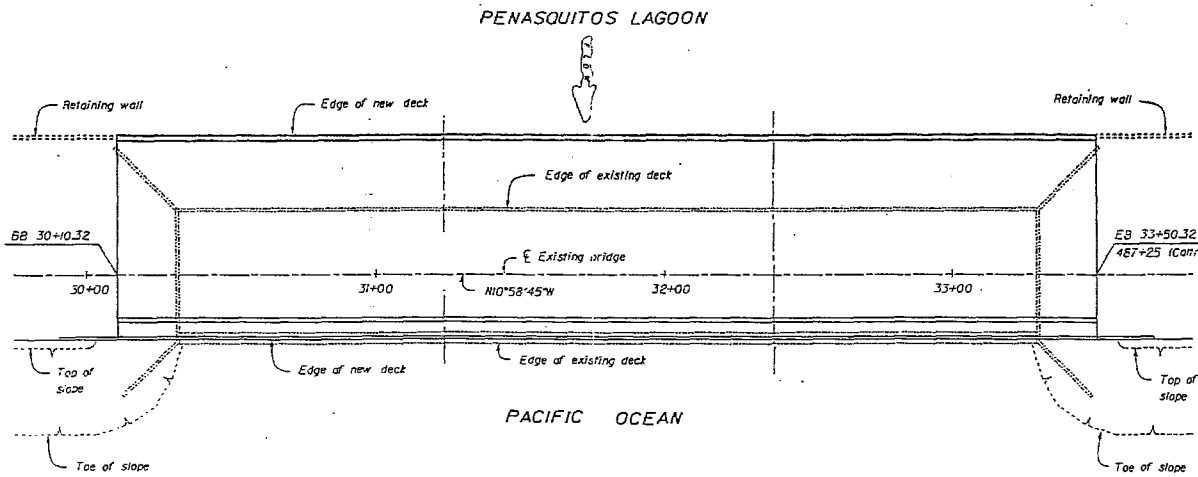
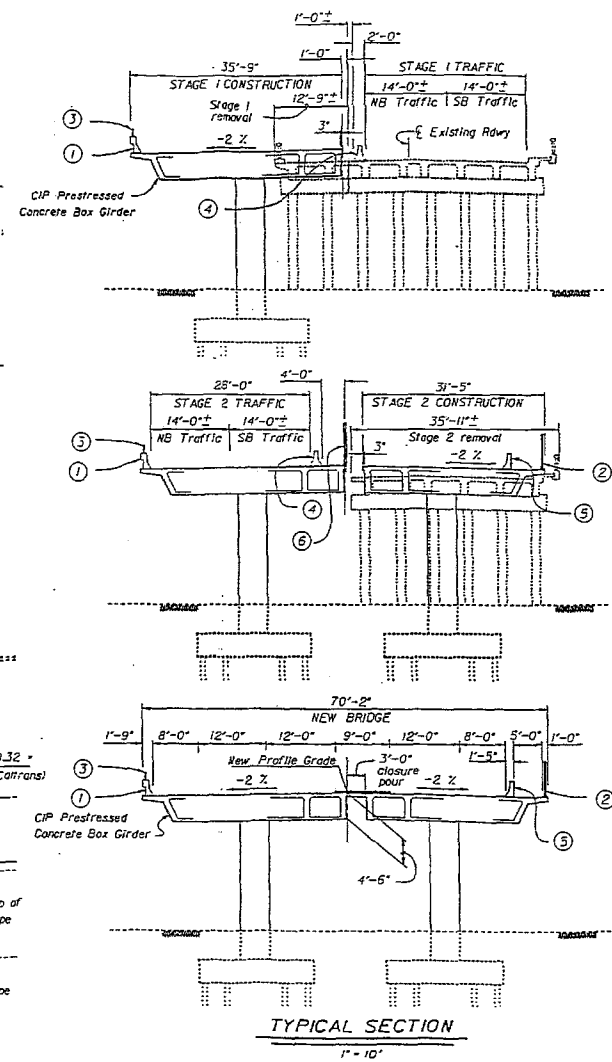
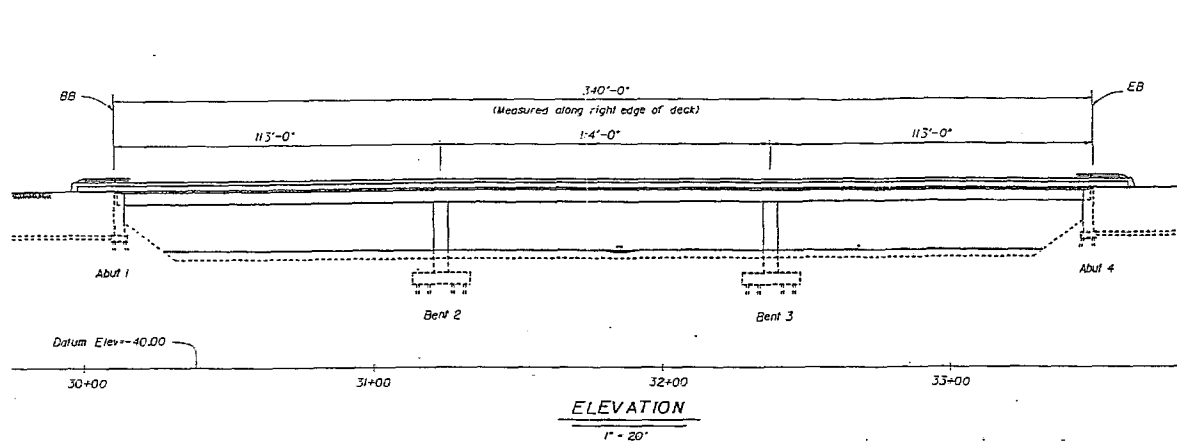
e-Bidding N. Torrey Pines Access Ramp
 Appendix A - Mitigated Negative Declaration (Rev. July 2015)

Figure 3A



Proposed Conceptual Site Plan - Bridge and South Road Transition

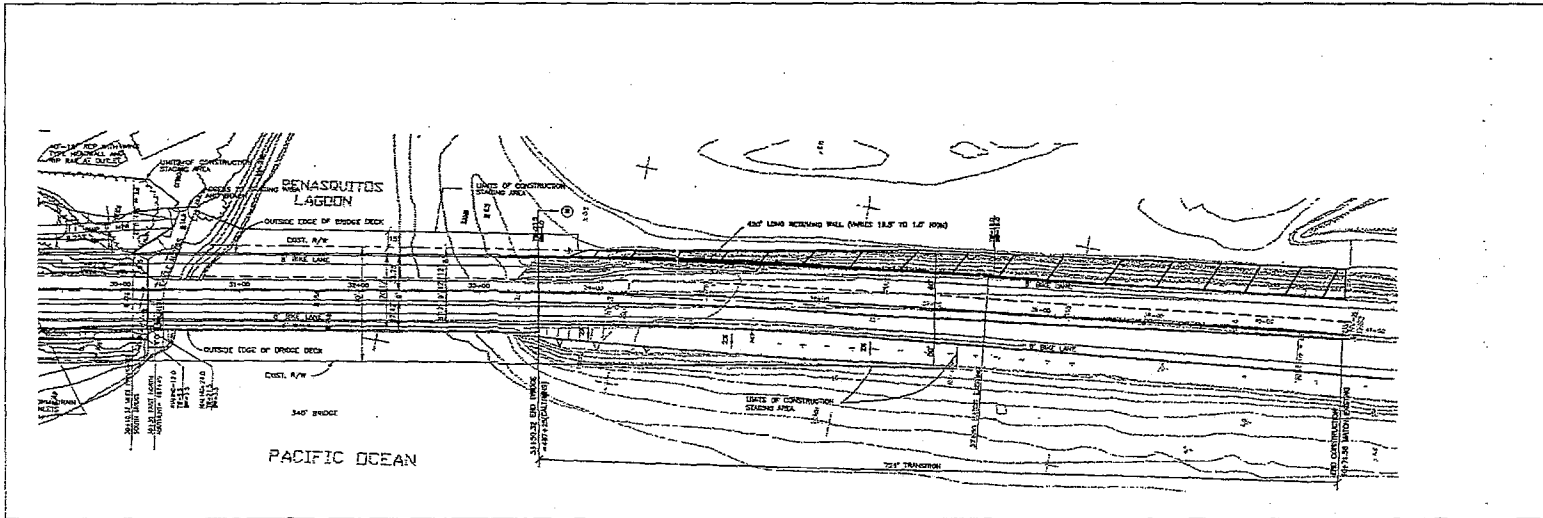
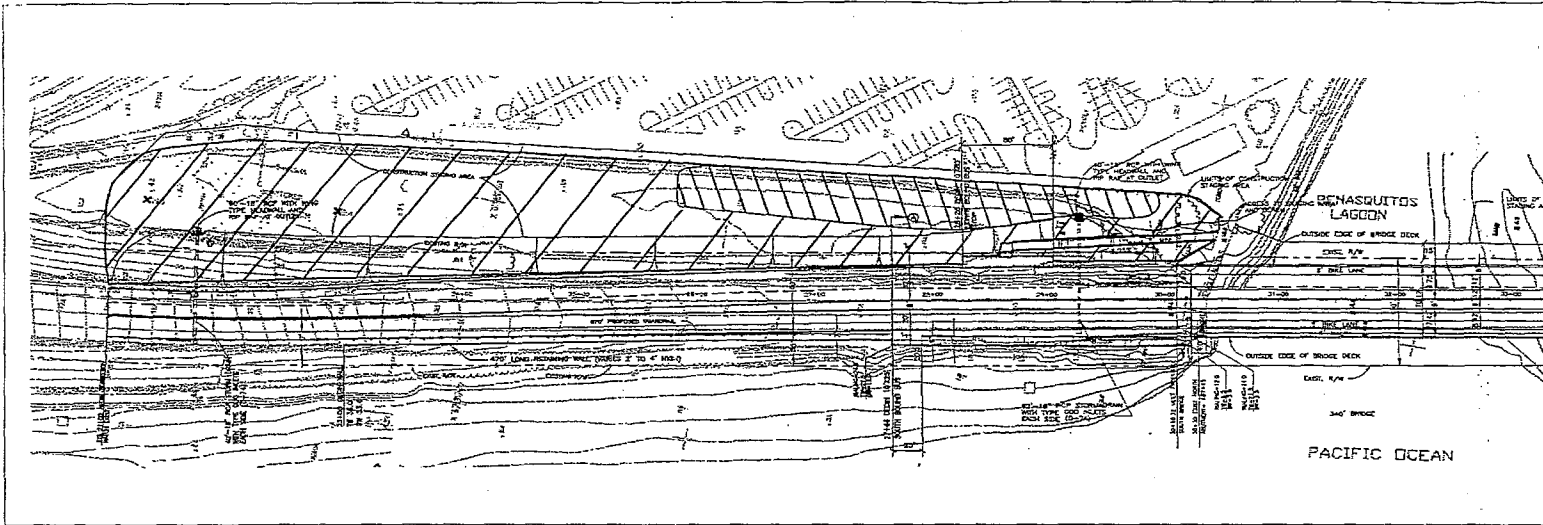
Figure 3B



- NOTES:
- ① Concrete Barrier Type 25
 - ② Metal Railing
 - ③ Tubular Hand Railing
 - ④ Temporary Railing Type K
 - ⑤ Concrete Barrier Type 27
 - ⑥ Temporary Fence
 - Denotes existing structure

Proposed Bridge and Road Cross Sections and Elevation

Figure 3C



LANDSCAPE CONCEPT

The planting plan provides erosion control and revegetation for the graded slopes associated with construction of the bridge. Landscaping will consist of transitional coastal scrub and coastal strand species. In order to preserve views, low growing species will cover most of the slopes and larger species will be located at the base of slopes. Planting will consist of a combination of hydroseed and container stock. The hydroseed will be applied as soon as possible to provide erosion control. Container stock shall be hand planted after the establishment of the hydroseed preferably between November and March to take advantage of winter rains. A temporary irrigation system will be used as needed to provide adequate moisture for hydroseed and container stock establishment. The coastal strand vegetation area shall be supported by placement of marine sediments (salvaged from the yearly lagoon mouth opening) in the vegetation area. Seed source shall be collected from coastal strand species from the south end of the existing highway berm.

TRANSITIONAL UPLAND COASTAL SCRUB

Hydroseed Mix

Symbol	Botanical Name	Common Name
	<i>Artemisia californica</i>	California Sagebrush
	<i>Coreopsis maritima</i>	Sea Dahlia
	<i>Encelia californica</i>	California Encelia
	<i>Eriogonum fasciculatum</i>	California Buckwheat
	<i>Eriophyllum confertiflorum</i>	Goldfield
	<i>Grindelia stricta</i>	Gum Plant
	<i>Lasthenia glabrata</i>	Goldfields
	<i>Lotus scoparius</i>	Deerweed
	<i>Viguera lacinjata</i>	San Diego Sunflower

Shrubs

Symbol	Botanical Name	Common Name
Large Woody Shrubs - 5 gallon, 5 feet on center		
	<i>Malosma Laurina</i>	Laurel Sumac
	<i>Rhus integrifolia</i>	Lemonade Berry
	<i>Lycium californicum</i>	Desert Thorn
	<i>Galvesia speciosa</i>	Island Bush Snapdragon
	<i>Simmondsia chinensis</i>	Jojoba
Understory Shrubs - 1 gallon planted 3 feet on center		
	<i>Dudleya lanceolata</i>	Lady Fingers
	<i>Euphorbia misera</i>	Cliff Spurge
	<i>Encelia californica</i>	Coast Sunflower
	<i>Opuntia littoralis</i>	Prickly Pear
	<i>Opuntia proflera</i>	Beavertail
	<i>Salvia spiana</i>	White Sage
	<i>Stipa lepida</i>	Foothill Stipa

COASTAL STRAND

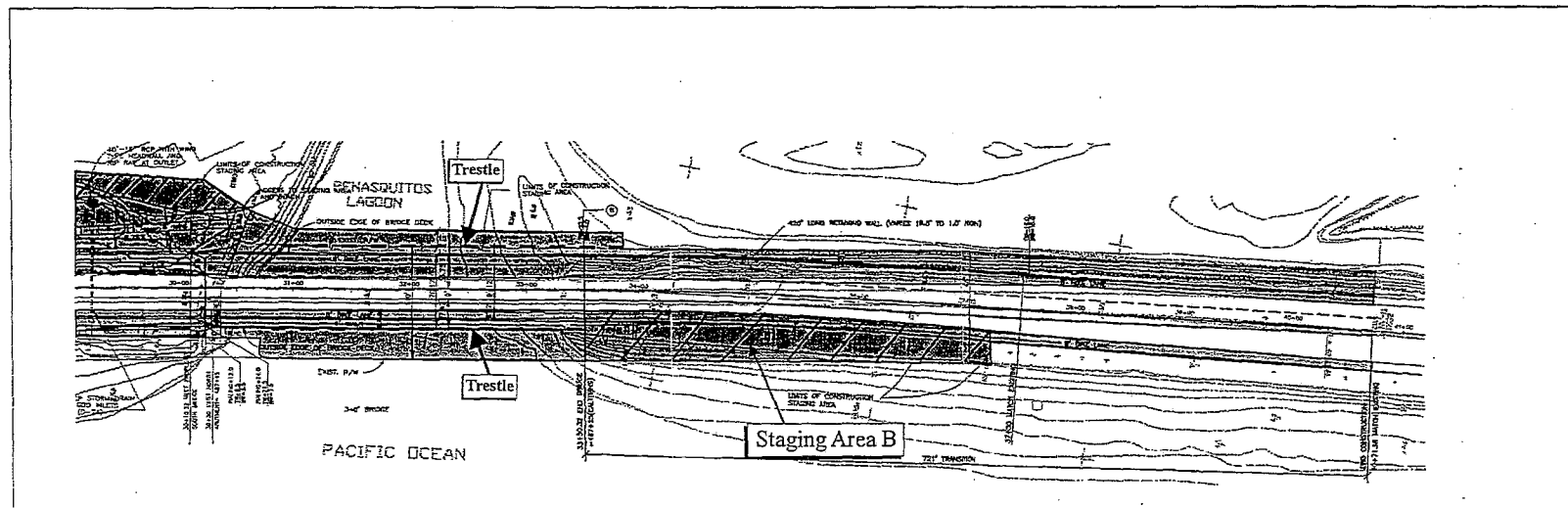
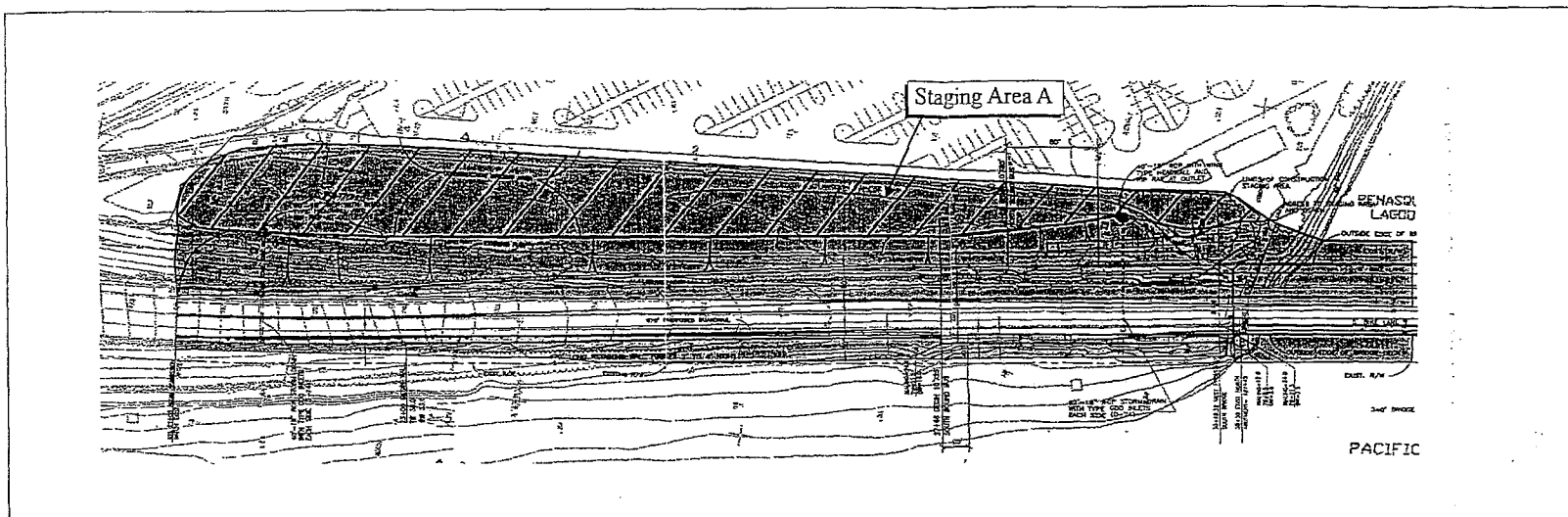
Hydroseed Mix

Symbol	Botanical Name	Common Name
	<i>Abronia umbellata</i>	Beach Sand Verbena
	<i>Abronia maritima</i>	Red Sand Verbena
	<i>Ambrosia chamissonus</i>	Ambrosia
	<i>Camissonia cheiranthifolia</i>	Beach Eve. Primrose
	<i>Crotan californicus</i>	Crotan
	<i>Eriogonum gracile</i>	Slender Buckwheat
	<i>Lotus nuttalianus</i>	Prostrate lotus

Shrubs shall be planted in random groups of odd numbers at 80% site coverage.

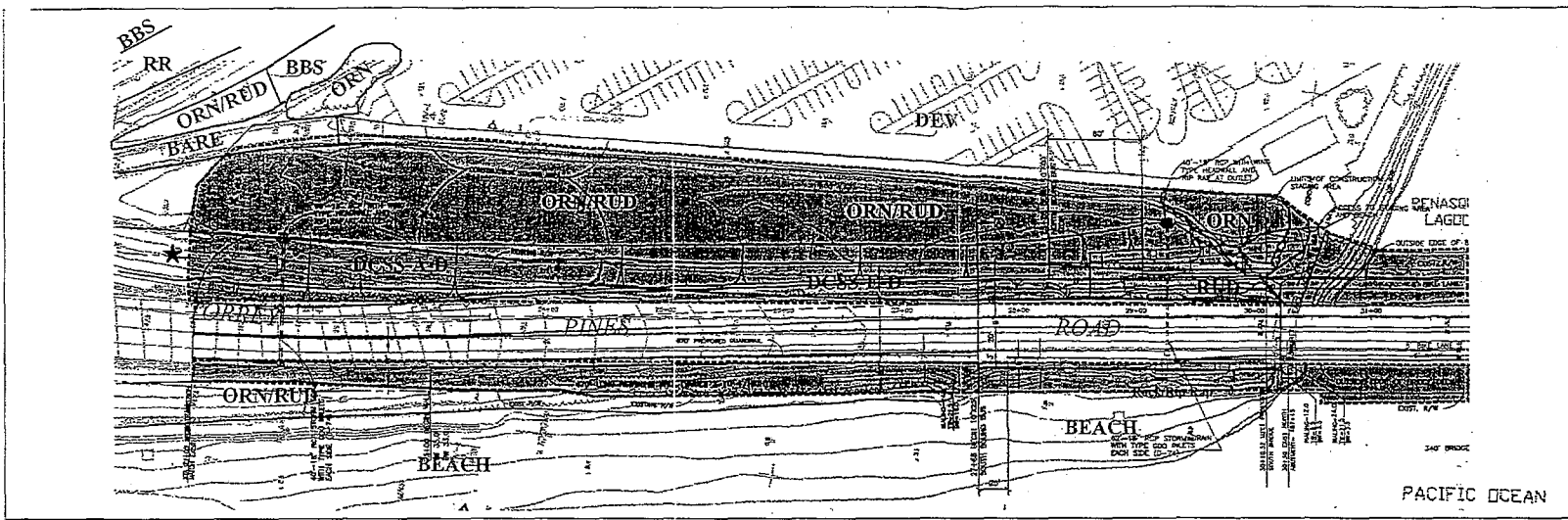
TYPICAL PLANTING

1	2	3	4
5	6	7	8
9	10	11	12

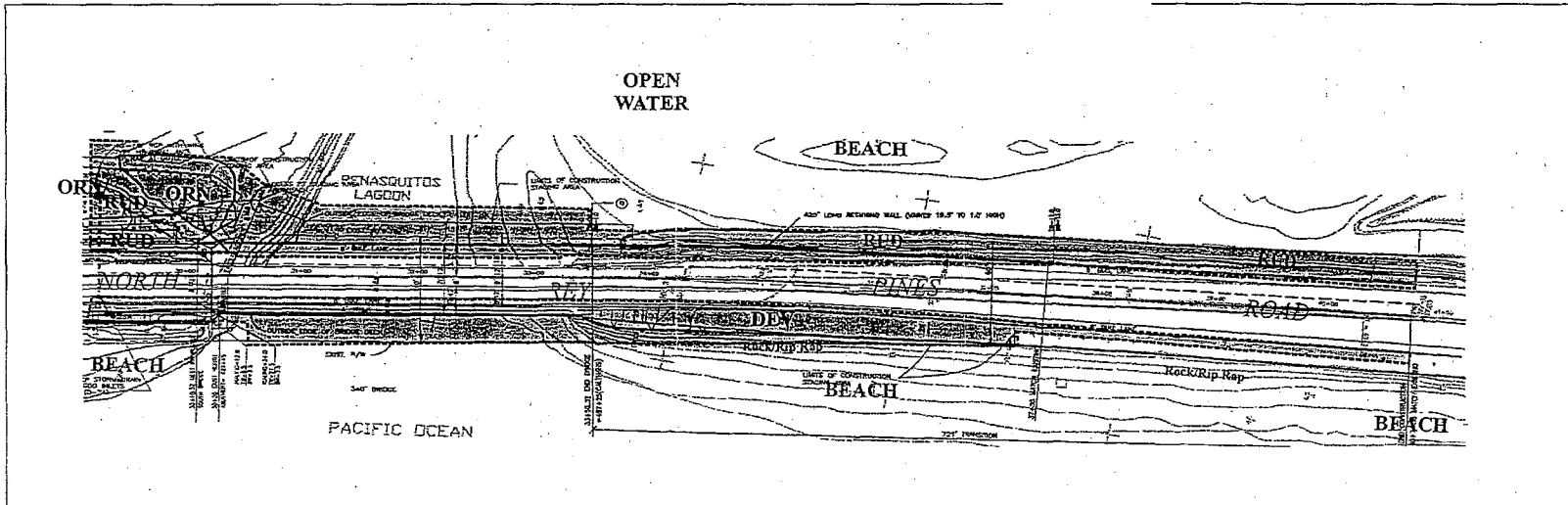


Proposed Construction and Staging Areas

Figure 5



LEGEND	
DCSS-A	California sagebrush (<i>Artemisia californica</i>) - dominated Diegoan coastal sage scrub
DCSS-B	Flat-top buckwheat (<i>Eriogonum fasciculatum</i>) - dominated Diegoan coastal sage scrub
BBS	Broom beardgrass scrub
RUD	Ruderal
ORN	Onamentals
ORN/RUD	Onamental areas invaded by ruderal species
BEACH	Beach
BARE	Unvegetated areas
F	This suffix denotes habitat is disturbed
DEV	Developed
RR	Railroad Right-of-way
★	Central California gnatcatcher (<i>Psaltriparus californicus californicus</i>) - Family Group
- - -	Limit of disturbance



Impacts to Biological Resources

e-Bidding N. Torrey Pines Access Ramp
 Appendix A – Mitigated Negative Declaration (Rev. July 2015)

Figure 6

columns would be rounded to be more aesthetically pleasing and to discourage graffiti. It should be noted that the existing bridge has 72 columns which would be reduced to a maximum of eight with the proposed bridge.

The bridge would be a maximum of approximately 70 feet wide. As considered in the October 1995 draft MND, the proposed bridge width would provide for:

- three lanes of vehicular travel (each 12 feet wide, two northbound and one southbound);
- north- and southbound bike lanes (each eight feet wide);
- a sidewalk on the west side of the bridge (five feet wide); and
- a raised median (nine feet wide).

The ultimate lane configuration is shown in Figure 3C.

The maximum elevation of the proposed bridge would be 21.5 feet above mean sea level (AMSL) which is approximately two feet higher than the existing structure. A minimum of 14 feet of vertical clearance underneath the bridge would be maintained with a maximum clearance of 16.5 feet.

Road Transition

Lane transition tapers would be required for a smooth transition of traffic flow. Transitions would be required north and south of the bridge. The transitions would be required to accommodate the widening of the bridge as well as the slight vertical change.

The transition north of the bridge would be approximately 910 feet long. From north to south the road would widen from an existing width of approximately 49 feet to 77 feet at the widest section which occurs at the location of the southbound bus stop. A cross-section of the road configuration north of the bridge at the bus stop is shown in Figure 3A between stations 27+00 and 28+00. This additional width accommodates a shoulder on the east side (3 feet wide), a larger sidewalk on the west (13 feet to accommodate the bus stop) and a raised median (9 feet wide). South of the bus stop, the sidewalk would reduce to approximately five feet in width, resulting in a road width of approximately 61 feet for the length of the bridge. The widening of the road as well as compliance with the American Disabilities Act (ADA) requires two parallel retaining walls along the beach (Figure 3A). Detailed information about the project's retaining walls and proposed grading is provided below.

South of the bridge, the road transition is 721 feet long (Figure 3B). The width of the road would decrease from north to south from approximately 61 feet wide at the bridge to the 49 foot existing travel lane configuration (at station 40+71.58). This additional width accommodates a shoulder on the east side of the road (three feet wide) adjacent to the eight foot wide bike lane, three 12-foot travel lanes and a nine-foot raised median. The sidewalk would end south of the bridge at the existing parking lot. The widening of the road south of the bridge would require a

retaining wall on the east side of, and adjacent to, the road. Detailed information about the project's retaining walls and proposed grading is provided below.

Pedestrian Access

As addressed in the October 1995 draft MND, the proposed project would enhance future pedestrian access from existing bus stops on Torrey Pines Road to the beach and Torrey Pines State Reserve. Ramps would be provided on the north end of the bridge on both the lagoon and the beach sides. The ramps would be improved as opposed to the existing dirt slope and would be constructed in conformance with the American Disabilities Act, as amended. In addition, the underpass would be reinforced for permanent use after construction.

As discussed in Construction Phasing, Staging and Methods discussion below, the underpass on the north side of the bridge that is used for pedestrians and emergency vehicles would remain open during construction. A monitored, two-way fence system would allow pedestrians to walk under the bridge the majority of the time. When construction vehicles need to cross the pedestrian path to access the trestle on the east side of the bridge, a guard would temporarily close the fence to pedestrian traffic. Once the area is secure for pedestrians, the guard would close the fence around the staging area and permit pedestrians through the construction zone.

Grading and Retaining Walls

Grading would be required to raise the roadbed to accommodate the new bridge, create new abutments, and recreate the manufactured slopes adjacent to the road. As stated previously, the bridge elevation would raise up to two feet. As such, the road elevation would have to raise up to three feet north of the bridge and three feet south of the bridge for appropriate transitions. All manufactured slopes created by the project would have a 2:1 grade. The maximum height of a fill slope would be approximately 27 feet; this slope would be located at the northern end of the project site, east of the road and west of the construction staging area (Figure 3A). All slopes would be contoured to be similar to existing slope conditions and would be revegetated (see Slope Enhancement discussion below).

It is estimated that four retaining walls would be required to create the appropriate area for lane transitions, minimize grading encroachment outside of the City's right-of-way and comply with ADA standards. As shown in Figure 3A, two retaining walls would be required on the west side of North Torrey Pines Road, north of the bridge. The longest wall would be 470 feet long and would range in height from two to four feet, north to south. This wall would extend from station 23+00 to the bus stop at station 27+66 adjacent to the road. South of the bus stop, this wall would continue for another 218 feet and would range in height from one to 13.3 feet. In order to accommodate the pedestrian ramp to the beach from the southbound bus stop, another retaining wall would be required adjacent to the beach and parallel to the wall near the road (Figure 3A). This wall would range in height from 3.5 to 5.0 feet and would be about 258 feet long. One, 40-foot long wall would be required on the east side of the road, just north of the bridge, to accommodate the pedestrian

ramp from the northbound bus stop to the beach and reserve areas (Figure 3A). This wall would range in height from one to approximately 13 feet in height. Lastly, a 420-foot long wall would be required to accommodate the 12-foot road widening south of the bridge. The wall would be adjacent to, and on the east side of, the road. This wall would range in height from one foot at the southern end to 19.5 feet at the northern end.

The proposed retaining walls would be architecturally enhanced to blend with the existing park and beach environment. Features such as colored materials and rough-textured surfaces would be used to approximate the appearance of the beach cobble and rip-rap and to discourage graffiti. The design of the retaining walls would be part of the final design contract. The City has hired an artist to assist in the designing the retaining walls associated with this project.

The proposed project would also impact the existing rip-rap located north and south of the bridge west of the road as well as the rip-rap south of the bridge adjacent to the lagoon. On the north end of the bridge, only selected boulders would be removed to create the proposed pedestrian ramp. The majority of the existing rip-rap would be retained. On the south side of the bridge adjacent to the beach, all of the existing rip-rap would be removed during Phase II construction to create the staging area and access to the Phase II trestle (see Construction Phasing discussion below). However, this would be temporary, and similar rip-rap would be replaced on the southern fill slope adjacent to the beach upon completion of construction. Rip-rap south of the bridge adjacent to the lagoon would be removed during construction and would also be replaced.

Slope Enhancement

The existing fill slopes within the project area are currently disturbed by human intrusion and are subject to erosion. Existing fill slopes adjacent to the beach on the north and south ends of the bridge are reinforced with heavy rip-rap which has minimized erosion and other disturbance. The slopes adjacent to the beach would be restored with similar rip-rap after construction. All manufactured slopes would be revegetated as soon as practical after construction is completed.

As originally proposed, the proposed manufactured slopes would be revegetated with native plant species of the sensitive Diegan coastal sage scrub habitat (Figure 4). Diegan coastal sage scrub habitat currently occurs on the east-facing slopes adjacent to the road, north of the bridge. The proposed construction would impact approximately 0.6 acre of this habitat. As stated previously, this habitat has been disturbed from pedestrian traffic and erosion. As shown in the conceptual landscape plan (Figure 4), the project proposes to revegetate all east-facing slopes with native species of Diegan coastal sage scrub. The remainder of the staging area would be revegetated with a mixture of coastal sage scrub and coastal strand communities after construction activity is completed. Approximately 2.5 acres of Diegan coastal sage scrub and coastal strand habitat would be created through revegetation.

Construction Phasing, Staging and Methods

Construction phasing and proposed staging areas are discussed in detail in Section I of the October 1995 draft MND. No changes to construction phasing are proposed with the revised project. In summary, the bridge construction would occur in three phases with the east side of the new bridge being constructed first. During the first phase, two lanes of vehicular travel would be maintained on the western side of the bridge. Bicycles would be permitted on the bridge during construction but a separate bicycle lane would not be provided. In addition, the existing sidewalk on the western side of the bridge would be maintained open. The second phase of the construction would involve construction of the western side of the bridge, and vehicular, bicycle and pedestrian traffic would be diverted to the newly constructed eastern portion of the bridge. During the third phase of construction, the approximately three feet between the eastern and western portions of the bridge would be closed. Temporary trestles would be required on both sides of the bridge during construction. As shown in Table 2 of the October 1995 draft MND, construction of each side of the bridge would take between 43 and 49 weeks, and the total elapsed time for completion of all bridge/road improvements would be approximately two years.

The original construction staging areas for the bridge over Los Peñasquitos Creek in the October 1995 draft MND (Staging areas A and C) are shown in Figure 7 of the October 1995 draft MND. Staging areas for the revised project are shown in Figure 5 of this AIS. Staging area C has been renamed B. A comparison of the two figures shows that the location of the staging areas would remain the same with the proposed project. However, the area required for equipment staging in Staging Area A is less than with the original project because of the elimination of the northern bridge replacement. Therefore, Staging Area A has been reduced in size. This would result in less disturbed area than assumed in the October 1995 draft MND. As with the two-bridge project, there would be a temporary loss of vegetation within Staging Area A. The loss of sensitive vegetation is discussed in the Environmental Analysis discussion below. There would also be a loss of ornamental trees adjacent to the State Park restrooms to allow construction trucks to access the construction zone from Staging Area A. These trees would be replaced in-kind upon completion of the project.

Construction methods are also discussed in Section I of the October 1995 draft MND. This information remains unchanged with the revised project. In summary, temporary falsework would be constructed using heavy timber and steel girders. Standard pile driving equipment would be used to drive column footings into the ground. It is envisioned that reinforced concrete columns would be erected using "cast-in-place" methods. Dewatering would be required for footing sites. Typical hours of construction would be in conformance with the City's Municipal Code and would be dependent upon the biological mitigation requirements.

Parking

As with the two-bridge project, there would be no permanent loss of parking. There are a total of 550 parking stalls in the Torrey Pines State Park parking lot located northeast of the bridge. No parking stalls in the parking lot would be impacted by the project. There are an estimated 70 parking spaces located on the south end of the bridge adjacent to the beach. Approximately 15 of

these parking spaces would be temporarily lost during staging for the construction of the east side of the bridge (construction Phase I). The east side of this bridge would require a worst case of 49 weeks for completion. Consequently, the 15 spaces would be lost for a period of approximately 12 months. The peak use season for both the parking lot northeast of the bridge and the parking adjacent to the beach along Torrey Pines Road is during the summertime when all spaces are utilized. Because construction of the east side of the bridge would take about a year, the temporary loss of the 15 parking spaces along Torrey Pines Road cannot be avoided during the peak use season.

Erosion and Water Quality Control

Erosion and water quality control during and after construction are discussed in detail in Section I of the October 1995 draft MND. The revised project does not change any of these project features.

Drainage Pattern

The existing and proposed drainage pattern is discussed in Section I of the October 1995 draft MND. Drainage from the road would continue toward the east. As shown in Figure 3A, two 18-inch drainage features with headwalls and rip rap would replace existing drainage features within the site.

Utilities

As discussed in Section I of the October 1995 draft MND, high pressure gas, electricity and telephone lines are connected to the existing bridge. Existing utilities within the bridge would be relocated, and existing services would be maintained until the utility corridors within the new bridge are constructed. Please see utility discussion in Section I of the October 1995 draft MND.

Discretionary Actions

Discretionary actions required to implement the proposed bridge replacement and road improvements are listed in Section I of the October 1995 draft MND and remain unchanged with the exception that an Encroachment Permit from the San Diego Northern Railway and a Habitat Loss Permit from the City of San Diego will not be required.

The proposed bridge replacement would require a programmatic Section 4(f) evaluation because the only permanent impact to State Park land would be from installation of a ramp at the northbound bus stop in conformance with American Disabilities Act (ADA) standards. Permanent impacts to State Park land were previously associated with replacing the bridge over the railway (northern bridge). The proposed project has eliminated replacement of the northern bridge. Thus, the permanent impacts to State Park land from the northern bridge would not

occur. Only temporary construction-related impacts to State Park land and permanent improvements associated with the ramp would result from the proposed bridge replacement project (see analysis under Land Use).

State and Federal Agency Coordination

City staff and their consultants met with representatives of the Regional Water Quality Control Board, U.S. Fish and Wildlife Service, California Coastal Commission, California Department of Fish and Game and U.S. Army Corps of Engineers on February 17, 1998 to discuss the proposed project, conclusions and proposed mitigation measures. All agency representatives agreed to the proposed biological mitigation requirements. It was agreed that the project would qualify for a Nationwide Permit (14) and would require a 1601 agreement which should include Best Management Practices for control of sedimentation.

City staff has also been coordinating with the State Department of Parks and Recreation during the conceptual plan development stage. City staff sent current plans of the bridge improvement project to representatives of the State Department of Parks and Recreation for their review and comment. The State Department of Parks and Recreation responded in a letter dated April 24, 1998 with questions and comments pertaining to the project. On May 7, 1998, the City and their consultants met with representatives of the State Department of Parks and Recreation at the bridge site to go over the temporary use of State Park land for construction of the bridge and the proposed permanent access ramp. The City revised their plans in accordance with comments received in the April 24 letter and at the site meeting. Specifically, the construction fence was relocated to the west side of the park's sidewalk. The entrance to the construction area was shown on the plans in the northern area of the staging area. In addition, the City agreed that the pedestrian path that runs from the parking lot under the railway bridge to the beach would remain unobstructed. The City also agreed to revegetate the approximately 2.5-acre staging area with both coastal scrub and coastal strand species (see Figure 4). Lastly, the City agreed to several requests that would be met during the design stage, such as marking the new bridge pylons to measure tides, including anti-graffiti paint on wall surfaces, and being present to stake the construction zone.

Environmental Analysis

This section evaluates the potential effects that the modified project could have on the environment and conclusions presented in the October 1995 draft MND. This environmental analysis is limited to the replacement of the bridge over Los Peñasquitos Creek only which, in general, would result in fewer effects than the previously identified effects of replacing two bridges and improving additional roadway.

Land Use

The land use analysis is limited to changes in the Torrey Pines Community Plan which relate to the modified project since the preparation of the October 1995 draft MND. The Torrey Pines Community Plan was accepted and adopted by the San Diego City Council in April 1996 after certification by the California Coastal Commission. The Torrey Pines Community Plan includes a Transportation Element which describes specific road improvements to North Torrey Pines Road and the North Torrey Pines Road Bridge over Peñasquitos Creek (Torrey Pines Community Plan, Pages 53-54). In addition, the Torrey Pines Community Plan includes a Resource Management and Open Space Element which includes policies for road improvements adjacent to biologically sensitive areas or open space as well as specific proposals for restoring and enhancing the environmental qualities of the Los Peñasquitos Lagoon. The specific proposals for restoring and enhancing the lagoon include maintaining an open mouth to the lagoon to tidal action.

A consistency analysis of the proposed project and the applicable goals and policies of the Torrey Pines Community Plan (TPCP) is provided in Table 1. The proposed project is consistent with the key policies of the TPCP and the specific road improvements identified in the TPCP Transportation Element. The project would maintain the prime arterial classification designated for North Torrey Pines Road by the TPCP Transportation Element. The project would reconstruct the bridge to allow for three travel lanes (one south-bound and two north-bound), two bike lanes, and a sidewalk on the west side of the bridge. As the project would maintain the existing use by reconstructing the bridge, no inconsistent land use would result from project implementation. No new encroachment of motor vehicles into open space and park areas would result from the project. Reconstruction of the bridge would improve operating conditions of the local circulation system. Bicycle lanes and pedestrian crossings for recreational users would be enhanced and made compatible with the surrounding transportation system and open space. Transit bus service along North Torrey Pines Road would be maintained by improvements to two transit bus stops which serve the Torrey Pines community.

The proposed project is also consistent with the policies and specific proposals described in the TPCP Resource Management and Open Space Element. The proposed design of the bridge would reduce obstructions in the lagoon mouth which would improve tidal action and improve circulation of lagoon waters. No significant impacts to salt marsh habitat would occur. The proposed design of the bridge would also be visually and aesthetically compatible with the character of the area. In summary, the proposed project would not conflict with the goals and policies of the Torrey Pines Community Plan and would not result in significant impacts to land use.

The proposed bridge replacement project would have temporary construction-related and permanent impacts on State Park land. The City's right-of-way which delineates State Park land from City land is shown in Figures 3A and 3B. With respect to the north end of the bridge, an approximately 2.5 acre strip of land shown between the road and State Park parking lot would be

TABLE 1
Consistency of Proposed Project
With Torrey Pines Community Plan

RELEVANT LAND USE GOALS, POLICIES AND REGULATIONS	CONSISTENCY ANALYSIS
<p>Executive Summary - Key Policies of the Community Plan</p> <p>All development adjacent to open space areas shall be designed to reduce visual and development impacts (page 5).</p>	<p>Consistent - The existing road and southern bridge crosses Los Peñasquitos Creek and borders the Los Peñasquitos Lagoon within Torrey Pines State Reserve which are designated as open space in the Torrey Pines Community Plan (TPCP). The existing roadway approaches and southern bridge presently constrict the mouth to the estuary from the tidal action of the Pacific Ocean. The proposed project would replace the existing 72 bridge support columns with eight rounded support pylons. The new bridge would have a length of 340 feet and would remove the existing support columns which block views towards the Pacific Ocean and the Los Peñasquitos Lagoon, and enhance the views to the east and west through the bridge. In addition, the proposed bridge would maintain a minimum 14-foot vertical clearance underneath the bridge to allow for the periodic removal of deposited sand and silt to maintain the mouth to the estuary as described in the TPCP Resource Management and Open Space, and Transportation Elements.</p>
<p>Provide safe roadways for pedestrians, bicyclists and vehicular traffic, including traffic control measures and pedestrian crossings where necessary (page 5).</p>	<p>Consistent - The proposed project would construct the specific road improvements to North Torrey Pines Road and the North Torrey Pines Road Bridge over Peñasquitos Creek as described in the TPCP Transportation Element (page 53). The proposed road improvements would provide a pedestrian sidewalk on the west side, bike lanes on both sides, and an improved pedestrian crossing which connects the north- and south-bound transit bus stops with ramps to the beach. The pedestrian crossing would be constructed in conformance with the American Disabilities Act (ADA).</p>
<p>Public projects (utilities, roads, railroad, etc.) that cross or encroach into open space areas shall eliminate or avoid loss to biological resources, shall result in no net loss to wetlands, and shall be required to contribute to the restoration and enhancement of those open space areas (page 5).</p>	<p>Consistent - The proposed project would minimize encroachment into open space and would not result in a net loss to biological resources. The proposed project would remove the existing 72 bridge support columns and replace with a maximum of eight columns which create open water habitat and maintain and enhance the tidal action in the lagoon. The proposed project would mitigate impacts to coastal sage scrub at a mitigation ratio of 2:1 and contribute funds to the City of San Diego's Habitat Acquisition Fund.</p>
<p>Public mass transit service, including bus, light rail and commuter rail should be provided to and through the Torrey Pines Community (page 6).</p>	<p>Consistent - The proposed project would improve the north- and south-bound bus transit stops on North Torrey Pines Road directly north of the southern bridge improvements. The transit stops would include pedestrian ramps constructed in conformance with the ADA which connect with the pedestrian crossing under the bridge and the beach.</p>
<p>Resource Management and Open Space Element - Policies</p> <p>Construction or improvements of roadways adjacent to biologically sensitive areas or open space shall be designed to avoid impacts, especially in wetlands and wetland buffer areas. Protection of sensitive habitats through buffers, realignments and reduced development areas shall also be considered (page 29).</p>	<p>Consistent - The proposed project has been designed according to the City of San Diego, Traffic Engineering Department to minimize impacts to surrounding biologically sensitive areas. As stated previously, the new bridge would have fewer support columns and would increase the open water area which would help maintain an open lagoon mouth to tidal action. Impacts to biological areas are mitigated through a mitigation monitoring program.</p>

TABLE 2
Consistency of Proposed Project
With Torrey Pines Community Plan
(Continued)

RELEVANT LAND USE GOALS, POLICIES AND REGULATIONS	CONSISTENCY ANALYSIS
<p>Resource Management and Open Space Element - Specific Proposals</p> <p><u>Los Peñasquitos Lagoon</u></p> <p>In the past sixty years Los Peñasquitos Lagoon has evolved from a tidal estuary to a lagoon that is closed to tidal action for long periods of time. The major factors degrading the lagoon have been: 1) the construction of a railroad embankment that cut off lagoon channels; 2) the construction of North Torrey Pines Road and bridge along the barrier beach that restricted the location of the lagoon mouth; 3) construction of the north beach parking lot in historic tidal areas; 4) increased sediment from changing land uses upstream; and 5) decreased water quality from urban runoff and sewage effluent.</p> <p>The Torrey Pines Community Plan concurs with the Los Peñasquitos Lagoon Enhancement Plan and Program which has been developed to provide the measures necessary for restoring and enhancing the environmental qualities of the lagoon, including:</p> <ol style="list-style-type: none"> 1. Any future improvements to the railroad, roads, or utilities traversing Los Peñasquitos Lagoon shall be designed to enhance the health and ecological value of the lagoon, as recommended in the Los Peñasquitos Lagoon Enhancement Plan and Program (page 35). 2. Any improvements to roadways adjacent or bordering the lagoon (Carmel Valley Road, Sorrento Valley Road, North Torrey Pines Road), shall not encroach within the wetland area of the lagoon, unless specifically authorized herein (page 36). 3. Any future changes in the design of the North Torrey Pines Road and bridge shall be designed such that the ecosystem of the lagoon is maintained and, if possible, enhanced (page 36). 4. Applicants for coastal development permits for projects located in the watershed of Los Peñasquitos Lagoon shall, in addition to meeting all other requirements, enter into an agreement with the City of San Diego and the State Coastal Conservancy as a condition of development approval to pay a Los Peñasquitos watershed restoration and enhancement fee to the Los Peñasquitos Lagoon Fund for restoration of the Los Peñasquitos lagoon and watershed (page 36). 	<ol style="list-style-type: none"> 1. Consistent - The new bridge would remove the 72 existing support columns and replace with a maximum of eight columns. This would create open water habitat and maintain an open mouth to the lagoon for tidal action. In addition, the proposed bridge would maintain a minimum 14-foot vertical clearance underneath the bridge to allow for the periodic removal of deposited sand and silt to maintain the mouth to the estuary open to tidal action. 2. Consistent - The roadway improvements to North Torrey Pines Road and the replacement of the existing bridge which are identified as specific road improvements within the Transportation Element (page 54). 3. Consistent - The design of the road improvement and bridge replacement would reduce the bridge support columns from the lagoon mouth to eight round support pylons, creating additional open water for tidal action, which would enhance the ecosystem of the lagoon. 4. Consistent - The proposed project would require a coastal permit (or coastal development permit) as the proposed project is located within the coastal zone. The proposed project would enhance the lagoon by creating additional open water for tidal action at the lagoon mouth.
<p>Transportation Element - Policies</p> <p>The construction of new roads or improvements to existing roads adjacent to open space areas shall mitigate impacts throughout the restoration and enhancement of the open space system to the maximum extent feasible (page 46).</p>	<p>Consistent - As discussed above, the proposed project would enhance the lagoon by creating additional open water for tidal action at the lagoon mouth. The proposed project would not result in significant negative impacts to open space.</p>

TABLE 2
Consistency of Proposed Project
With Torrey Pines Community Plan
(Continued)

RELEVANT LAND USE GOALS, POLICIES AND REGULATIONS	CONSISTENCY ANALYSIS
<p>When road improvements are proposed, those portions that traverse sensitive areas (water courses, wildlife corridors, sensitive biological areas, etc.) shall be designed to reduce or eliminate impacts to those areas (page 46).</p>	<p>Consistent - See discussion above.</p>
<p>Provide improvements to the road network that will facilitate traffic circulation without negatively impacting adjacent open space areas and residential neighborhoods (page 46).</p>	<p>Consistent - The proposed project has been identified as a specific road improvement within the Transportation Element to facilitate traffic circulation (page 53). See discussion above related to the impacts to open space.</p>
<p>Transportation Element - Scenic Routes</p> <p>The Torrey Pines Community has a number of road segments that have scenic qualities worthy of formal recognition and protection. Three road segments within the community are currently recommended for a Scenic Route designation including North Torrey Pines Road, Carmel Valley Road, and Sorrento Valley Road (page 53).</p>	<p>Consistent - The proposed project would enhance the scenic qualities of North Torrey Pines Road by providing bicycle lanes and pedestrian crossings with the bridge replacement. The proposed project would replace the existing 72 bridge support columns with a maximum of eight columns. The new bridge would remove the existing support columns which block views towards the Pacific Ocean and the Los Peñasquitos Lagoon and enhance the views to the east and west through the bridge. Therefore, the proposed project would preserve and enhance the visual qualities of North Torrey Pines Road and its potential designation as a Scenic Route.</p>
<p>Transportation Element - Specific Road Improvements</p> <p>Specific road improvements are recommended primarily to 1) protect the health and safety of pedestrians, bicyclists and motorists; 2) accommodate existing and future traffic with minimum disruption to residents and businesses; and 3) protect the sensitive environmental resources contained within the community planning area.</p> <p><u>North Torrey Pines Road</u></p> <p>North Torrey Pines Road is a five-lane primary arterial which narrows to two lanes as it passes about half-way through the Torrey Pines Community Planning Area. In order to improve the level of service at the intersection of North Torrey Pines Road and Carmel Valley Road, an additional north bound lane will be provided from Torrey Pines Park Road to the boundary of the City's jurisdiction. Improvements north of the City of San Diego's boundary can only occur subsequent to approval by the City of Del Mar.</p> <p>In addition, the bridge over the railroad tracks just south of this intersection should be improved to allow a second northbound lane as well as bike lanes and a sidewalk on the west side to the City's jurisdiction. Bridge improvements north of the City's boundary can only occur subsequent to approval by the City of Del Mar.</p> <p>An alternative to extending the additional lane through the intersection includes extending the lane as a right turn only lane onto Carmel Valley Road (pages 53 and 54).</p>	<p>Consistent - The proposed project would implement the improvements to North Torrey Pines Road from 721 feet south of the bridge to 910 feet north of the bridge only. Road improvements to the northern bridge and related road transitions cannot be implemented without prior approval by the City of Del Mar</p> <p>Consistent - The proposed project would provide a second northbound lane on Torrey Pines Road from 721 feet south of the southern bridge, across the 340-foot road bridge, to 910 feet north of the bridge. The proposed project would also provide bike lanes and a sidewalk on the west side. The proposed project is located entirely within the jurisdiction of the City of San Diego and approval by the City of Del Mar is not required.</p>

TABLE 2
Consistency of Proposed Project
With Torrey Pines Community Plan
(Continued)

RELEVANT LAND USE GOALS, POLICIES AND REGULATIONS	CONSISTENCY ANALYSIS
<p><u>North Torrey Pines Road Bridge over Peñasquitos Creek</u></p> <p>The North Torrey Pines Bridge over Peñasquitos Creek will need to be reconstructed due to seismic and structural deficiencies. The reconstruction of this bridge includes the addition of a northbound lane, bike lanes on both sides, a sidewalk on the west side, and transition widening on both road approaches. Although the bridge should be widened in order to provide ultimately for three lanes, it should be striped for two lanes until the recommended northern road improvements are constructed.</p> <p>This project includes a special bridge design that will contribute to the restoration and enhancement of Los Peñasquitos Lagoon. The ultimate design of this bridge creates a wider lagoon mouth by approximately 40 feet, in order to increase the tidal prism, restore tidal action and improve circulation of lagoon waters. Design consideration should include completely spanning the lagoon mouth by cutting back the road embankment and lengthening the bridge span, etc. The design of this bridge shall include input from a qualified biologist or other lagoon expert familiar with the complex ecosystem found within Los Peñasquitos Lagoon. No impacts to salt marsh habitat shall occur.</p> <p>One of the most scenic visual resources of the community includes those views of North Torrey Pines Road as it passes between the Pacific Ocean and Los Peñasquitos Lagoon. In order to protect the scenic and visual qualities of this coastal area, the reconstruction and/or replacement of the North Torrey Pines Road bridges should include a design that is visually and aesthetically compatible with the character of the area. The design of both bridges should restore and enhance the visual quality and public views of this area. It is suggested that a variety of aesthetic designs and architectural alternatives be explored. The Torrey Pines Community Planning Group and the community shall review and provide input during the design of the bridges (page 54).</p>	<p>Consistent - The proposed project would reconstruct the North Torrey Pine Road Bridge over Peñasquitos Creek and would provide a second northbound lane, bike lanes, and a sidewalk on the west side.</p> <p>Consistent - The proposed bridge has been designed to increase tidal flow into the lagoon by reducing obstructions such as the existing columns and maintaining an adequate vertical clearance for periodic dredging of the lagoon mouth. The existing bridge and its related 72 support columns would be demolished and a new bridge with a length of 340 feet would be constructed with up to 8 support pylons. The reduced number of support columns would reduce the sand/silt which accumulates around the base of the support columns and increase open water habitat at the lagoon mouth which would increase tidal action and improve circulation of lagoon waters. In addition, the proposed bridge would maintain a minimum 14-foot vertical clearance underneath the bridge to allow for the periodic removal of deposited sand and silt to maintain an open lagoon mouth. No significant impacts to salt marsh habitat would occur.</p> <p>Consistent - The replacement of the southern bridge would include a design that is compatible with the existing beach and coastal lagoon environment. The number of columns in the lagoon will be reduced to 8 rounded pylons, so there will be a reduction in the amount of support structures under the bridge blocking views through the bridge. The columns would be rounded to be more aesthetically pleasing and to discourage graffiti. In addition, the proposed retaining walls would be architecturally enhanced to blended with the existing beach and coastal lagoon environment. Features such as colored materials and rough-textured surfaces would be used to approximate the appearance of the beach cobble and rip-rap to discourage graffiti. The design of the retaining walls would be part of the final design contract.</p>

used for a temporary staging area. Upon completion of the project, this area will be revegetated with Diegan sage scrub and coastal strand habitats. There would be no loss of parking in the State Park parking lot north of the bridge. There would also be temporary encroachment into the State Park land adjacent to the bathrooms from construction equipment accessing the trestles while constructing the eastern side of the bridge. Construction of each side of the bridge would take about a year, so again this impact would be temporary.

The new pedestrian ramp on the northeast side of the bridge would also be within State Park land. However, the ramp represents a permanent improvement provided by the City. The ramp would provide a benefit to the public in accessing the State Park restrooms, picnic area and beach as compared to the current unimproved dirt path.

Northwest and south of the bridge, no State Park land would be directly impacted by the proposed project. All improvements and staging areas would be within the City's right-of-way. A temporary loss of approximately 15 parking spaces within the City's right-of-way southwest of the bridge would occur during the two-year project construction period. Upon completion of the project, this area would be repaved, and the parking spaces would be replaced.

Biological Resources

The analysis contained in the October 1995 draft MND concluded that the replacement of the Los Peñasquitos Creek Bridge would result in significant biological impacts. These impacts are related to the loss of a sensitive vegetation as well as direct and indirect impacts to wildlife habitat and associated sensitive animal species. The elimination of the bridge over the San Diego Northern Railway would not change this conclusion; however, the impacts would be lessened by the fact that the length of road transition to the north would be reduced without the bridge improvements over the railroad tracks.

As stated in the original draft MND, the sensitive vegetation impacts would be limited to low quality Diegan coastal sage scrub found along the roadside (see Figure 6). With the elimination of the bridge over the railroad tracks, the length of roadway which would be improved north of the Los Peñasquitos Creek bridge would be reduced. As a result, the amount of Diegan coastal sage scrub impacted by the Los Peñasquitos Creek bridge construction would be reduced to 0.6 acres. The impacts to ruderal and ornamental vegetation would amount to 1.8 and 0.1 acres, respectively. Approximately 0.2 acres of unvegetated beach area would be impacted.

In addition to the loss of sensitive vegetation, the bridge project would impact two sensitive wildlife habitats: estuarine and shrublands. The estuarine habitat onsite is associated with tidal open water located below the existing bridge in the lagoon inlet and adjacent to the east-facing fill slope on the south side of the bridge. As stated in the original draft MND, the long-term impacts to the estuarine habitat would not be significant due to the limited area of impact. Furthermore, the proposed bridge design would have significantly fewer columns (72 to a

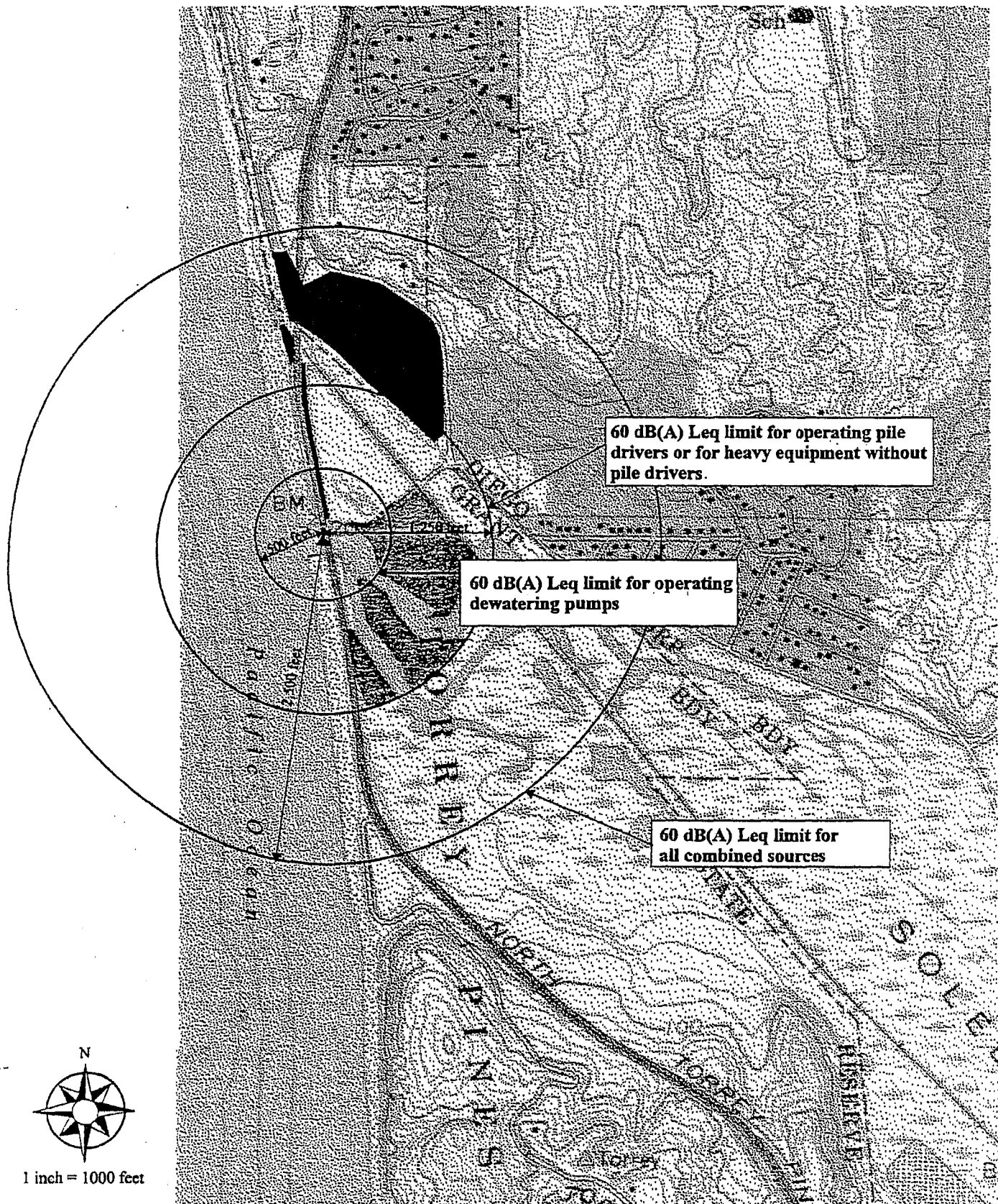
maximum of 8) which would reduce the amount of open water displaced by bridge supports and decrease the interference with tidal flow. However, in the short-term, potential impacts to the estuarine habitat could occur from increased siltation and the discharge of construction materials into the lagoon during construction. These impacts would be mitigated by the incorporation of erosion control measures into drainage and grading plans (see MMRP in the MND).

Impacts to shrubland habitat would be significant due to the potential for the coastal sage scrub to be utilized by the California gnatcatcher which was observed just north of the limits of the road improvements for the Los Peñasquitos Creek bridge.

Construction noise associated with the project could have significant indirect impacts during the breeding season of sensitive bird species which occur in the lagoon. The measurement of the distance to the 60 dB(A) Leq noise contour under worst case conditions was underestimated in the October 1995 draft MND. In the event that construction noise from pile driving, heavy equipment operation as well as dewatering pumps occurs at the same time, the distance to the 60 dB(A) contour would increase to approximately 2,500 feet from the sources. This distance was not shown in Figure 11 of the October 1995 draft MND. Figure 11 from the October 1995 draft MND has been modified and is shown in Figure 7 of this AIS. This information does not change the conclusion of the original draft MND which identified that noise levels above 60 dB(A) Leq may indirectly impact the coastal California gnatcatcher and the Belding's savannah sparrow habitats as shown in Figure 7.

Subsequent to circulation of the October 1995 draft MND, the City of San Diego, in consultation with the California Department of Fish and Game (CDFG), has identified the potentially significant indirect impacts of construction noise. In the opinion of Tim Dillingham with CDFG (personal communication), pile driving is the only construction activity which could significantly interfere with the breeding of sensitive birds within the lagoon. Recent studies on the effect of noise support the conclusion that normal construction noise would not have a significant impact on breeding activities. A study by Frank Awbrey (1993) strongly suggests that high noise levels (in excess of 70 dB) do not interfere with normal avian activities. The study found a breeding population of California least terns at Lindbergh Field under the flight path of incoming airplanes. Awbrey suggests that the exclusion of certain bird species from areas adjacent to freeways and such is more likely the result of edge effects on the habitat rather than high noise levels. Therefore, pile driving is the only construction noise which would result in a significant impact to nearby sensitive birds.

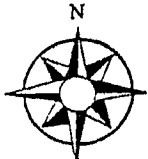
On March 10, 1998, the U.S. Fish and Wildlife Service prepared a letter which identified potentially occurring federally listed or proposed listed species within the project area. This list included the following species California brown pelican, light-footed clapper rail, California least tern, Del Mar Manzanita, Orcutt's spineflower, Encinitas baccharis, and coast dunes milk vetch. Consideration of these species indicates that they have a very low potential to occur in the project area. Appendix D of the biology report includes these species.



60 dB(A) Leq limit for operating pile drivers or for heavy equipment without pile drivers.

60 dB(A) Leq limit for operating dewatering pumps

60 dB(A) Leq limit for all combined sources



1 inch = 1000 feet

- Coastal salt marsh (Belding's savannah sparrow use area in the project vicinity)
- Diegan coastal sage scrub, maritime succulent scrub, southern coastal bluff scrub (Coastal California gnatcatcher use area in the project vicinity)

Base Map Source: Del Mar Quadrangle USGS 7.5 Minute Series

Construction Noise Impact on Sensitive Birds _____ Figure 7

In addition to the change in the amount of biological resources which would be impacted by the proposed Los Peñasquitos Creek bridge, the rules and regulations governing biological resources within the City of San Diego have changed since the original draft MND was prepared. These changes are related to the City's Multiple Species Conservation Plan (MSCP).

While the MSCP was in the planning stages when the original draft MND was prepared, it has since been codified with the execution of an Implementing Agreement between the City, the California Department of Fish and Game and the United States Fish and Wildlife Service. The MSCP creates a process for the take of a covered species under the state and federal Endangered Species Acts. One of the key elements of the MSCP is the establishment of a preserve system known as the Multi-Habitat Planning Area (MHPA). Preservation of land within the MHPAs is intended to offset impacts on the balance of the land within the MSCP.

The biological resources impacted by the proposed bridge would not be located within an MHPA area. However, the lagoon area to the east is located within an MHPA. The boundary for this MHPA area is coterminous with boundary of the road improvements. Thus, the project would not have any direct impacts on the goals of the MSCP to preserve important biological areas lying within designated MHPAs.

Indirect impacts on the MHPA to the east would not be significant. The project would not significantly conflict with the guidelines established in the MSCP for uses adjacent to MHPA. The proposed project would not create any uses which don't already exist in the area. Existing roadway, bridge and recreational activities already affect the MHPA and would not change substantially with the proposed improvements. The proposed project would not introduce invasive non-native plant species into areas adjacent to the MHPA as the proposed landscape plan would utilize species associated with native Diegan coastal sage scrub and coastal strand habitat. Lastly, the proposed project would minimize noise impacts by implementing noise reduction measures during construction activities and limit construction during the breeding season of sensitive bird species.

The City of San Diego's Biology Guidelines which implement the City's MSCP Subarea Plan establishes specific mitigation requirements for projects which impact biological resources covered by the MSCP. No such standards were adopted when the original draft MND was prepared. For coastal sage scrub impacts which occur outside of an MHPA, the compensation requirements are 1:1 if the compensation occurs within an MHPA, or 1.5:1 if the compensation occurs outside of an MHPA. Therefore, the mitigation requirements for the project would be reduced from the 2:1 ratio, identified in the October 1995 draft MND, to 1:1 since the City has already set aside land within a designated MHPA as compensation for the bridge's impact to coastal sage scrub.

The mitigation measures addressed in the original draft MND would continue to effectively mitigate the impacts to the coastal sage scrub, and sensitive wildlife occurring within the vicinity of the bridge project. As stated in the original draft MND, the City will compensate for impacts

to coastal sage scrub by restoring this habitat to areas disturbed by construction as well as by making a contribution to the City's Habitat Acquisition Fund. In addition, based on a request by the State Department of Parks and Recreation, coastal strand habitat will be restored to the mitigation area. Therefore, depending on the final plans, it is anticipated that approximately 2.5 acres of coastal sage scrub and coastal strand vegetation would be planted between the improved roadway and the State Parks parking lot (see Figure 4). A monetary contribution sufficient to purchase and preserve 0.6 acres of coastal sage scrub (representing a 1:1 compensation ratio) would be adequate as the land would be located within an MHPA.

As stated in the original draft MND, restrictions on pile driving activities during the breeding season (March 1 through August 15) or during the morning (prior to 11 a.m.) and late afternoon (after 3 p.m.) to avoid peak activity cycles would mitigate indirect noise impacts on nearby sensitive bird species. Also, incorporation of Best Management Practices (BMPs), such as source reduction measures, construction and personnel training and installation of structural pollution control measures, and compliance with National Pollutant Discharge Elimination System Permit (NPDES) requirements would be implemented to protect water quality in the lagoon.

As indicated in the original MND, construction of the bridge will require a 404 permit. The focus of this permit will be on the amount of open water and adjacent wetlands to be lost within the mean high tide line. The impacts of the proposed project on these areas cannot be accurately determined at this time because final design has not been completed for the project. However, based on a mean high tide line of 7.8 feet and the preliminary bridge design, it is estimated that the maximum area of impact to open water and adjacent wetlands would be 0.8 acres, assuming that all of the construction zone within these areas would be disturbed. However, based on preliminary estimates of the limits of construction from the project engineer, the minimum impacts to these areas would be 7,700 square feet. This estimate is based on an estimated construction impact area of 576 square feet for each column footing. Therefore, the currently proposed eight columns would permanently impact approximately 4,600 square feet. The removal of the existing abutment on the south side of the bridge could temporarily impact up to 2,400 square feet. Approximately 200 square feet would be temporarily disturbed in replacing the northern abutment. The impact area for construction of the new abutments would lie above the mean high tide line. Although the proposed retaining wall along the east side of North Torrey Pines Road, south of the bridge, also lies above the mean high tide line, construction of the footing could affect 500 square feet. Thus, excluding the temporary work platforms, the project could impact up to approximately 7,700 square feet during construction.

While the impacts would require a 404 permit, it is likely that the impact would be offset by the fact that the long-term displacement of open water would be less with the new bridge. As stated in the original MND, the existing 72 pylons would be replaced by up to eight pylons. Thus, it is likely that the project would create more long-term open water than it would disturb. Final calculations of the area of open water gained versus lost would be made at the time the 404 permit is processed and final design has been completed. Compensation, if any, would also be determined at that time.

The project would also require a 1601 Streambed Alteration Agreement. The effects of the project with respect to this process would be similar to the 404 permit.

Cultural Resources

The cultural resources analysis included in the October 1995 draft MND concluded that there would be no impact to prehistoric or historic resources from replacement of the bridge and improvements to the road (See Section IV of the October 1995 draft MND attached). The revised project, which eliminates replacement of the bridge over the San Diego Northern Railway but retains the replacement of the bridge over Los Peñasquitos Creek and associated road improvements, would not change this conclusion.

Geology/Soils

The geology/soils analysis included in the October 1995 draft MND concluded that the bridge would be subject to geotechnical constraints that are considered to be potentially significant. The geologic constraints identified for the replacement of the bridge would be mitigated through preparation of a comprehensive geotechnical evaluation that includes project-specific subsurface exploration and laboratory testing to facilitate the preparation and review of project plans.

In addition, temporary and permanent erosion control measures included in the proposed project and compliance with City Clerk document No. 00-17068 would reduce potential impacts from erosion to a level less than significant (See Section IV of the October 1995 draft MND attached). The revised project, which eliminates replacement of the bridge over the San Diego Northern Railway but retains the replacement of the bridge over Los Peñasquitos Creek and associated road improvements, would not change the conclusions or mitigation requirements relative to geology and soils.

Hazardous Materials

The hazardous materials analysis included in the October 1995 draft MND concluded that the project area does not appear to have been significantly impacted by potential hazardous materials or environmental hazards (See Section IV of the October 1995 draft MND attached). The revised project, which eliminates replacement of the bridge over the San Diego Northern Railway but retains the replacement of the bridge over Los Peñasquitos Creek and associated road improvements, would not change the conclusions or mitigation requirements relative to hazardous materials.

Traffic Circulation

The traffic analysis in the October 1995 draft MND concluded that the improvements to the bridge over Los Peñasquitos Creek would have a significant short-term impact on traffic flow on North Torrey Pines Road due to delays and detours during construction. The analysis also

concluded that the segment of North Torrey Pines Road in the vicinity of the bridge would operate at an unacceptable level of service (LOS) with or without the proposed bridge replacement. Although the LOS would improve from F to E with the proposed bridge, the original draft MND concluded that the LOS would continue to fall below the City's goal of LOS D in both the near-term and long-term condition (year 2010).

Since the traffic analysis was completed for the October 1995 draft MND, the Federal Highway Administration has required the evaluation of the year 2020 traffic condition. A comparison of the years 2010, 2015 and 2020 traffic volume forecasts is shown in Table 2. The year 2020 volumes are shown in Figure 8. As shown in Table 2, the new analysis confirms that the LOS will improve from LOS F to E with the proposed bridge and roadway improvements through the year 2015. However, volumes will increase in the year 2020 to a point where the LOS would return to LOS F.

The elimination of the bridge over the Northern San Diego Railway would not change the conclusions of the October 1995 draft MND relative to the impacts of the bridge over Los Peñasquitos Creek. While the additional 2020 analysis shows that the initial LOS improvement would be reversed in the year 2020, the LOS would not degrade below the present LOS. Lastly, the traffic control mitigation measures contained in the October 1995 draft MND would continue to reduce construction impacts to below a level of significance.

The elimination of the bridge over the San Diego Northern Railway would not change the LOS service or the short-term construction impacts in the vicinity of the proposed bridge. However, it should be noted that eliminating the northern bridge from the proposed project would eliminate a positive effect on traffic flow that was associated with replacing the bridge over the San Diego Northern Railway. This positive effect was the widening of the northern bridge to provide a right turn lane onto Carmel Valley Road. The traffic analysis contained in the October 1995 draft MND indicated that the improvements to the North Torrey Pines Road/Carmel Valley Road intersection and the dedicated right-turn lane associated with the bridge over the railroad right-of-way would have improved the LOS at this intersection from LOS F to E. Although this LOS would still fall below the LOS D standard, it would have represented an improvement over the existing condition. While this benefit would be eliminated, its loss is not considered a significant impact associated with the bridge over Los Peñasquitos Creek since it would occur with or without the proposed project.

Noise

The analysis of noise impacts associated with replacement of the bridge over Los Peñasquitos Creek was provided in Section IV of the October 1995 draft MND. The analysis concluded that there would be no impact to residences from construction noise due to the distance to the nearest residence and intervening surface features such as the railroad berm. The analysis also concluded that temporary construction traffic noise would be inaudible (below the +3 perception threshold). The elimination of the replacement of the bridge over the San Diego Northern

TABLE 2

**Comparison of Year 2010, 2015 and 2020
Travel Forecast Volumes**

STREET	SEGMENT	STREET CLASSIFICATION	CAPACITY AT LOS E	YEAR 2010			YEAR 2015			YEAR 2020		
				DAILY TRAFFIC VOLUME	VOLUME TO CAPACITY RATIO	LEVEL OF SERVICE	DAILY TRAFFIC VOLUME	VOLUME TO CAPACITY RATIO	LEVEL OF SERVICE	DAILY TRAFFIC VOLUME	VOLUME TO CAPACITY RATIO	LEVEL OF SERVICE
NORTH TORREY PINES ROAD	SOUTHERN BRIDGE	3 LN PRIMARY ARTERIAL	30000	35,000	1.17	F	27800	0.93	E	37,000	1.233	F
	NORTHERN BRIDGE	2 LN PRIMARY ARTERIAL	20000	35,000	1.75	F	27800	1.39	F	37,000	1.850	F
CAMINO DEL MAR	N/O CARMEL VALLEY ROAD	2 LN COLLECTOR (b)	15000	N/A	N/A	N/A	21600	1.44	F	31,000	2.067	F
	N/O DEL MAR HEIGHTS ROAD	2 LN COLLECTOR (b)	15000	N/A	N/A	N/A	29200	1.95	F	40,000	2.667	F
CARMEL VALLEY ROAD	E/O CAMINO DEL MAR	2 LN COLLECTOR (a)	10000	18,000	1.80	F	17100	1.71	F	18,000	1.800	F
	VIA GRIMALDI - PORTLFINO DRIVE	2 LN COLLECTOR (b)	15000	20,000	1.33	F	26300	1.75	F	26,000	1.733	F
	W/O I-5	2 LN COLLECTOR (a)	10000	23,000	2.30	F	23500	2.35	F	26,000	2.600	F
DEL MAR HEIGHTS ROAD	E/O CAMINO DEL MAR	4 LN MAJOR ARTERIAL	40000	N/A	N/A	N/A	25000	0.63	C	30,000	0.750	C
	W/O I-5	4 LN MAJOR ARTERIAL	40000	N/A	N/A	N/A	40100	1.00	F	46,000	1.150	F

N/O= NORTH OF

E/O = EAST OF

W/O = WEST OF

(a) = NO CONTINUOUS CENTER TURN LANE

(b) = WITH CONTINUOUS CENTER TURN LANE

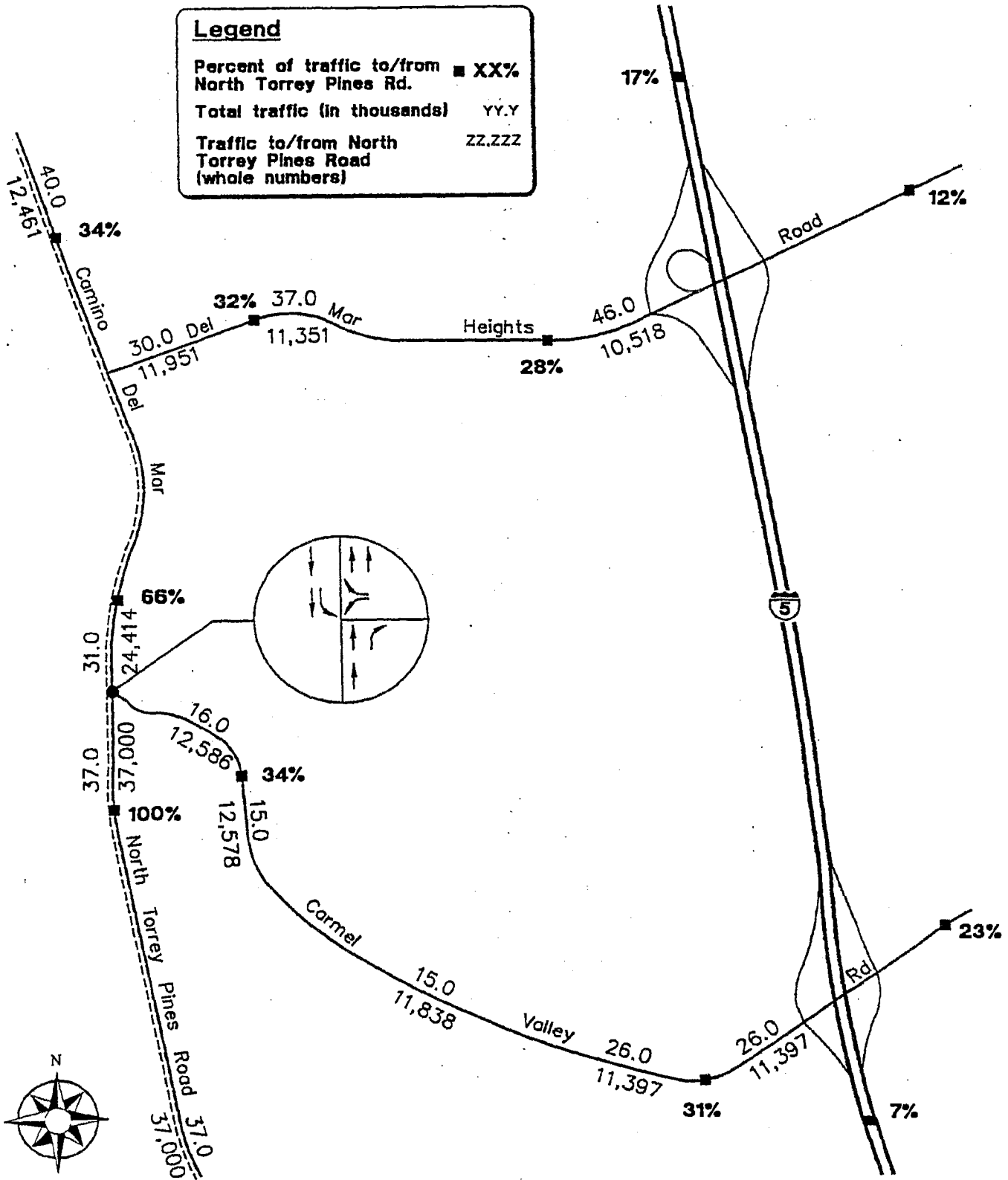
NOTE: City of San Diego's daily LOS thresholds were used to approximate LOS on Del Mar segments.

Legend

Percent of traffic to/from North Torrey Pines Rd. ■ XX%

Total traffic (in thousands) YY.Y

Traffic to/from North Torrey Pines Road (whole numbers) ZZ.ZZZ



Source: Kimley-Horn and Associates, Inc., January 21, 1998

Year 2020 Traffic Volumes

Figure 8

Railway would not change these conclusions. In fact, the construction of one bridge versus the simultaneous two bridge scenario would slightly decrease the "noise footprint" resulting from the cumulative effect of both projects under construction.

As discussed in the Biological Resources section, the measurement of the distance to the 60 dB(A) Leq contour under worst case conditions was not identified in the October 1995 draft MND. A worst-case noise condition would occur when pile driving, heavy equipment operation and dewatering activities occur simultaneously. The measurement of the distance to the 60 dB(A) Leq contour for dewatering activity only is correct in Figure 11 of the October 1995 draft MND and in the analysis. The 1,250-foot distance to the 60 dB(A) Leq contour shown in Figure 11 and included in the noise analysis in the October 1995 draft MND for operating pile drivers only is also correct, but should acknowledge that this distance would be similar for heavy equipment only. In other words, if either of these sources were to operate individually, the noise level at 1,250 feet from the source would be 60 dB(A). In the event pile driving, heavy equipment operation as well as dewatering occurs at the same time, the distance to the 60 dB(A) Leq contour would increase to approximately 2,500 feet from the source. Figure 11 from the October 1995 draft MND has been modified and is shown as Figure 7 in this AIS. This information does not change the determination that the mitigation measures would reduce potential significant noise impacts to below a level of significance and that a MND is the appropriate CEQA document. Please see the Biological Resources section.

Since circulation of the October 1995 draft MND, the FHWA has required a noise analysis for the proposed bridge replacement that addresses FHWA noise standards and incorporates year 2020 traffic forecasts. The following analysis updates the noise analysis included in the October 1995 draft MND.

A 24-hour reading was made in mid-January 1998 in the marsh habitat east of the existing bridge. It was noted that measurements taken away from the immediate roadway, particularly with a slight roadway to receiver grade separation, were lower than from earlier readings. The 24-hour distribution of hourly averaged noise levels at 60 feet east of the bridge is shown in Table 3. Peak noise levels of 66 dB(A) Leq were observed from 7-9am. The p.m. peak hour was measurably quieter than in the morning rush hour.

FHWA noise standards for various activity categories vary with the noise sensitivity of the use. These "noise abatement criteria" (NAC) are based upon the noisiest hour of the day. A level of 67 dB is the NAC for "picnic areas, recreation area, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries and hospitals." A beach would be considered a recreation area. If noise levels "approach or exceed" the NAC, a mitigation analysis for any highway project, such as a roadway widening, is required.

For noise-sensitive avian habitats, there are no established state or federal noise standards. The U.S. Fish and Wildlife Service sets the noise threshold for least Bell's vireo at 60 dB (Leq) and that threshold has been informally applied to the California gnatcatcher. The City of San Diego

noise analysis requirements also contain CNEL-based standards for “nature preserves.” The standard is 65 dB CNEL, the same as for residences, hospitals, schools, libraries and parks or playgrounds.

TABLE 3
Current 24-Hour Noise Levels

01-13-98				01/14/98			
Time	LVL (dB)	Time	LVL (dB)	Time	LVL (dB)	Time	LVL (dB)
17-18	63						
18-19	65	00-01	57	06-07	62	12-13	65
19-20	63	01-02	53	07-08	66	13-14	63
20-21	62	02-03	52	08-09	66	14-15	62
21-22	60	03-04	51	09-10	64	15-16	64
22-23	59	04-05	53	10-11	63	16-17	63
23-00	58	05-06	56	11-12	63	17-18	62
						18-19	62
						19-20	65

In close proximity to the existing North Torrey Pines Bridge over Los Peñasquitos Creek, the state/federal NAC for recreation areas is currently approached at a distance of 60 feet from the bridge. The gnatcatcher noise standard is exceeded by +6 dB at this measurement distance. The CNEL-based City standard for nature preserves and parks and playgrounds is also slightly exceeded.

Federal guidelines do not make the distinction between noise increases due to a proposed project versus those that would have occurred regardless of the project. For example, wave action routinely creates noise levels exceeding 65 dB CNEL such that traffic noise is muffled by wave action or noise from beachgoers. If a proposed roadway improvement constitutes a substantial modification, and if NAC for specified uses are approached or exceeded, a noise impact is presumed to exist. If existing noise levels approach or exceed the NAC, then any noise increase requires a mitigation analysis. The beach, as a “recreation area” defined under FHWA Category B land uses, will experience a traffic noise increase. A traffic noise impact thus exists.

If an impact exists, an analysis of “reasonable and feasible” mitigation must be performed. Under clear line of sight, the existing peak hour noise level on the beach from 1,790 vehicles per hour (10 percent of 17,900 ADT) traveling at 50 mph at 50 feet from the centerline (96.0% auto, 2.5% medium trucks and 1.5% heavy trucks) is 73 dB(A) Leq. At area wide buildout, the daily traffic would increase to 37,000 ADT. The peak hour noise level would be 76 dB(A) Leq. This

would exceed the Category B NAC of 67 dB by +9 dB. For an acoustically “soft” site, the rate of noise decay is 4.5 dB per doubling of distance. Traffic noise exposure for direct line of sight conditions will then be as follows:

Noise Level¹ dB

<u>Distance</u>	<u>Existing</u>	<u>Buildout</u>
50'	73	76
100'	68	71
120'	67	70
160'	65	68
190'	64	67
260'	62	65
340'	60	63
560'	57	60

¹ = Leq or CNEL, on-site measurements showed that peak hour Leq = CNEL adjacent to the bridge.

Reduction of beachgoer traffic noise exposure to achieve the NAC could be accomplished by a noise barrier. A noise barrier (wall) of 8 feet in height would be needed to achieve the 67 dB NAC for future buildout conditions. A higher barrier would be needed to create any extra margin of safety. From an engineering perspective, a barrier would be “feasible”. However, “reasonableness” needs to consider any secondary impacts from such mitigation. A number of considerations would tend to argue against construction of a barrier as follows:

1. A solid barrier would destroy the ocean view of drivers. A glass or transparent plastic barrier requires excessive maintenance when attacked daily by sea salt, blowing sand, road/brake/tire dust, etc.
2. Solid barriers are targets for graffiti.
3. Blocked views increase safety risks.
4. A barrier would reflect wave and recreational noise back onto the beach.
5. Beach areas routinely exceed the NAC because of wave noise independent of traffic.

Therefore, traffic noise protection for the beach by installing a barrier is “feasible”, but only minimally “reasonable”. Implementation of such noise mitigation is not recommended

Paleontological Resources

The analysis of paleontological resources included in the October 1995 draft MND concluded that the replacement of the bridge would not result in significant impacts to paleontological resources (See Section IV of the October 1995 draft MND attached). Therefore, elimination of the San Diego Northern Railway bridge replacement would not change the conclusions relative to paleontological resources.

Hydrology/Water Quality

The analysis of hydrology/water quality included in the October 1995 draft MND concluded that project implementation would not significantly impact hydrologic conditions of the channel beneath the bridge. The potential for project-related impacts to regional drainage patterns would not be significant due to the negligible contribution to the total basin flow. No major diversions of drainage are expected to occur as a result of project implementation. As discussed in the 1995 draft MND, drainage infrastructure would be replaced in the same location as existing facilities (see Figure 3A). The proposed project would generate additional runoff due to an increase in the amount of impervious surface with the road widening. The project would also have the potential to increase erosion and siltation problems caused by the site's existing drainage system. These impacts would be mitigated by the proposed construction of new storm drain facilities and contribution to the Los Peñasquitos Watershed Restoration and Enhancement Program. Overall, previous erosion and siltation problems caused by the existing drainage facilities would be eliminated by construction of new facilities and compliance with City Clerk document No: 00-17068, "Erosion Control Measures for North City Areas Draining into the Los Peñasquitos Lagoon".

Overall, the revised project, which eliminates replacement of the bridge over the San Diego Northern Railway, would not change the conclusions or mitigation requirements identified in the October 1995 draft MND. In fact, it is anticipated to result in fewer water quality impacts to the lagoon during construction than the replacement of both the northern and southern bridges. National Pollutant Discharge Elimination System (NPDES) permit regulations are applicable to construction projects resulting in soil disturbances that exceed five acres. The replacement of the bridge would not grade more than five acres. Therefore, a Notice of Intent to the State Water Board to prepare a Stormwater Pollution Prevention Plan (SWPPP) is not necessary for the replacement of the bridge. In absence of an NOI, erosion control measures required by City Clerk document No. 00-17068 would adequately mitigate potential water quality impacts below a level of significance.

Visual Quality

The analysis of visual quality included in the October 1995 draft MND concluded that the replacement of the bridge over Los Peñasquitos Creek would not result in significant impacts to visual quality. Retaining walls would be required north of the bridge facing the beach and the State Park parking lot as well as on the south side of the bridge facing the lagoon. While the walls would introduce vertical, man-made elements into the existing environment, the walls would be designed to minimize impacts to long-term visual quality. The proposed retaining walls would be designed by an artist retained by the City, and the design would include form and texture differentiation and natural colors to blend with the existing environment. Slopes adjacent to the walls would be revegetated, which would enhance the existing appearance of the slopes. To the extent possible and practical, trailing plant species would be used at the tops of the walls or climbing vines would be used at the base of wall, either of which would help hide vertical and

horizontal elements. The design of the walls and revegetation efforts would be conducted in conjunction with the California Department of State Parks.

The project is expected to enhance the visual quality of the area due to: 1) the reduced number of bridge columns from 72 to a maximum of eight, 2) the increase in height of the bridge of approximately two feet, 3) the lengthening of the bridge by 35 feet, and 4) the minimum clearance of 14 feet beneath the bridge with a maximum clearance of 16.5 feet. All of these project features would result in an improved ability to see "through" the bridge from the lagoon to the ocean and from the ocean to the lagoon (See Section IV of the October 1995 draft MND attached). The roadway on the north end of the bridge would be raised approximately three feet and it would transition down to the current elevation. The roadway on the south end of the bridge would also be raised approximately three feet, and it would transition down to the current elevation. Since the road on either end of the bridge currently blocks scenic views of the beach and lagoon from sea level, the increase in height of the roadway would not impact scenic views. The revised project, which eliminates replacement of the bridge over the San Diego Northern Railway, would not change the conclusions or mitigation requirements relative to visual quality. Overall, the visual quality of the area would be enhanced.

Landform Alteration

The analysis of landform alteration included in the October 1995 draft MND concluded that the replacement of the bridge would not result in significant impacts to landform alteration since proposed grading would not impact significant natural landforms. Although landform alteration impacts would not be significant, the project would incorporate measures to minimize the visual effects of the proposed manufactured slopes. All manufactured slopes would be revegetated with native plant species of sensitive Diegan coastal sage scrub habitat. As discussed previously, the proposed retaining walls would be architecturally enhanced to blend with the existing park environment. (See Section IV of the October 1995 draft MND attached). The revised project, which eliminates replacement of the bridge over the San Diego Northern Railway, would not change the conclusions relative to landform alteration.

Short-Term Construction Impacts

Potential short-term construction impacts would be associated with water quality, visual quality, and recreational resources. As mentioned previously, the proposed project includes measures to minimize impacts to water quality. However, there is a potential for construction debris to fall into the lagoon waters. Additional construction procedures would have to be implemented to reduce potential short-term construction impacts on water quality to below significance. These procedures would be included on construction drawings and are included in Section V, Mitigation Monitoring and Reporting Program of this MND.

While long-term impacts to visual quality would be mitigated by revegetation efforts and special design treatment of the retaining walls, there may be short-term impacts associated with the overall construction project. The project site is located within a State Park, between the ocean and a lagoon. Trestles and construction equipment in such a natural setting would be perceived as a temporary interruption of the natural views. This impact is not considered significant because it would be short-term (two years), and the long-term visual impact of the project would actually be an improvement due to the landscaping and additional visibility "through" the bridge.

The proposed project would result in a short-term impact to recreational use of the beach and lagoon resources in the project vicinity. The construction would last two years. As such, avoiding construction during the peak use months between Memorial Day and Labor Day would be impractical. While the project provides for unobstructed vehicular, pedestrian and bicycle movement around and through the construction zone, speeds of travel through the construction zone would be reduced. This would be particularly noticeable during peak beach use season. A traffic control plan will be developed for each phase of the project which will take into consideration the increase in traffic volumes on Torrey Pines Road during the peak season. There would be a temporary loss of 15 of the 70 existing parking spaces south of the bridge adjacent to the beach. Parking demand along Torrey Pines Road during the peak season is at or nearly 100%. However, while possibly more inconvenient, adequate parking is available at the State Park parking lot northeast of the bridge that provides 550 parking spaces.

As noted previously, the project provides for unobstructed access to/from the State Park parking lot, restrooms and lagoon and the beach. However, in the event construction trucks need to access the trestles, the public would be temporarily detained. This temporary impact is not significant as it provides for public safety during construction.

The sand bars that are created in the lagoon during certain months of the years are a popular recreation area. Access to the sand bars would not be restricted but would be regulated, again depending upon the construction phase. In addition, construction trestles on the east side of the bridge would be close to the general sand bar area. The public may not prefer to use this area of the lagoon during construction due to the noise and construction activity.

Effects Found Not to be Significant

The October 1995 draft MND included an Initial Study Checklist and environmental analysis which determined that there is no potential for significant environmental impacts related to the following issues for both the northern and southern bridge projects:

- Air Quality
- Light, Glare and Shading
- Natural Resources
- Recreational Impacts (Long-Term)

- Population
- Housing
- Public Services and Utilities
- Energy
- Human Health/Public Safety

An explanation of why an issue was determined “not potentially significant” is provided in the Initial Study Checklist included in the October 1995 draft MND which is included in this document. The modified project is now the replacement of the bridge over the lagoon mouth and associated road transitions only and would eliminate the potential impacts related to the northern bridge. Therefore, those issues listed above would remain issues for which there is no potential for significant environmental impacts. As such, additional analysis is not required.

B. RESPONDING INDIVIDUALS, ORGANIZATIONS AND PUBLIC AGENCIES

During the 30-day review period from October 6 to November 6, 1995, seven letters of public comment were received on the draft MND from the individuals, organizations and public agencies listed below. The comment and response numbers which correspond to each letter are listed after each reference.

State Agencies

Lilly, Diana, Coastal Planner, California Coastal Commission - San Diego Area (comments #1 - 6).

Dillon, Bill, Chief, Planning Studies Branch, State of California - Department of Transportation (comments #7 - 9).

Cities

Brekke-Esparza, Lauraine, City Manager, City of Del Mar (comments #10 - 20).

McLatchy, Marcia, Park and Recreation Director, City of San Diego (comment #21).

Local and Regional Organizations

Torrey Pines Community Planning Group (comments #22 - 35).

Burrascano, Cindy, California Native Plant Society - San Diego Chapter (comments #36 - 39).

Page, Joe, Land Use Committee, Sierra Club (comments #40 - 44).

C. COMMENTS RECEIVED DURING PUBLIC REVIEW AND CORRESPONDING STAFF RESPONSES

Each of the written comments is reprinted in this section along with the corresponding written responses (responses to comments 1-44). The following pages provide the written comment on the left side, with each specific comment numbered in the left-hand margin, and correspondingly numbered responses to each comment on the right side. Comments and responses are numbered as described above.

CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA
5111 CAMINO DEL RIO NORTH, SUITE 300
SAN DIEGO, CA 92108-1728
(619) 451-6036



November 6, 1995

Lawrence C. Monserrate
Development and Environmental Planning Division
1222 First Avenue, Mail Station 501
San Diego, CA 92101

Re: Comments on Draft Mitigated Negative Declaration for the North Torrey Pines Road
Bridge Replacement Projects

Dear Mr. Monserrate:

Staff has reviewed the above referenced document and has the following comments on the Draft Mitigated Negative Declaration (MND).

Reconstructing and widening the bridges will increase access and improve mobility to and around the coastal region, which are high priority goals under the Coastal Act. However, the project involves the temporary appropriation of approximately 33 parking spaces along the west side of North Torrey Pines Road, south of the southern bridge, for construction staging. These spaces are currently used for beach access. How long will these spaces be taken up? The MND should include a phasing plan indicating that the parking spaces will be usurped only as required for staging Phase I construction activities; the spaces should remain open and available through all other phases of construction. In addition, the project should be scheduled such that closure of the spaces will take place outside of the peak summer season. Construction staging will also impact the area southeast and southwest of the intersection of North Torrey Pines Road and Carmel Valley Road. The MND should document any use of these areas for informal beach parking, and analyze the impact the project will have on informal parking.

The project will impact approximately 0.03 acres of coastal and valley freshwater marsh. These impacts are proposed to be mitigated by creating new or restoring disturbed wetlands habitat within the Peñasquitos Preserve, at a mitigation ratio of 1.5:1. This is less than the ratio typically required by the Commission for mitigation of wetland impacts. However, because the amount of impact is minor, limited to disturbed, freshwater habitat, and a substantial improvement to open water habitat will result from the bridge reconstruction, this mitigation ratio appears to be sufficient in this particular case. However, part of the impact will be from construction staging. These impacts, while direct, are temporary, and this area should be revegetated and restored, in addition to the proposed mitigation.

Although language in the new Torrey Pines Community Plan currently being reviewed may contain a general policy prohibiting wetland impacts, the proposed bridge replacements, as a specific project which has been reviewed and analyzed for project need, impact, and mitigation, could be found consistent with the new Community Plan and proposed Coastal Commission

1. The 33 parking spaces identified in the MND, along the west side of North Torrey Pines Road, south of the bridge over Los Peñasquitos, were calculated by measuring the length from the bridge to the southern limits of construction. This distance is 650 feet, which, divided by 20 feet per space, equals approximately 33 parking spaces. This calculation did not take into consideration the transition area just south of the bridge, nor the fact that the proposed construction staging area begins 350 feet south of the bridge. A conservative measurement, including the transition area in the calculation, results in a maximum of 300 feet, 15 parking spaces, temporarily lost during staging for the construction of the east side of the bridge (construction Phase I). Table 2 (MND page 27) identifies the schedule for this half-width improvement. The east side of this bridge would require a worst case of 49 weeks for completion. Consequently, 15 spaces would be lost for a period of approximately 12 months, as such scheduled parking closure cannot avoid the peak summer season.

The areas identified southeast and southwest of the intersection of North Torrey Pines Road and Carmel Valley are presently used as informal beach parking areas. The replacement of the bridge over Los Peñasquitos Creek, the current project, would not require these informal beach parking areas to be used as a construction staging area.

COMMENTS

RESPONSES

2. The proposed project no longer includes the replacement of the northern bridge over the San Diego Northern Railway, which would have impacted coastal and valley fresh water marsh. The replacement of the bridge over Los Peñasquitos Creek would not impact coastal and valley fresh water marsh. Therefore, the creation and restoration of wetland habitat within the City of San Diego's Peñasquitos Preserve is not required. All areas disturbed by project staging for the proposed bridge replacement would be restored to the original topographic condition. The replacement of the bridge would reduce the existing 72 bridge support columns with a maximum of eight columns which would enhance the open water habitat at the entrance to the lagoon.
3. The City appreciates the Coastal Commission staff's conclusion that the bridge reconstruction project would be consistent with the Torrey Pines Community Plan and that staff recommended the improvement be included in the Community Plan as an allowable activity. The Council of the City of San Diego accepted and adopted the California Coastal Commission's suggested modification to the Torrey Pines Community Plan by Resolution No. R-287205 on April 16, 1996. The adopted Torrey Pines Community Plan includes specific road improvements to North Torrey Pines Road and the North Torrey Pines Road Bridge over Los Peñasquitos Creek. The proposed project has been limited to the replacement of the bridge over Los Peñasquitos Creek which is entirely within the jurisdiction of the City of San Diego. The City recognizes that any future proposed actions related to the bridge over San Diego Northern Railway must conform to the applicable plans and ordinances of the City of Del Mar, and both cities would need to approve conceptual plans and coordinate efforts to this end.

November 6, 1995

2

3
Cont.

revisions without having to undergo an additional local coastal program amendment. Our understanding of the organization of the Torrey Pines Community Plan is that there is a hierarchy of elements, from goals, to policies, to specific proposals, in increasing order of specificity. Coastal Commission staff has reviewed the specific bridge replacement project and recommended approval of its inclusion in the Community Plan. However, as it is presently being reviewed, a more direct impediment to the project's completion is that a portion of the northern bridge is within the City of Del Mar's jurisdiction, and the Coastal Commission may adopt language that eliminates any reference to construction outside the City of San Diego's jurisdiction. Although Commission staff supports the proposed bridge widening in concept, since the northern bridge cannot be constructed without the agreement of the City of Del Mar, the jurisdictional issue must be resolved first between the cities.

4

The project will also impact 0.88 acres of coastal sage scrub habitat and 0.52 acres of southern coastal bluff scrub. A nesting pair of gnatcatchers was observed within the project impact area. The Commission has only accepted impacts to sensitive sage scrub habitat when the impacts are to low quality, isolated sage scrub, and adequate mitigation is provided as part of a larger preserve planning effort identified in the Natural Community Conservation Plan (NCCCP). The proposed gnatcatcher "take" and mitigation plan should be reviewed and approved by the resource agencies including the U.S. Fish and Wildlife Service and the California Department of Fish and Game. The MND proposes mitigating potential noise impacts to the California gnatcatcher and the Belding's savannah sparrow by avoiding construction during the birds' breeding season (March 15 through July 15) unless construction cannot be avoided during this period. Typically, the Commission requires that construction be scheduled to avoid work during the breeding season, and the MND should analyze the feasibility of avoiding construction during this time.

5

6

The project involves the construction of retaining walls on the east and west sides of North Torrey Pines Road south of the northern bridge. How high above the roadbed will these retaining walls extend? Will any views from the bridge or roadway be blocked? In order to preserve views from the bridge/roadway for pedestrians and from vehicles, bridge barriers should be constructed with an open rail design. Is this part of the project design?

Thank you for the opportunity to review the Draft Mitigated Negative Declaration (MND) for the North Torrey Pines Road Bridge Replacement Projects. If you have any questions, please feel free to call me.

Sincerely,

Diana Lilly

Diana Lilly
Coastal Planner

cc: Mike Westlake
Juan Vargas

(when available body doc)

Page 51

4. The replacement of the bridge over Los Peñasquitos Creek would reduce the coastal sage scrub impact to 0.6 acres and would not result in direct impacts to the nesting pair of gnatcatchers observed in 1995 in the Diegan coastal sage scrub. The Diegan coastal sage scrub identified as habitat for the nesting pair of gnatcatchers is located further to the north and would not be located within the APE for the proposed project. The loss of coastal sage scrub, however, would be mitigated through the terms of the Implementing Agreement of the MSCP. With the execution of the Implementing Agreement, the "take" authorization under the NCCP is replaced by the MSCP process.

5. Subsequent to circulation of the Mitigated Negative Declaration, the City of San Diego, in consultation with the California Department of Fish and Game (CDFG), refined the mitigation measure regarding construction limitation. In the opinion of Tim Dillingham, with CDFG (pers. comm.), pile driving is the only construction activity which could significantly interfere with the breeding of sensitive birds within the lagoon. Recent studies on the effect of noise on sensitive bird species support the conclusion that normal construction noise would not have a significant impact on breeding activities. A study by Frank Awbrey (1993) strongly suggests that high noise levels (in excess of 70 dB) do not interfere with normal avian activities. The study found a breeding population of California least terns at Lindbergh Field under the flight path of incoming airplanes. Awbrey suggests that the exclusion of certain bird species from areas adjacent to freeways and such is more likely the result of edge effects on the habitat rather than high noise levels.

In light of the focus on pile driving noise, the mitigation measure has been rewritten to prohibit all pile driving activities during the breeding season of sensitive birds (March 1 through August 15); other construction activities would not be restricted. The breeding season is designated to encompass the normal breeding times of the coastal California gnatcatcher and Belding's savannah sparrow. The measure also includes a provision that if construction cannot be avoided during the breeding season, the use of heavy equipment and pile driving would be restricted to hours between 11 a.m. and 3 p.m. to avoid peak activity cycles (morning and late afternoon). If pile driving is conducted separate from major earth moving operations, noise impacts to any protected species with adopted noise protection standards will be minimal.

6. Proposed retaining walls would vary from one to approximately 19 feet in height. Retaining walls are used to retain soil and fill materials below the road grade. As part of project design, the bridge would have standard concrete barriers (Caltrans Standard K-Wall) at the edge of the roadway. These barriers would have a height of two feet eight inches. The replacement barriers are similar in design to the original barriers and are not expected to impact existing views from the bridge. The pedestrian walkway on the bridge would have a slotted metal rail fence on the west side. The slotted rail will maintain foreground and background views from the pedestrian walkway on the west side of the bridge.

COMMENTS

RESPONSES

STATE OF CALIFORNIA - BUSINESS, TRANSPORTATION AND HOUSING AGENCY

PCIE 116 SQM, Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 11, P.O. BOX 5508, SAN DIEGO, 92114-5508
TEL 619-444-7023
FAX 619-444-8002



November 8, 1995

11-SD-005
32.7

Ms. Janet Myers
City of San Diego
Development and Environmental Planning Division
1222 First Avenue
Mall Station 501
San Diego, CA 92101

Dear Ms. Myers:

Draft ND for the North Torrey Pines Road Bridge Replacement Projects

Caltrans District 11 comments are as follows:

- 7 [] • Caltrans will have continuous major construction projects in the area surrounding the Carmel Valley Road interchange. Any hauling operations and construction traffic from the Torrey Pines bridge replacement projects which uses the Carmel Valley Road interchange may be impacted by the interchange projects.
- 8 [] • Construction haul activity should be limited to the off-peak period to minimize impacts to the already congested Carmel Valley Road intersection.
- 9 [] • We encourage coordination of construction operations between the City of San Diego and Caltrans to maintain flow on the city streets and freeways.

Our contact person for I-5 is Majid Kharrati, Design Branch, (619) 688-6729. For Traffic Operations our contact person is Fred Yazdan, (619) 688-6881.

Sincerely,

BILL DILLON, Chief
Planning Studies Branch

BD/L:sv

- 7. Because the North Torrey Pines Road bridge replacement project construction will likely occur during the time when Caltrans is providing improvements to the vicinity of the I-5/Carmel Valley Road intersection, these construction activities should be coordinated to ensure that major detours or short term lane closures do not occur simultaneously. The North Torrey Pines bridge replacement project does not anticipate the closure of travel lanes, except for short periods of time when material deliveries are being conducted. Any such closure should occur outside of normal commuting hours. Regular coordination between the field engineer for the bridge project and Caltrans staff pertaining to I-5/Carmel Valley Road improvements is encouraged to minimize the disruption to traffic flow.
- 8. See response to comment #7.
- 9. See response to comment #7.



City of Del Mar

November 6, 1995

Janet Myers
City of San Diego
Development Services Department
Development and Environmental Planning Division
1222 First Avenue, Mail Station 501
San Diego, CA 92101

RE: North Torrey Pines Road Bridge Replacement Projects (DEP No. 93-0420)
Response to Draft Mitigated Negative Declaration

Dear Ms. Myers:

The City of Del Mar was surprised to receive a copy of the draft Mitigated Negative Declaration for the North Torrey Pines Road Bridge Replacement Projects. Of foremost concern is the fact that the northern half of North Torrey Pines Road bridge over the railroad tracks is located within the jurisdictional boundaries of the City of Del Mar. The bridge replacement project, as proposed by the City of San Diego, is in direct conflict with City of Del Mar's Community Plan. The City of Del Mar is disappointed because this concern has been expressed in over thirteen letters mailed to the City of San Diego over the past three years.

We have identified several major issues associated with the proposed project. Each of these involves a number of related concerns, but generally fall into the following two categories:

1. The method by which the project is being reviewed and processed.
2. The inadequacy of the initial study and the draft Mitigated Negative Declaration.

Method of Review

Due to the fact that the proposed bridge project is within the jurisdictional boundaries of the City of Del Mar, the proposed project is subject to the City of Del Mar's discretionary review process. It is anticipated that the project, as currently proposed, would require the following approvals from this jurisdiction: General Plan Amendment, Conditional Use Permit, Land Conservation Permit, Design Review Permit and the preparation of an Environment Impact Report.

The proposed project conflicts with the City of Del Mar Community Plan since it is inconsistent with both the circulation goals and objectives of the Plan.

Telephone (619) 755-9313 • Fax (619) 755-2794



1050 Camino del Mar, California 92014-2698

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10. The proposed project no longer includes the replacement of the bridge over the San Diego Northern Railway. The proposed project has been limited to the replacement of the North Torrey Pines Road Bridge over Los Peñasquitos Creek (southern bridge only) and improvements to North Torrey Pines Road which are entirely within the jurisdiction of the City of San Diego. The replacement of the bridge over Los Peñasquitos Creek is not subject to the City of Del Mar's discretionary review process or goals and objectives of the City of Del Mar Community Plan. The City of San Diego recognizes that any future proposed actions related to the bridge over the San Diego Northern Railway must conform to the applicable plans and ordinances of the City of Del Mar, and both cities would need to approve conceptual plans and coordinate efforts to this end.

11. Please see response to comment #10.

COMMENTS

RESPONSES

Janet Myers
City of San Diego
North Torrey Pines Road Bridge Replacement
DEP No. 93-0420
November 6, 1995

12 Pursuant to Government Code sections 65401 and 65402, as a precondition to any proposed public works project, the City of San Diego is required to submit the project to the City of Del Mar for General Plan consistency findings. The project has not been reviewed for conformity with the Del Mar Community Plan; therefore, it is premature to initiate any type of environmental review process.

Inadequacy of Initial Study and Mitigated Negative Declaration

13 In terms of the project's compliance with the California Environmental Quality Act (CEQA), the City of Del Mar has several concerns. Again, because the project is located within the jurisdictional boundaries of the City of Del Mar, the City of San Diego should have consulted with the City of Del Mar prior to commencing any environmental work.

14 Of primary concern is the establishment of the Lead Agency. CEQA states that where two or more public agencies will be involved with a project, a determination as to which agency will be the Lead Agency will be governed by specific criteria. The City of San Diego has never contacted the City of Del Mar concerning the CEQA process. In fact, the City of Del Mar was not aware that the CEQA process had begun on this project until we received a copy of the draft Mitigated Negative Declaration. At this juncture, the City of Del Mar desires to maintain authority over all projects and the processing of all projects located within the jurisdictional boundaries of Del Mar. This includes the CEQA process.

15 Pursuant to Appendix G of CEQA, the project will have a significant impact on the environment because the proposed project conflicts with the Del Mar Community Plan. Because the proposed project will have a significant impact on the environment, CEQA requires the preparation of an Environmental Impact Report; a Mitigated Negative Declaration is not sufficient.

16 Other environmental issues associated with the project that have not been adequately addressed include impacts to: existing land use, biological impacts, cultural resources and traffic circulation. The project is inconsistent with the existing land use and the approved Community Plan (including the circulation goals and objectives). The proposed bridge replacement will result in short- and long-term biological impacts of which many will occur within the City of Del Mar. The proposed biological mitigation, namely the contribution of monetary funds to the City of San Diego's Habitat Acquisition Fund, is unacceptable.

18 The existing bridge serves as a dramatic entrance into the Torrey Pines Reserve, as well as the City of Del Mar. In fact, the City of Del Mar is considering designating the bridge as a local historic structure. In terms of traffic circulation, the existing bridge currently serves as a metering or traffic calming device as traffic enters the City. Potential traffic impacts

12. Please see response to comment #10.

13. The City of San Diego complied with requirements of CEQA. The City of Del Mar was notified of the City of San Diego's intent to proceed with the replacement of the bridge in letters dated May 12, 1993 and April 13, 1994. The City of Del Mar acknowledged notification and identified specific environmental concerns to be addressed in a letter to the City of San Diego, dated May 27, 1994. Those concerns are addressed in the MND. Since circulation of the MND, the City has revised the project to eliminate improvements to the bridge over the San Diego Northern Railway. See responses to comment #10 and #14.

14. Section 15051 of the CEQA Guidelines contains the criteria to be used in identifying the appropriate Lead Agency where two or more public agencies are involved. Section 15051(a) states: "If the project will be carried out by a public agency, that agency shall be the Lead Agency even if the project is located within the jurisdiction of another public agency." Since the City of San Diego was originally carrying out the reconstruction of the two bridges, the City of San Diego appropriately assumed the role as Lead Agency.

The City of San Diego has fulfilled its requirements under CEQA to notify the City of Del Mar of its intent to certify the Mitigated Negative Declaration. In accordance with Section 15072 of the CEQA Guidelines, the City of San Diego published a notice in the San Diego Daily Transcript on October 6, 1995 and directly mailed a copy of the draft MND to the City of Del Mar. Furthermore, as discussed in response to comment #3, the City of San Diego had previously notified the City of its intent to proceed with a Mitigated Negative Declaration.

The assumption of the Lead Agency role by the City of San Diego does not deprive the City of Del Mar of its authority over that portion of the project lying within its corporate limits. As discussed in the AIS, the project has been revised to include the replacement of the bridge over Los Peñasquitos Creek and adjacent road transitions. The current project is entirely within the jurisdiction of the City of San Diego which is the appropriate Lead Agency under CEQA.

15. As Lead Agency, it is the responsibility of the City of San Diego to determine the type of environmental document which is required (Negative Declaration or Environmental Impact Report). However, in accordance with Section 15096(d), the City of Del Mar is entitled to comment on whether it believes the Mitigated Negative Declaration is appropriate for the proposed bridge replacement projects. Thus, the comment letter submitted by the City of Del Mar is the appropriate vehicle for the City of Del Mar to register its concerns. Additionally, the responses contained herein are the appropriate means for the City of San Diego to respond to those comments.

16. The MND contains a specific discussion of the relationship of the proposed bridge replacements with respect to existing recreational uses, biology, cultural resources and traffic. With respect to existing land uses, the MND concludes that there would be no impact since the bridge already exists. As addressed in response to comment #10, the project is entirely within the jurisdiction of the City of San Diego and is no longer subject to the goals and objectives of the City of Del Mar Community Plan.

17. All areas of disturbance related to the replacement of the bridge over Los Peñasquitos Creek and road transitions along North Torrey Pines Road are entirely within the jurisdiction of the City of San Diego. The areas of disturbance are reduced from the previous project which included replacement of both the northern and southern bridges. All areas of disturbance would be revegetated with coastal sage scrub species. The total area of revegetation will be at least two acres which represents a substantial increase when compared against the 0.6 acres which would be disturbed by the project. The contribution to the City of San Diego's habitat acquisition fund would be over and above the onsite coastal sage scrub revegetation. This contribution would help implement the MSCP program which would promote the establishment of biological preserves which will benefit Del Mar and San Diego as well as all of the other communities included within the MSCP boundaries. Please also refer to response to comment #37 below.

18. The proposed project is limited to replacement of the bridge over Los Peñasquitos Creek only which is entirely within the jurisdiction of the City of San Diego. As indicated on page 51 of the October 1995 MND, this bridge was researched for historical significance. Minimal information was found, and the bridge was placed in Category 5, indicating that it is not eligible for the National Register of Historic Places. Further evaluation is not required under federal guidelines for this category. The bridge over Los Peñasquitos Creek will remain a dramatic entrance into the Torrey Pines Reserve and will be architecturally enhanced. An artist has been retained by the City to work on aesthetic details.

COMMENTS

RESPONSES

In the future year traffic model that was used to evaluate this project, North Torrey Pines Road was assumed to have its existing lane configuration. This constrained roadway network was intentionally selected to be sensitive to concerns from the City of Del Mar and residents in the Torrey Pines community. If an increased capacity had been assumed for this roadway, it is probable that the model would have shifted through trips off of Interstate 5 onto North Torrey Pines Road. Even with the constrained transportation network, traffic is expected to more than double on North Torrey Pines Road by buildout of the surrounding area (year 2010) (Sec FIIWA Analysis in AIS Preface). This is due to the lack of parallel through routes to Interstate 5 in this vicinity. Since the North Torrey Pines Road's capacity is limited by the capacity at its intersection with Carmel Valley Road, it is likely that this magnitude of traffic increase would occur even without improvement to this intersection. As discussed in the traffic analysis contained in this AIS, widening of the southern bridge only would not result in improvements to the operation of the intersection of Carmel Valley Road and North Torrey Pines Road. The proposed project would provide a second northbound lane from 721 feet south of the bridge to 910 feet north, all within the jurisdiction of the City of San Diego, which in itself, would not result in increased traffic on Camino del Mar north of Carmel Valley Road.

Janet Myers
City of San Diego
North Torrey Pines Road Bridge Replacement
DEP No. 93-0420
November 6, 1995

18
Cont.

associated with a widened bridge have not been adequately addressed. The City of Del Mar has in the past expounded on these concerns (i.e., see attached letters dated May 5, 1995, February 7, 1995, January 3, 1995, November 16, 1994, May 27, 1994, December 6, 1993, May 26, 1993, May 10, 1993, and July 30, 1992).

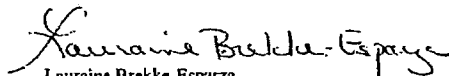
The City of Del Mar shares the regional concerns of the Torrey Pines Community Planning Group as articulated in their minutes of October 12, 1995:

19
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1. The widening of the bridges from 66 to 75 feet appears unwarranted and inappropriate in that it will unnecessarily encroach into the lagoon.
2. The focus of the planned project appears to be the improvement of the flow of automobile traffic resulting in the degradation of recreational access and value. The presence of a 14 foot wide raised median is another traffic lane in reserve for future use; there are no pedestrian sidewalks on the east (lagoon) sides of the bridges and roadway; and there is no planned improvement in pedestrian or bicycle crossings. This is a project only for cars and does not recognize that this stretch of roadway is of necessity, the major access site to the beach, lagoon and state park. It is inappropriate to make it more like a freeway.

In closing, the City of Del Mar does not accept the draft Mitigation Negative Declaration for the reasons outlined in this letter and is disappointed by the lack of communication between our communities. It is the City of Del Mar's hope that we can work together. Thank you for your consideration.

Sincerely,


Lauraine Brekke-Esparza
City Manager

cc: City Council
Jeffrey Lewis, U.S. Dept. of Transportation
CA Coastal Commission
Gary Bettese, Caltrans
Richardene Kelsay, Caltrans

19. Widening of the bridge over Los Peñasquitos Creek is necessary due to the existing and projected traffic demand. The existing traffic volume on North Torrey Pines Road, south of Carmel Valley Road, is approximately 17,900 vehicles per day (vpd), and is projected to increase to 35,000 vpd in year 2010 and 37,000 vpd in year 2020. Currently, this segment of North Torrey Pines Road operates at LOS F and queued traffic in the northbound direction extends well past the entrance to the existing right-turn pocket, resulting in delays for those waiting to make a right turn onto Carmel Valley Road. The widening of the bridge will allow for bike lanes, a pedestrian sidewalk, and the channelization of a second northbound lane to improve the traffic flow conditions on North Torrey Pines Road.

Upon construction of the bridge, the number of support columns in the lagoon will be reduced from 72 to a maximum of eight rounded pylons; subsequently, the tidal flow into the lagoon will improve.

20. Based on the existing and projected traffic volume, the 9-foot wide median is standard per the City of San Diego *Street Design Manual*. The median would provide a safe distance between opposing traffic. There is not a current plan to utilize the 9-foot wide median for an additional traffic lane.

A sidewalk is planned only for the west side of North Torrey Pines Road within the jurisdiction of the City of San Diego. The west side of the bridge, being closer to the beach, offers viewing advantages. Ramps would be provided on the north end of the bridge on both the lagoon and beach side and will connect pedestrians with the sidewalk underneath the bridge. In addition, bicycle lanes would be provided in the north- and south-bound lanes. This project will enhance pedestrian and bicyclist access from the existing transit bus stops to the beach and Torrey Pines State Reserve. The pedestrian crossing would be constructed in conformance with the American Disabilities Act (ADA).

COMMENTS

RESPONSES

City of San Diego
MEMORANDUM

Date: November 1, 1995
To: Tina Christiansen, Development Services Director
Attn: Janet Myers
From: Marcia C. McLatchy, Park and Recreation Director
Subject: NORTH TORREY PINES ROAD BRIDGE REPLACEMENT PROJECTS
DEP #93-0420

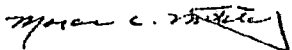
In response to the Proposed Mitigated Negative Declaration for the North Torrey Pines Road Bridge Replacement Projects, we have reviewed the subject document and forward the following comments. If any of the comments are not acceptable to Development Services Department, it is requested that we be advised of the reasons therefor.

OPEN SPACE

Mitigation Monitoring and Reporting Program, Page 3, 1)
Any mitigation to be performed within the Los Penasquitos Canyon Preserve requiring revegetation/restoration plans, monitoring reports, and final acceptance will require review and approval by the Park and Recreation Department.

PARK DEVELOPMENT

There are no population based park issues to be addressed at this time.


MARCIA C. MCLATCHY
Director, Park and Recreation

MM:NA:jch

cc: Jeff Harkness, Senior Park and Recreation Planner, Park Development and Open Space Division, MS 804A
Bill Lawrence, Senior Park Ranger, Park Development and Open Space Division, MS 804A
Stan Fye, Park and Recreation Project Assistant, Park Development and Open Space Division, MS. 37C

21. Comment noted. The City of San Diego Parks and Recreation Department must approve the revegetation plans and monitoring program prior to project approval. Refer to response to comment #37 for new Mitigation language.

21

TORREY PINES COMMUNITY PLANNING GROUP

October 26, 1995

City of San Diego
Development Services Department
1222 First Avenue, Mail Station 501
San Diego, California 92101

Re: Mitigated Negative Declaration for North Torrey Pines Road
Replacement Projects (Distributed 10-6-95)

Gentlemen:

The Torrey Pines Community Planning Group at its October 12, 1995 general meeting voted to recommend the following changes to the plan for the North Torrey Pines Road Bridges:

- 22 [] 1. The bridges are unnecessarily wide (75 feet) to accommodate three lanes. There is no need for a 14 foot raised median. A four foot median is more appropriate.
- 23 [] 2. There are no plans for pedestrians on the East side.
- 24 [] 3. There are no planned improvements for pedestrian and bicycle crossings.

The unnecessary widening of the road and bridges will result in:

- 25 [] 1. Additional costs.
- [] 2. Additional encroachment into Los Peñasquitos Lagoon.
- [] 3. Significant fill slopes (see P-92 of the declaration).
- [] 4. Additional retaining walls (see P-13, 14 of the declaration).

The unnecessary widening of the road and bridges is in conflict with both the 1975 and 1995 Torrey Pines Community Plans. The following statements reveal the conflicts.

- 26 [] 1. To encourage and support the development of a mass transportation system (P-33 of the declaration).
- 27 [] 2. To provide a balance between land use and circulation such as the elimination of heavy traffic through residential areas (P-33 of the declaration).
- 28 [] 3. To limit encroachment of the incompatible elements of the circulation system, such as motor vehicles, into open space and park areas (P-34 of the declaration).

- 22. The proposed project has been revised to widen the bridge over Los Peñasquitos Creek to 70 feet, which is a reduction of 5 feet from the previous project. The overall width is based on current standard dimensions for three through lanes, two shoulders, median, sidewalk, and barrier rails. The 9-foot wide median is standard per the City of San Diego *Street Design Manual*. See also response to comment #19 above.
- 23. Please refer to response to comment #20 above.
- 24. Please refer to response to comment #20 above.
- 25. Since the bridge is being widened to current standards and is not wider than current standards, the cost, fill slopes and retaining walls are being kept to a minimum.

The number of columns in the lagoon would be reduced from 72 support columns to a maximum of eight rounded pylons, so there would be a reduction in the amount of encroachment into open water habitat at the entrance to the lagoon and the tidal flow into the lagoon would improve.

Retaining walls are being constructed to minimize the height of fill slopes. All of the proposed retaining walls would be architecturally enhanced to blend with the existing beach and coastal lagoon environment. The City has retained an artist to assist in the design of proposed retaining walls.

COMMENTS

RESPONSES

26. Caltrans determined that the bridge over Los Peñasquitos Creek is structurally deficient. The proposed project is the replacement of the southern bridge only and the related road transitions which are located entirely within the jurisdiction of the City of San Diego. The primary goal for the project is to provide a structurally sound road bridge crossing Los Peñasquitos Creek promoting public safety along North Torrey Pines Road and for bicyclists, pedestrians, beach users, and visitors to Torrey Pines State Reserve. In addition, the bridge structure was found to be inadequate for existing and projected regional average daily traffic volumes. Improvements to the bridge do not discourage support of the development of a mass transportation system servicing the San Diego region or the Torrey Pines community area. In fact, the existing bus service along North Torrey Pines Road would be enhanced with two improved transit bus stops directly north of the bridge. Improvements include the provision of access ramps on the north end of the bridge on both the lagoon and beach side which will connect with an improved pedestrian crossing underneath the bridge. The sidewalk and ramps connecting the transit bus stops and the pedestrian crossing below the bridge would be constructed in conformance with the American Disabilities Act (ADA).
27. The replacement of the bridge over Los Peñasquitos Creek and the road improvements along North Torrey Pines Road would allow for two northbound lanes and provide a sidewalk and bike lanes. These improvements would accommodate existing and projected traffic volumes as well as improve pedestrian and bicycle access to the beach area. These improvements do not generate additional traffic. The proposed project would not increase traffic through residential areas as the project site is surrounded by the Los Peñasquitos Lagoon, Torrey Pines State Reserve, and beach areas. The closest residential areas are north of Carmel Valley Road.
28. The project is the replacement of the existing bridge over Los Peñasquitos Creek and improvements of road transitions along North Torrey Pines Road. Construction staging areas would temporarily utilize existing parking lots and adjacent disturbed area. No new encroachment of motor vehicles into open space and Torrey Pines State Reserve would result from the project.

City of San Diego
October 65, 1995
Page Two

- 29 4. To develop a system of bikeways, pedestrian ways and horse trails compatible with the open space goals and transportation system to allow for commuter and recreation desires. (P-34 of the declaration).
- 30 5. Ensure that transportation improvements do not negatively impact the numerous open space systems located throughout the Torrey Pines Community (P-45 of the 1/95 plan).
- 31 6. Provide a transportation system that encourages the use of mass transit, rather than building and/or widening roads and freeways (P-46 of the 1/95 Plan).
- 32 7. The Torrey Pines Community has a number of road segments that have scenic qualities worthy of formal recognition and protection, including North Torrey Pines Road (P-53 of the 1/95 Plan).
- 33 8. The bridge should be widened in order to provide ultimately for three lanes (P-54 of the 1/95 Plan).

34 Based on the year 2010 forecast for the area, North Torrey Pines Road is expected to carry approximately 35,000 average daily vehicles, resulting in LOS F with or without the proposed project (P-65 of the declaration).

35 Without greater emphasis on mass transit and the use of roads other than scenic coastal roads such as Torrey Pines Road, public access to the beach, the lagoon, and state park will continue to become degraded.

Sincerely,



Bob Lewis, Chair
TORREY PINES COMMUNITY
PLANNING GROUP
(619) 481-1331

BL:jl

- 29. As stated, bicycle and pedestrian ways for recreational uses would be enhanced and made compatible with the surrounding transportation system. Horse trails are not considered appropriate on the road bridge as equestrian activity is generally absent in the area and prohibited in the Torrey Pines State Reserve and Los Peñasquitos Lagoon.
- 30. No new encroachment into open space would occur. Project design allows for specific walkways and a pedestrian crossing below the bridge for transit bus commuters, beach users and park visitors. The sidewalk and ramps connecting the transit bus stops and the pedestrian crossing below the bridge would be constructed in conformance with the American Disabilities Act (ADA). No negative impacts to open space or recreational areas would result.
- 31. Please refer to response to comment #26 above. The primary goal of the project is to promote public safety. The bridge over Los Peñasquitos Creek is structurally deficient and inadequate for existing and projected regional average daily traffic volumes at buildout of the surrounding communities. Furthermore, the project would improve existing bus stops which currently do not meet ADA Standards. This would promote mass transit use.
- 32. The project would not degrade the scenic quality of North Torrey Pines Road. The bridge improvements would enhance the scenic character of North Torrey Pines Road by a reduction in the number of support columns from 72 to a maximum of 8 rounded pylons for the bridge, streamlined architecture, and landscape improvements. In addition, an artist has been included on the design team to work on aesthetic details.
- 33. The proposed project is the replacement of the bridge over Los Peñasquitos Creek only. Both the northern and southern bridges would have to be widened before North Torrey Pines Road can be restriped to provide the three-lane configuration extending all the way north along Torrey Pines Road to the Carmel Valley Road intersection.
- 34. Comment noted. Traffic forecast information reveals no change in the long-term level of service at peak hour with improvements to the bridge over Los Peñasquitos Lagoon; however, non-peak conditions would be improved in the long-term. In addition, near-term level of service would improve to LOS E.
- 35. The replacement of the bridge over Los Peñasquitos Creek and improvements to the bus stops and pedestrian crossings would improve access and mobility to and around the coastal region as confirmed in the Coastal Commission letter comment #1. The project would not interfere with mass transit (see response to comment #26 and #31).

California Native Plant Society

San Diego Chapter P.O. Box 1390 San Diego, Ca 92112-1390

Lawrence C. Monserrate
City of San Diego
Development Services Department
1222 First Ave, 5th Floor
San Diego, CA 92101

November 6, 1995

Re: North Torrey Pines Road Bridge Replacement Projects
Dep. No. 93-0420

Dear Mr. Monserrate:

The San Diego Chapter of the California Native Plant Society (CNPS) has reviewed the draft mitigated negative declaration for replacement bridges on North Torrey Pines Road. We are pleased with the use of an alternative bridge design that will increase tidal flushing. We would like to recommend lengthening of the southern bridge in conjunction with partial berm removal to further enhance tidal flushing in this area.

36 It is clear from the fact that the Torrey Pines Community Plan language may change to prohibit road improvement projects which would impact wetlands within the lagoon (page 35), that there is a great deal of concern about the biology of the area. Lengthening the bridge and elimination of previously built berm would "provide for improved water circulation within the Los Peñasquitos Lagoon".

37 It also seems clear that on-site mitigation would be the preferred mitigation for impacts to this area. Since the coastal sage scrub contains a nesting pair of gnatcatchers, the mitigation ratio should be 3:1 for coastal sage scrub. Page 42 of the mitigated negative declaration states there will be a 2:1 replacement ratio but the mitigation monitoring and reporting program (page 2) lists a 1:1 restoration/revegetation ratio for coastal sage scrub. Given the amount of weedy species associated with the road impacts, a 3:1 revegetation ratio is appropriate.

38 Southern coastal bluff scrub is a limited habitat and the revegetation ratio should be 2:1 for this habitat.

39 We would like to recommend a slightly different location for freshwater marsh restoration. The increased runoff associated with development on Lopez Ridge has provided additional water to the freshwater marsh at the convergence of Lopez Canyon and Los Peñasquitos Canyon. The marsh appears to be expanding quite well on its own with this additional water. We would suggest that the freshwater marsh at the border of the park with Highway 5 be the restoration site for mitigation.



Dedicated to the preservation of California native flora

- 36. It is anticipated that the bridge over Los Peñasquitos Creek will be lengthened approximately 35 feet, and with the reduction of support columns from 72 to a maximum of eight rounded pylons, regular tidal flushing would be enhanced at the mouth to Los Peñasquitos Lagoon.
- 37. As indicated in the AIS, at least two acres of coastal sage scrub vegetation would be planted in areas disturbed by construction. This would exceed the 3:1 ratio suggested by the commentor. Furthermore, the proposal to acquire another 0.6 acres within a designated MHPA would further compensate for the loss of 0.6 acres of coastal sage scrub. The mitigation ratios contained in the AIS supercede those contained in the October 1995 MND.
- 38. The proposed project is limited to the replacement of the bridge over Los Peñasquitos Creek and related road transition areas which would not disturb southern coastal bluff scrub habitat. Therefore, no impacts to southern coastal bluff scrub would occur from the proposed project, and no revegetation of this type of habitat is required.
- 39. The proposed project is limited to the replacement of the bridge over Los Peñasquitos Creek and related road transition areas which would not disturb valley and coastal freshwater marsh. Therefore, no impacts to valley and coastal freshwater marsh would occur from the proposed project and no restoration for this type of wetland is required.

California Native Plant Society

We thank you for the opportunity to review the draft mitigated negative declaration for the North Torrey Pines Road Bridge Replacement Project. If we can be of any further assistance to you please contact me at 421-5767.

Sincerely,

Cindy Burrascano

Cindy Burrascano
Vice President



²
Dedicated to the preservation of California native flora



COMMENTS

RESPONSES

Sierra Club

(619)291-1742

11/6/95

12:20 AM 2/3

November 7, 1995

Joe Page
Sierra Club
Land Use Committee
3820 Ray St.
San Diego, CA 92104

John Kovac
City of San Diego
Development Services Department
Development and Environmental Planning Division
1222 First Ave, Mail Station 301
San Diego, CA 92101

Re: DEP No. 93-0420. Comments regarding the North Torrey Pines Road Bridge Replacement Projects.

It is understood that the northern and southern bridges on North Torrey Pines (NTP) Road are seismically deficient and need to be improved or replaced. However, the plan to widen both bridges and sections of NTP road to three lanes goes beyond correcting the seismic problem, and will detract from natural beauty of Torrey Pines State Park and the Los Peñasquitos Lagoon. Our objections to the bridge and road widening are outlined below.

1. Negative Aesthetic Effects.

Current: NTP Road and the bridges are supported by a vegetated, raised soil berm which blends with the surrounding environment.

Proposed: Northern Bridge - The visual aesthetics will be impacted by the 270 foot long retaining wall, 16 to 19 feet high, proposed for the southeast side of the northern bridge. Such a large wall will be an easy target for graffiti vandalism, that currently plagues the pillars and wall currently under the northern bridge (Pg 68 & Fig 5A).

Southern Bridge - The visual aesthetics will also be impacted by the 423 foot long retaining wall, 10 to 18 feet high, proposed for the southeast side of the southern bridge. Such a large wall will not blend with natural surrounding of the Los Peñasquitos Lagoon, and will be an easy target for graffiti vandalism (Pg 14 & Fig 6B)

2. Lane Widening Will Cause an Increase in Traffic Relative to Existing Capacity

Current: NTP Road and the two bridges is a north/south route that parallels I-5. The road serves primarily local traffic between La Jolla and the north coastal communities.

Proposed: The proposal to widen the NTP Road and the two bridges, in spite of the fact that the Del Mar City Plan calls for the narrowing of Camino Del Mar to a single lane immediately north of the NTP Road and Carmel Valley Rd intersection, implies the additional traffic from this widening will be routed onto Carmel Valley Road once Camino Del Mar is narrowed. This change in the traffic routing means the road will no longer be used primarily for local north/south traffic, but will also be routing La Jolla business and shopping visitors to I-5 via NTP Road and Carmel Valley Road.

Page 1 of 2

40

41

Page 64

40: The proposed project no longer includes the replacement of the bridge over the San Diego Northern Railway. The replacement of the bridge over Los Peñasquitos Creek and related road improvements would require two parallel retaining walls on the northwest side of the bridge to construct the pedestrian ramp that would connect the bus transit stop and sidewalk to the beach areas. Existing rip-rap would face the western most wall, which will reach a height of five feet. The walls would not be noticeably visible to viewers located on the beach and looking east. A retaining wall on the southeast side of the bridge would be constructed with a maximum height of 19.5 feet. Both the proposed retaining walls would be architecturally enhanced to blend with the existing beach and lagoon environments. Features such as colored materials and rough-textured surfaces would be used to approximate the appearance of the beach cobble/rip-rap to discourage graffiti. The design team for the retaining walls would include an artist to work on aesthetic details.

41. North Torrey Pines Road is designated as a Primary Arterial built and designed to accommodate regional access between several coastal cities, as well as providing access to beach areas. Traffic projections for the roadway are based on approved General Plan designated land uses. Furthermore, the projections assume a constrained capacity of roadway, indicating that the demand volumes are likely to occur with or without widening of the roadway. The widening of the bridge over Los Peñasquitos Creek is consistent with the Torrey Pines Community Plan and the City of Del Mar General Plan.

Sierra Club

(819)299-1742

11/6/98

12:21 AM

42

3. Due to the proposed northern bridge replacement and the NTP Road expansion, a nesting pair and two juveniles of the coastal California gnatcatcher, listed by the USFWS as a threatened species, will have its habitat (south and east of the northern bridge) directly impacted. Mitigation by creating areas of Diegan coastal sage scrub will not guarantee more or new members of this species. This impact could be significantly reduced if road and bridge expansion were not to occur. Pg 40.

43

4. An area (approx 0.88 acre) of Diegan Coastal Scrub on the east facing slope between the two bridges will be directly impacted due to the expansion to three lanes on NTP Road. This impact could be significantly reduced if bridge replacement, without lane expansion, were the focus of this project.

44

5. Impacts on other vegetation in the area, such as the southern coastal bluff scrub, the broom baccharis scrub, and the maritime succulent scrub would be reduced if bridge replacement, without lane expansion, were the focus of this project. Pg 39

Sincerely,

Joe Page

42. See response to comment #4.

43. The proposed project no longer includes the replacement of the northern bridge over the San Diego Northern Railway. The replacement of the bridge over Los Peñasquitos Creek and related road improvements would disturb 0.6 acres of Diegan coastal sage scrub on the east-facing slope of North Torrey Pines Road, north of the bridge. As stated previously, the road improvements to North Torrey Pines Road to add one northbound lane, bicycle lanes, improve transit bus stops and connecting pedestrian ramps are consistent with the specific road improvements described within the Torrey Pines Community Plan.

44. The proposed project no longer includes the replacement of the bridge over the San Diego Northern Railway. The replacement of the bridge over Los Peñasquitos Creek and related road improvements would not disturb southern coastal bluff scrub, broom baccharis scrub, or maritime succulent scrub. Therefore, the proposed project would not result in direct impacts to these types of habitat.

PREVIOUSLY CIRCULATED

DRAFT MND
October 6, 1995

CITY OF SAN DIEGO
Development Services Department
DEVELOPMENT AND ENVIRONMENTAL PLANNING DIVISION
1222 First Avenue, Mail Station 501
San Diego, CA 92101
(619) 236-6460

PUBLIC NOTICE OF
PROPOSED MITIGATED NEGATIVE DECLARATION

A draft Mitigated Negative Declaration has been prepared by the City of San Diego Development and Environmental Planning Division for the project listed below:

DEP No. 93-0420

SUBJECT: North Torrey Pines Road Bridge Replacement Projects. CITY COUNCIL APPROVAL TO ACCEPT FEDERAL FUNDS, RELEASE OF FUNDS FOR CONSTRUCTION, and SENSITIVE COASTAL RESOURCE PERMIT (DEP No. 93-0420) for City of San Diego Capital Improvement Projects 53-050.0 and 52-557.0 to demolish and reconstruct the existing North Torrey Pines Road Bridge over Los Penasquitos Creek (Bridge 57C-206) and the North Torrey Pines Road Bridge over the San Diego Northern Railway (Bridge 57C-207). The 11.1-acre site is located in the Torrey Pines Community on North Torrey Pines Road extending from 721 feet south of North Torrey Pines Road Bridge over Los Penasquitos Creek to the Carmel Valley Road intersection. Parklands of the Torrey Pines State Reserve surround the site.

Applicant: City of San Diego Engineering Department.

This recommended finding that the project will not have a significant effect on the environment is based on an Environmental Initial Study and PROJECT REVISIONS/CONDITIONS WHICH NOW MITIGATE POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACTS IN THE FOLLOWING AREAS: BIOLOGICAL RESOURCES; GEOLOGY/SOILS; TRAFFIC CIRCULATION; HYDROLOGY/WATER QUALITY. The draft Mitigated Negative Declaration, Initial Study, and supporting documents may be reviewed, or purchased for the cost of reproduction, at the office of the Development and Environmental Planning Division, 1222 First Avenue, Fifth Floor, San Diego CA 92101.

For environmental review information, contact Janet Myers at 236-7714. For information regarding public meetings/hearings on this project, contact Brad Johnson, Project Manager, at 533-3770.

Written comments regarding the adequacy of this Draft Mitigated Negative Declaration must be received by the Development and Environmental Planning Division at the above address by **NOV 06 1995**

This information is available in alternative formats for persons with disabilities. To request this notice in alternative format, call (800) 735-2929 (TEXT TELEPHONE).

A final environmental report incorporating public input will then be prepared for consideration by decision-making authorities.

Lawrence C. Monserrate, Principal Planner
Development Services Department

This notice was published in the SAN DIEGO DAILY TRANSCRIPT and distributed on

OCT 06 1995



Mitigated Negative Declaration

DEP NO. 93-0420

SUBJECT:

North Torrey Pines Road Bridge Replacement Projects. CITY COUNCIL APPROVAL TO ACCEPT FEDERAL FUNDS, RELEASE of FUNDS for CONSTRUCTION, and SENSITIVE COASTAL RESOURCE PERMIT (DEP No. 93-0420) for City of San Diego Capital Improvement Projects 53-050.0 and 52-557.0 to demolish and reconstruct the existing North Torrey Pines Road Bridge over Los Peñasquitos Creek (Bridge 57C-206) and the North Torrey Pines Road Bridge over the San Diego Northern Railway (Bridge 57C-207). The 11.1-acre site is located in the Torrey Pines Community on North Torrey Pines Road extending from 721 feet south of the North Torrey Pines Road Bridge over Los Peñasquitos Creek to the Carmel Valley Road intersection. Parklands of the Torrey Pines State Reserve surround the site.

Applicant: City of San Diego Engineering Department.

- I. PROJECT DESCRIPTION: See attached Initial Study.
- II. ENVIRONMENTAL SETTING: See attached Initial Study.
- III. DETERMINATION:

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

- IV. DOCUMENTATION:

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

V. MITIGATION, MONITORING AND REPORTING PROGRAM:

Biological Resources

Project impacts to biological resources would be mitigated below a level of significance with implementation of the following measures:

1. Prior to approval of bridge improvement plans, a specific restoration and revegetation plan that includes a monitoring and maintenance program shall be reviewed and approved by the Environmental Analysis Section (EAS). The plan shall provide for a combined total of 0.88 acre of Diegan coastal sage scrub habitat, 0.52 acre of southern coastal bluff scrub and 0.045 acre of coastal and valley freshwater marsh. The revegetation/restoration plan shall at a minimum include: site analysis and preparation, plant palette selection, mitigation bonding, installation responsibilities, planting guidelines, post-installation maintenance and protection, and monitoring requirements for a five-year period.

An alternative mitigation for the impact to Diegan coastal sage scrub would be the City's contribution of monetary funds to the City's habitat acquisition fund. Restoration of 0.045 acre of coastal and valley freshwater marsh would still be required.

2. Final improvement plans shall specify that construction of the proposed bridge shall not occur during the breeding season of the Belding's savannah sparrow (March 15 through July 15). If construction cannot be avoided during the breeding season, the use of heavy equipment and pylon driving shall be restricted to hours between 11 a.m. and 3 p.m to avoid peak activity cycles (morning and late afternoon). In addition, should construction activity occur during the breeding season, a monitoring program shall be established to assess the impacts of the construction on the Belding's savannah sparrow during this four month period. This monitoring program shall be approved by the City in conjunction with the California Department of Fish and Game (CDFG). The program shall monitor the behavior of the sparrow prior to construction and compare these behaviors with behaviors observed during construction. If increased noise levels result in the potential abandonment of the area by the sparrow, construction on the project shall cease and alternative courses of action to mitigate these impacts be determined.
3. Final improvement plans shall specify the following measures: 1) a pre-construction meeting with EAS, the project biologist(s) and contractor(s) shall be conducted to discuss construction practices and restrictions; 2) any excavated fill removed from the channel bottom shall not be redeposited

within the channel; 3) measures shall be taken not to allow excess concrete from spilling into the channel bottom; and 4) any fill or concrete accidentally spilled into the channel shall be removed immediately.

4. Improvement plans shall be reviewed and approved by the Principal Planner of EAS prior to circulation of plans for construction bidding.

Geology/Soils

Project impacts associated with geology/soils would be mitigated below a level of significance with the following measure:

1. Prior to approval of bridge improvement plans, a comprehensive geotechnical evaluation shall be reviewed and approved by the City Engineer. The evaluation shall include project-specific subsurface exploration and laboratory testing to facilitate the preparation and review of project plans. The subsurface evaluation shall evaluate the subsurface conditions in areas of the proposed structures, provide specific data on potential geologic and geotechnical hazards and constraints, and provide information pertaining to the engineering characteristics of earth materials at the project site. The determination of geotechnical constraints shall include, but not be limited to, the potential for settlement and liquefaction, the presence of compressible and corrosive soils, and scour potential as a result of wave or storm action. The evaluation shall provide measures for grading/earthwork, slope stability, surface and subsurface drainage, foundations, pavement structural sections, and other pertinent geotechnical design considerations.
2. Prior to approval of bridge improvement plans, the City Engineer shall assure that erosion control measures, as required by City Clerk document No: 00-17068 (Erosion Control Measures for North City Areas Draining into the Los Peñasquitos Lagoon), shall be incorporated on the grading plan. All improvement grading plans showing erosion control measures shall be reviewed and approved by the Principal Planner of EAS prior to circulation of plans for bid.

Traffic Circulation

Implementation of the following mitigation measure would reduce traffic impacts of the project to below a level of significance:

1. Prior to approval of bridge improvement plans, a traffic control plan shall be reviewed and approved by the City Engineer for each phase of project construction. The traffic control plan shall be designed to ensure the safe

movement of vehicles, pedestrians and bicycles through and around the work zone and shall include, at a minimum, details on interim signage, striping and control of prevailing traffic speeds. Two lanes of traffic shall be maintained at all times during construction. The plan shall require construction vehicles to access the staging areas from the north and east, via Carmel Valley Road. As part of the plan, the City's Project Manager shall also coordinate with transit and railway authorities to ensure that public transportation service is not interrupted.

Noise

Implementation of the following mitigation measures would reduce noise impacts of the project to below a level of significance:

1. Prior to approval of the bridge improvement plans, the plans shall state that construction activities shall comply with the City's Noise Ordinance.

Hydrology/Water Quality

Implementation of the following mitigation measures would reduce hydrology/water quality impacts to below a level of significance:

1. Prior to approval of bridge improvement plans, drainage plans shall be reviewed and approved by the City Engineer. The proposed drainage facilities shall be designed to handle runoff from a 100-year storm. Surface runoff shall be diverted to a location west of the North Beach Parking Lot to take advantage of the natural infiltration which exists on the east side of the road. To reduce discharge velocities to non-erosive levels, energy dissipation shall be provided at the storm drain outlet. The proposed drainage system shall avoid aggravating the existing siltation problems in the lagoon and be designed to be self-cleaning with a minimum cleansing velocity per City standards (4 feet per second minimum at one quarter full). Any accumulation of silt and debris deposited near the outlet shall be removed by City of San Diego maintenance crews.
2. Prior to approval of bridge improvement plans, the City Engineer shall assure that erosion control measures, as required by City Clerk document No: 00-17068 (Erosion Control Measures for North City Areas Draining into the Los Peñasquitos Lagoon), shall be incorporated on the grading plan. In addition, the following measures shall be incorporated as erosion control measures in the Standards & Specifications for the project. The title page of the improvement plans shall have a note which refers to the section of the Specifications having the detailed erosion control measures.

Prior to approvals of improvement plans, the Principal Planner of EAS shall review and approve them to insure that necessary mitigation measures are identified on the plans. Review shall occur prior to distribution of bid drawings.

3. The following measure shall be implemented if the northern and southern bridges are reconstructed concurrently or immediately after the other:

Prior to approval of bridge improvement plans, a Stormwater Pollution Prevention Plan shall be prepared that incorporates stormwater Best Management Practices (BMPs), such as source reduction measures, construction and personnel training, and installation of structural pollution control measures, and complies with City Ordinance No. 17988, "Stormwater Management and Discharge Control". Regional Water Quality Control Board approval and implementation of the plan shall be assured by the City Engineer pursuant to the conditions of the National Pollutant Discharge Elimination (NPDES) Permit.

VI. PUBLIC REVIEW DISTRIBUTION:

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

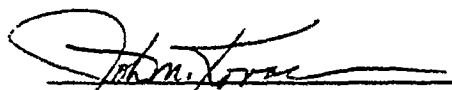
U.S. Army Corps of Engineers
U.S. Fish & Wildlife Service
California Fish & Game
California Department of Park & Recreation
Office of Historic Preservation
Regional Water Quality Control Board, Region 9
California Coastal Commission
California Department of Transportation (Caltrans), District 11
California Native Plant Society
City of San Diego
 Councilmember Mathis, District 1
 Planning Department
 Engineering Department
 Historic Site Board
 Park & Recreation Department
 Wetland Advisory Board
 Park & Recreation Board, Coastal Area Committee
City of Del Mar
San Diego Gas & Electric
San Dieguito River Park Joint Power Authority
Sierra Club
San Diego Audubon Society

Ad Hoc Regional Issues Committee for Del Mar
Los Peñasquitos Canyon Preserve Citizens Advisory Committee
Del Mar Citizens News
Torrey Pines Community Planning Group
Opal Trueblood
Torrey Pines Association
Los Peñasquitos Lagoon Foundation

VII. RESULTS OF PUBLIC REVIEW:

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

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


John Kovac, Senior Planner
Development Services Department

October 6, 1995
Date of Draft Report

Date of Final Report

Analyst: Myers

City of San Diego
Development Services Department
DEVELOPMENT AND ENVIRONMENTAL PLANNING DIVISION
1222 First Avenue, 5th Floor
San Diego, CA 92101
(619) 236-6460

INITIAL STUDY
DEP No. 93-0420

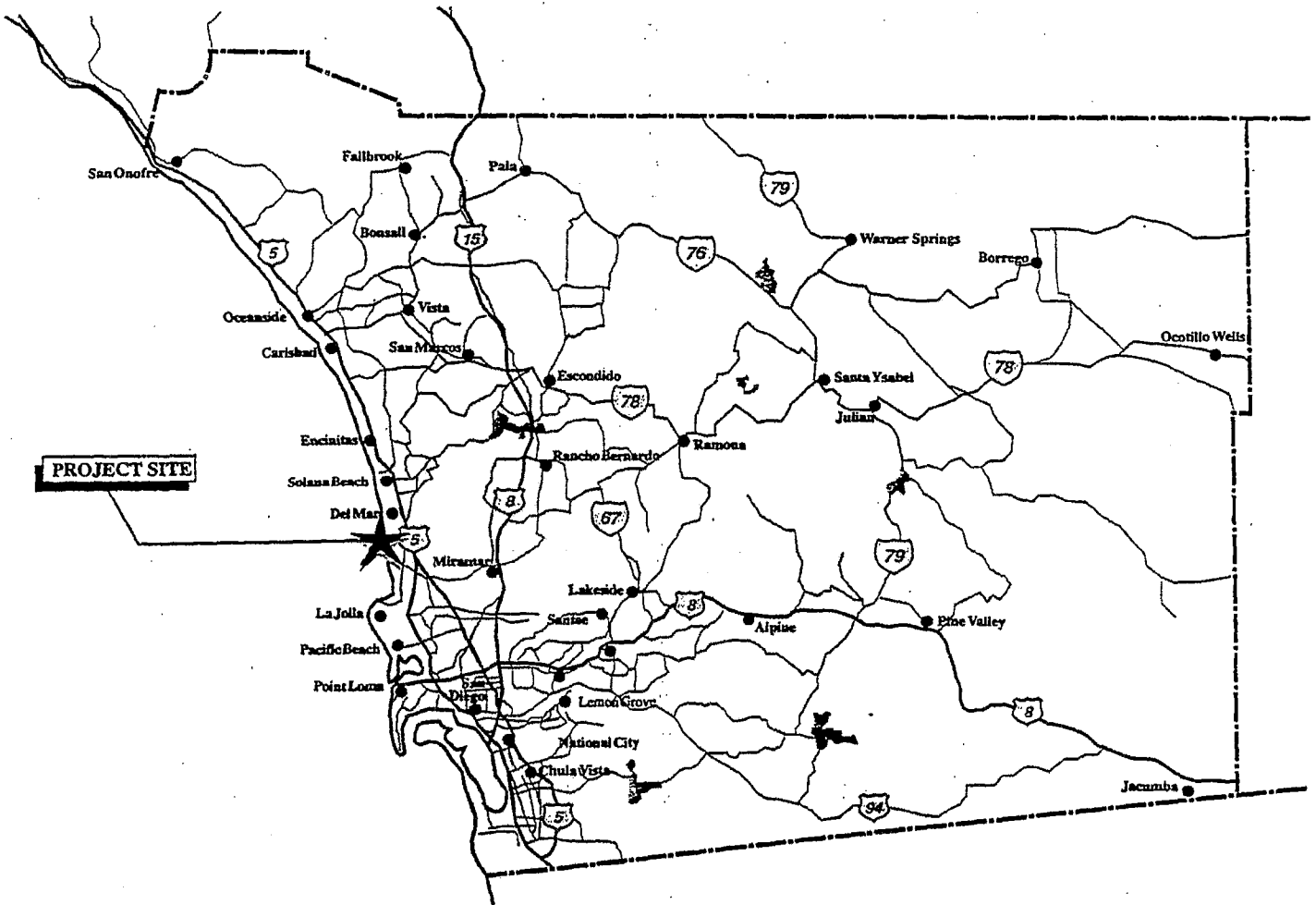
SUBJECT: North Torrey Pines Road Bridge Replacement Projects. Certification of Mitigated Negative Declaration, accepting federal funds, approval of release of funds, and Sensitive Coastal Resource Permit (DEP No. 93-0420) for City of San Diego Capital Improvement Projects 53-050.0 and 52-557.0 to demolish and reconstruct the existing North Torrey Pines Road Bridge over Los Peñasquitos Creek (Bridge 57C-206) and the North Torrey Pines Road Bridge over the San Diego Northern Railway (Bridge 57C-207). The 11.1-acre site is located in the Torrey Pines Community on North Torrey Pines Road extending from 721 feet south of the North Torrey Pines Road Bridge over Los Peñasquitos Creek to the Carmel Valley Road intersection. Parklands of the Torrey Pines State Reserve surround the site.

Applicant: City of San Diego Engineering Department

I. PURPOSE AND MAIN FEATURES:

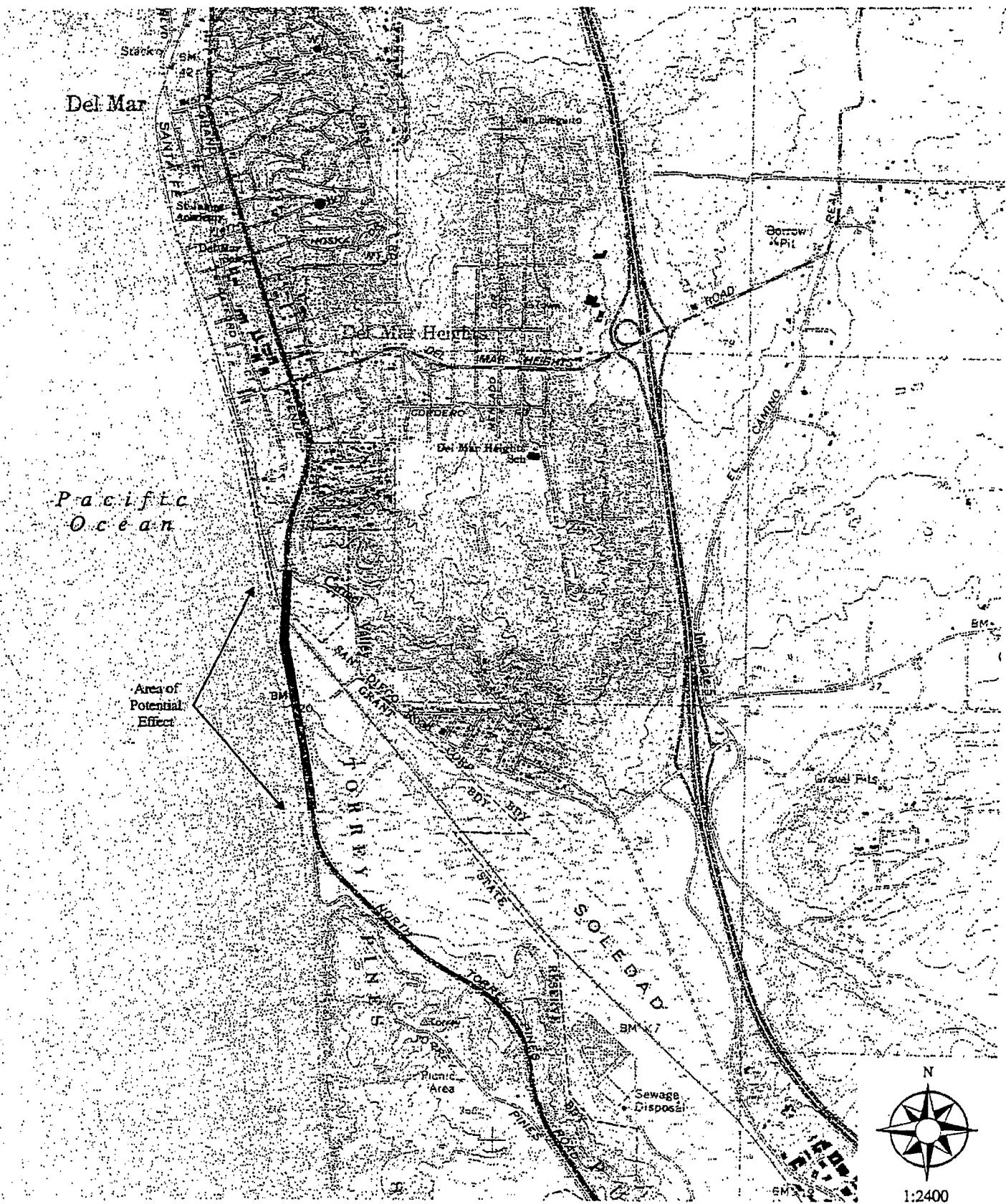
The proposed project is the phased demolition and reconstruction, including road transitions, of the existing North Torrey Pines Road Bridge over Los Peñasquitos Creek and the North Torrey Pines Road Bridge over the San Diego Northern Railway (collectively referred to as the "North Torrey Pines Road Bridge Replacement Projects").

Including the road transitions, the project site extends from 721 feet south of the bridge over the Los Peñasquitos Creek north to the Carmel Valley Road intersection for a total of 0.53 mile. The existing bridge over Los Peñasquitos Creek (hereinafter referred to as the "southern bridge") is located on North Torrey Pines Road, approximately 1,500 feet south of Carmel Valley Road and approximately one mile north of Torrey Pines Park Road. The bridge over the San Diego Northern Railway (hereinafter referred to as the "northern bridge") is located approximately 270 feet south of the North Torrey Pines Road/Carmel Valley Road intersection. The location of the proposed project is shown in Figures 1 and 2. Torrey Pines State Beach is located west of both bridges, the Los Peñasquitos Lagoon and State Park are located east of the southern bridge, and the State Park extends north and east of the northern bridge (Figure 3).



Regional Site Location

Figure 1



Base Map Source: Del Mar Quadrangle USGS 7.5 Minute Series

Project Vicinity

Figure 2

CALTRANS has inspected both of the existing bridge structures and has found that both bridges are structurally deficient, and the northern bridge is also seismically deficient. Deterioration of the concrete is visible throughout both bridges, especially at the substructure levels. Functionally, the bridges have sub-standard barrier rails. In addition, the existing widths of the bridges are inadequate to accommodate current and projected (year 2010) regional average daily traffic volumes (ADT) at buildout of the surrounding communities (e.g. Del Mar, Torrey Pines, and Carmel Valley), which are 17,400 and 35,000, respectively. The purpose of the proposed project is therefore to provide structurally sound and functionally adequate North Torrey Pines Road bridges. Reconstruction of the bridges (City of San Diego Capital Improvement Projects 53-050.0 and 52-557.0) would be funded by the Federal Highway Administration (FHWA), the City of San Diego, and the City of Del Mar.

Background History/Existing Conditions

Bridge Over the San Diego Northern Railway

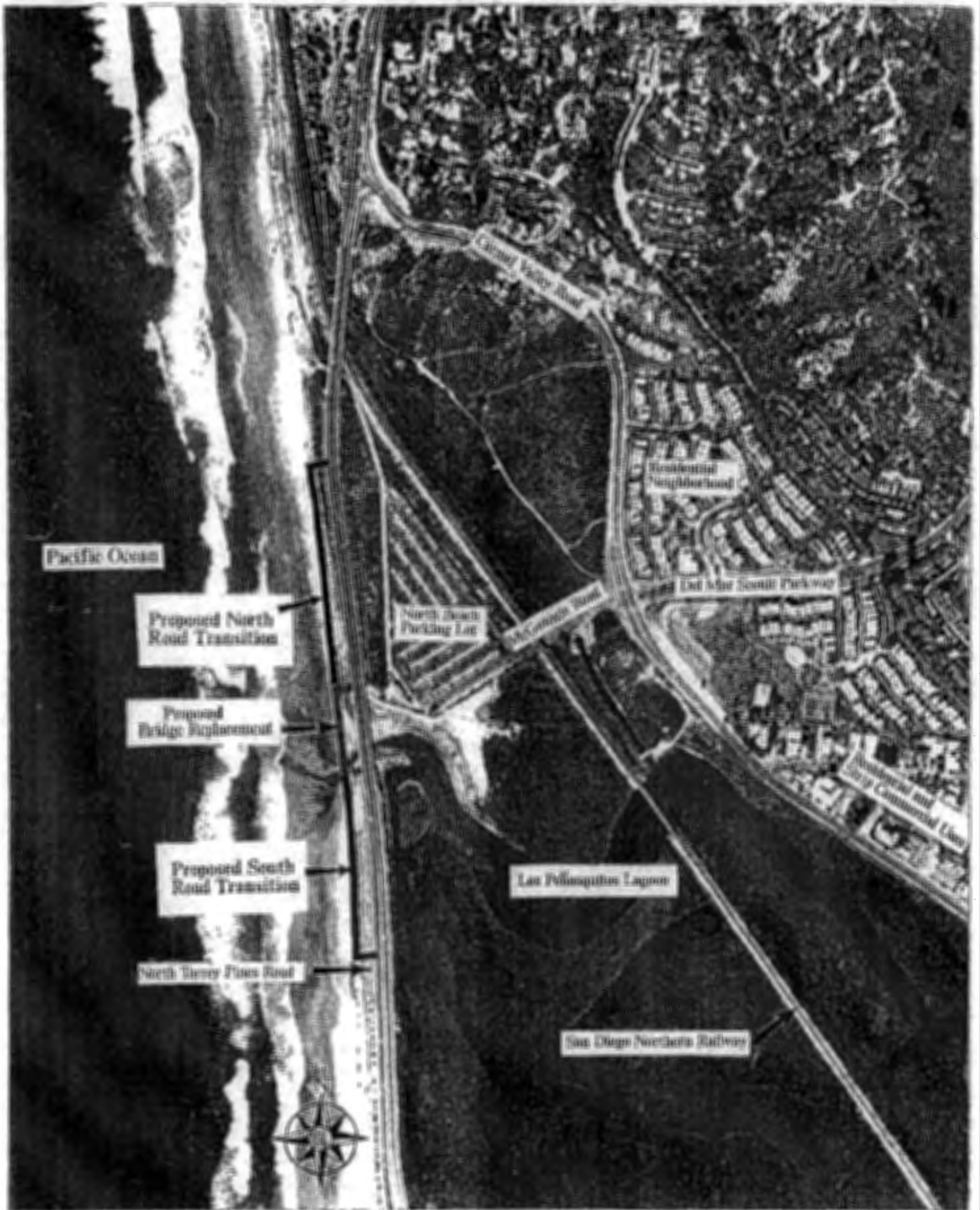
The northern bridge was built in 1933 and is constructed of reinforced concrete. The structure is supported by two abutments and forty-five (45) columns. The existing curb to curb width is 42 feet and total width is approximately 49 feet, and the total length is 556 feet. The bridge is 22 feet above the San Diego Northern Railway tracks.

Currently, the bridge provides one northbound and one southbound lane of vehicular travel. Bike lanes are provided on both the northbound and southbound sides of the bridge, and a pedestrian sidewalk is provided on the west. The existing City of San Diego street right-of-way along North Torrey Pines Road and within the bridge limits varies with a minimum of 110 feet.

Figure 4 shows the existing topography in the project area. Elevations range from approximately 10 feet above mean sea level (AMSL) east of the bridge and northeast of the railway tracks to approximately 105 feet AMSL west of and adjacent to the Carmel Valley Road intersection.

Existing fill slopes occur on the east and west sides of the north and south ends of the bridge. The west-facing slopes adjacent to the road and located south of the bridge are reinforced with heavy riprap. The west and east-facing slopes north of the bridge are not reinforced. These slopes are steep and are eroded by pedestrian traffic accessing the beach from off-street parking areas located north and east of the Carmel Valley Road/North Torrey Pines Road intersection.

There are several utility lines within and adjacent to the bridge. Existing utilities within the bridge include two Pacific Bell telephone conduits. South of the bridge, telecommunication and gas lines run parallel along the east and west sides of the road.



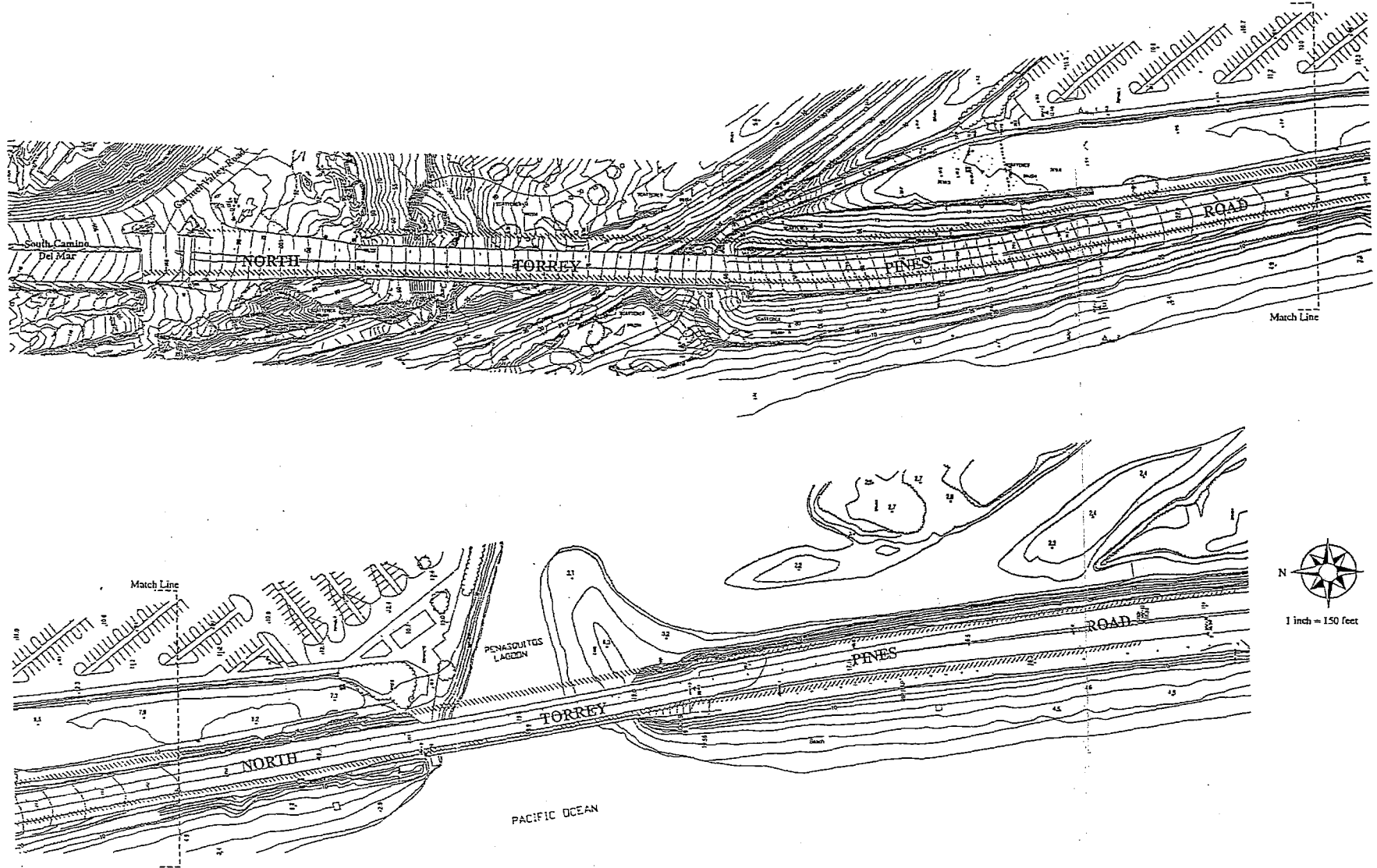
Aerial Map Extract: Aerial Photograph, from 2010

Not To Scale

Aerial Photograph of the Project and Vicinity

Figure 2

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Existing Topography

Figure 4

There is also existing utility poles located parallel to Torrey Pines Road and east of the road. SDG&E and Pacific Telephone run utility lines along this line of poles.

Bridge Over Los Peñasquitos Creek

The southern bridge was built in 1932 and is constructed of reinforced concrete piles and T-beam girders. Seventy-two pylons currently support the structure. Existing curb-to-curb width is 42 feet and total width is approximately 49 feet. Currently, the bridge provides one northbound and one southbound lane of vehicular travel. Bike lanes are provided on both the northbound and southbound sides of the bridge, and a pedestrian sidewalk is provided on the west. The existing City of San Diego street right-of-way along North Torrey Pines Road and is 110 feet.

Figure 4 shows the existing topography in the vicinity of the southern bridge. Elevations range from sea level along the beach and subsurface areas of the lagoon to approximately 13 feet above mean sea level (AMSL) adjacent to the park restrooms. The highest point of the existing bridge is at an approximate elevation of 19.5 AMSL.

Existing fill slopes occur on the east and west sides of the north and south ends of the bridge. The west-facing slopes occurring adjacent to the beach and the east facing slope on the south side of the bridge are reinforced with heavy riprap. The east-facing slope on the north side of the bridge is not reinforced. This slope is steep and is eroded by pedestrian traffic using the bus stop located just north of the bridge and on the northbound side.

There are several utility lines within and adjacent to the bridge. Existing utilities within the bridge include one Pacific Telephone line and two SDG&E high pressure gas mains. North and south of the bridge, these utilities are located along the east and west sides of North Torrey Pines Road.

Bridge Design

Several design considerations are the basis for the proposed design of both bridges. These include:

- 1) Maintaining a minimum of a 14-foot vertical clearance under the new southern bridge for future dredging efforts. This was a requirement of the Los Peñasquitos Lagoon Foundation because they need this clearance to properly dredge the mouth opening;
- 2) Maintaining two, 14-foot travel lanes during construction of both bridges. This requirement was mandated by the City of San Diego Engineering Department/Traffic Division in order to accommodate traffic during construction;

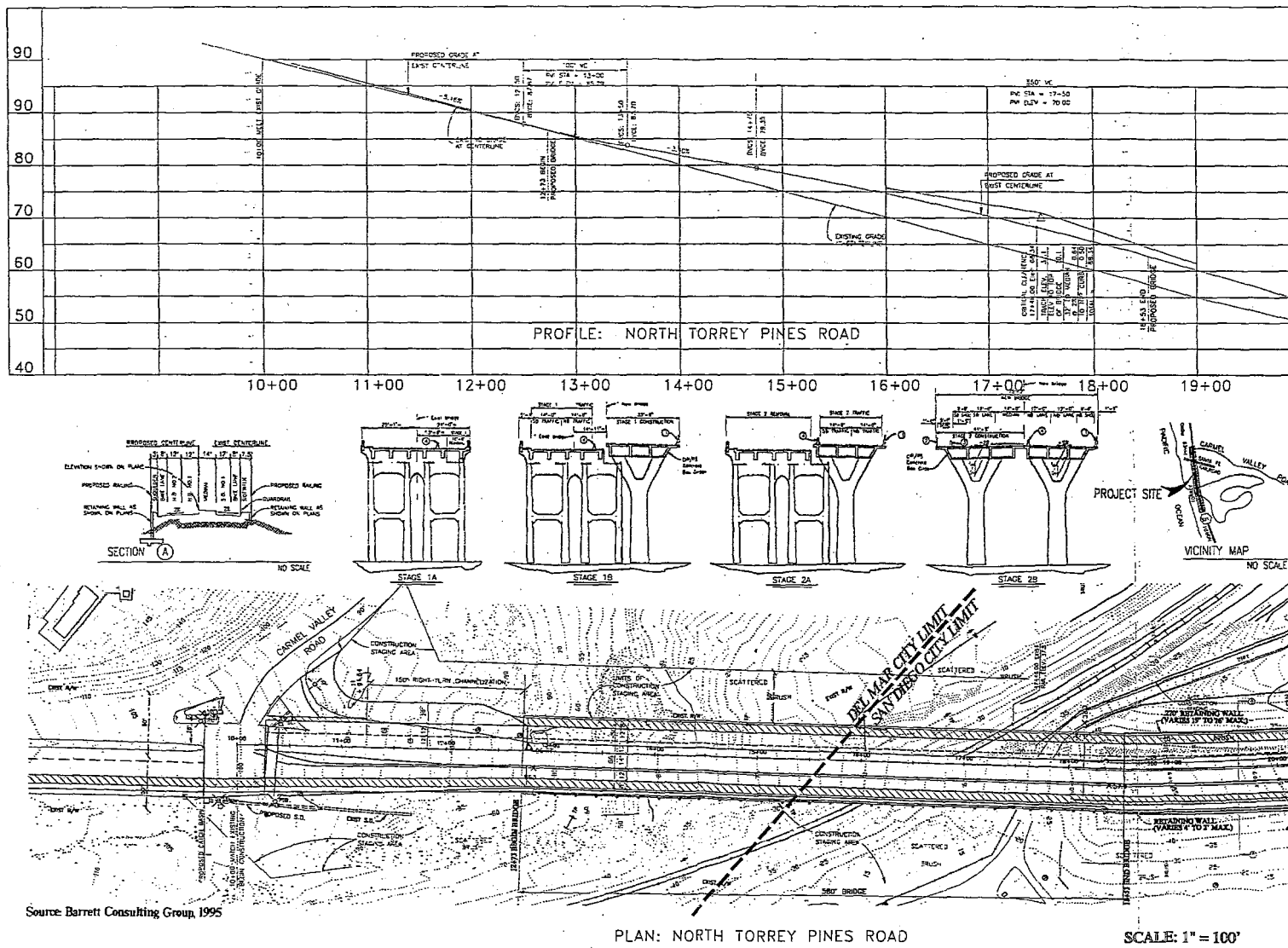
- 3) Maintaining, to the extent possible, the existing centerline of the structures to minimize reversing curves through lane transitions. This is a traffic design issue to protect public safety and welfare;
- 4) Minimizing the potential impacts to sensitive environmental resources in the Los Peñasquitos Lagoon and State Park.
- 5) Maintaining a minimum of a 24'6" vertical clearance under the new northern bridge in accordance with standards required by the San Diego Northern Railway.
- 6) Maintaining a width of 66 feet for both bridges.
- 7) Designing for the following:
 - Two, 12-foot wide, northbound travel lanes;
 - One, 12-foot wide, southbound travel lane;
 - Two, 8-foot wide bike lanes, north- and southbound;
 - One 14-foot raised median; and
 - A sidewalk on the west side of the bridges which would have a railing on the western edge, a raised barrier separating the sidewalk from the roadway and the bridge, and guard rail where necessary.

Based on these considerations, the proposed bridge replacement projects design would include the following:

Bridge Over the San Diego Northern Railway

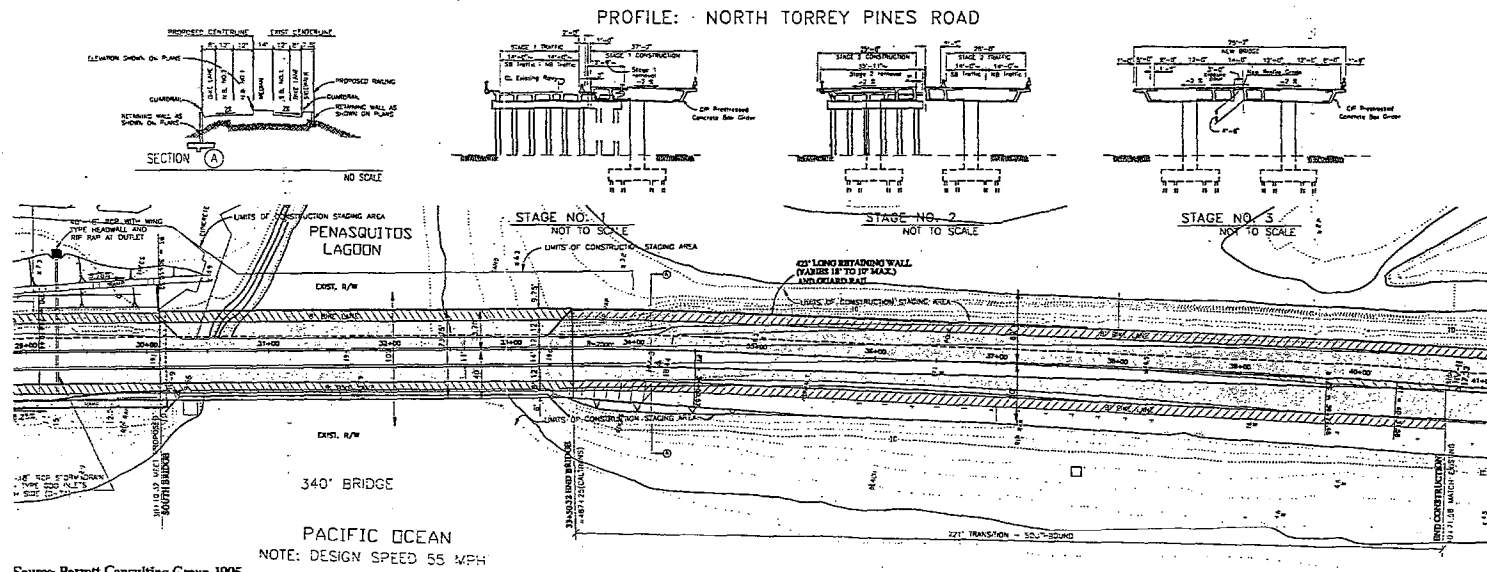
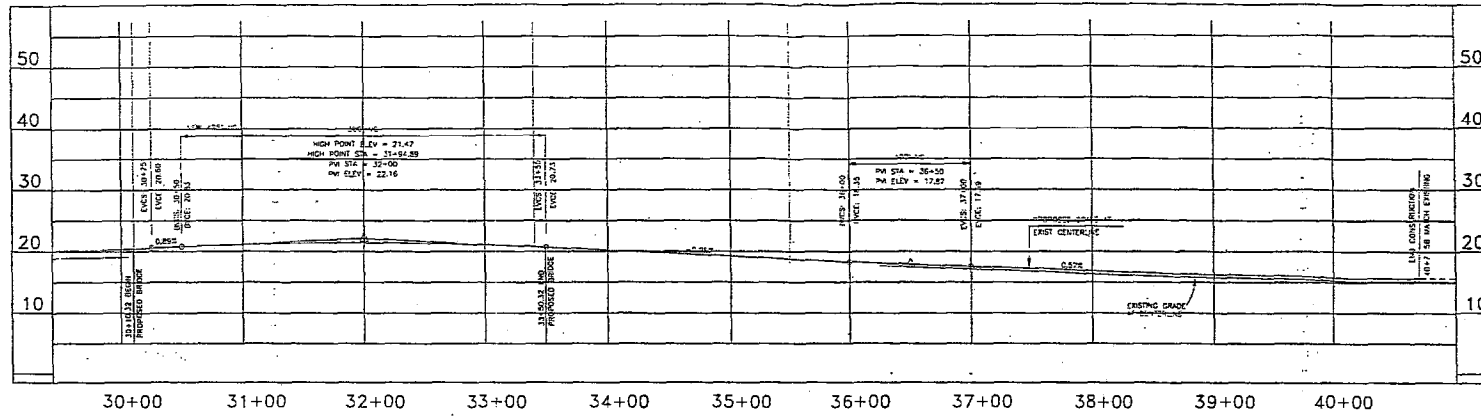
The proposed design of the northern bridge would include construction of approximately 580 feet of reinforced, prestressed concrete box girder bridge with a maximum of five spans and four bents of two columns each, for a total of eight columns (Figure 5A). The columns would be rounded to be more aesthetically pleasing and to discourage graffiti, which is found more often on flat surfaces.

The ultimate lane configuration is shown in the plan view of Figure 5A. The bridge would be a maximum of approximately 75 feet wide and would provide for: three lanes of traffic (each 12 feet wide, two northbound and one southbound), north- and southbound bike lanes (each eight feet wide), a sidewalk on the west side of the bridge (five feet wide) and a raised median (14 feet wide). Two north bound lanes would be provided up to the intersection of North Torrey Pines and Carmel Valley Roads. However, the second northbound lane would be channelized to serve right-turns only. To improve operating conditions at the intersection, the existing right-turn pocket is proposed to be extended to 150 feet. Ultimately, the width of the intersection could accommodate two northbound through lanes. But because the intersection lies within the City of Del Mar, any improvements or restriping of the intersection would require City of Del Mar's approval.



Proposed Conceptual Site Plan - Northern Bridge

Figure 5A



Source: Barrett Consulting Group, 1995

PACIFIC OCEAN
NOTE: DESIGN SPEED 55 MPH

PLAN: NORTH TORREY PINES ROAD

SCALE: 1" = 100'

Proposed Conceptual Site Plan - Southern Bridge and Road Transition

Figure 5B

Thus, the intersection lane configuration is proposed to be consistent with the Del Mar General Plan which plans for the restriping of Camino Del Mar, immediately north of the intersection, to one lane.

The maximum elevation of the proposed bridge would be 86 feet AMSL which is approximately the same as the existing structure. A minimum of 24'6" feet of vertical clearance underneath the bridge would be maintained.

Bridge Over Los Peñasquitos Creek

The proposed design of the southern bridge would include construction of approximately 340 feet of reinforced, prestressed concrete box girder bridge with a maximum of five spans and four bents of two columns each, for a total of eight columns (Figure 5B). The columns would be rounded to be more aesthetically pleasing and to discourage graffiti. The bridge would be a maximum of approximately 75 feet wide and would provide for: three lanes of traffic (each 12 feet wide, two northbound and one southbound), north- and southbound bike lanes (each eight feet wide), a sidewalk on the west side of the bridge (five feet wide) and a raised median (14 feet wide). The ultimate lane configuration is shown in the plan view of Figure 5B.

The maximum elevation of the proposed bridge would be 21.5 feet AMSL which is approximately two feet higher than the existing structure. A minimum of 14 feet of vertical clearance underneath the bridge would be maintained with a maximum clearance of 16.5 feet (Figure 5B).

Road Transition

Lane transition tapers would be required for a smooth transition of traffic flow. Transitions would be required north and south of the southern bridge. The transitions would be required to accommodate the widening of both bridges as well as the slight vertical change.

North of the southern bridge, the road would widen from an existing width of approximately 49 feet to 66 feet. A cross-section of the typical road configuration north of the southern bridge is shown in Figure 5A at approximately station 19+60. This additional width accommodates a shoulder on the east side (3' wide), a larger sidewalk on the west (7'5" wide) and a median (14' wide). The widening of the road requires a two- to four-foot tall retaining wall along the beach and a 16- to 19-foot tall retaining wall on the east (Figure 5C). Detailed information about the project's retaining walls and proposed grading is provided below.

A typical cross section of North Torrey Pines Road south of the southern bridge is shown in Figure 5B at Station 34+14. The width of the road increases south of the bridge from 49 feet to a maximum of 78 feet. This additional width accommodates a shoulder on the

east side of the road (4.5 feet wide) adjacent to the bike lane and a wider sidewalk (up to 7.5 feet wide). The road transition extends to approximately 721 feet south of the southern bridge and transitions into the existing travel lane configuration.

The widening of the road south of the southern bridge would require a retaining wall on the east side of, and adjacent to, the road. Detailed information about the project's retaining walls and proposed grading is provided below.

Pedestrian Access

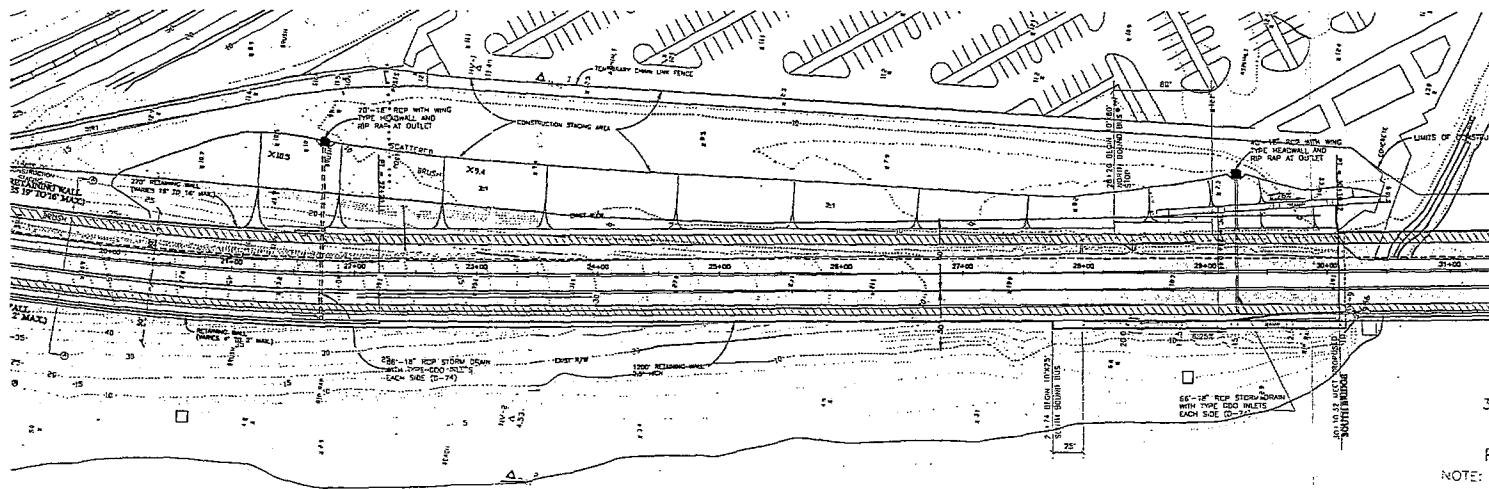
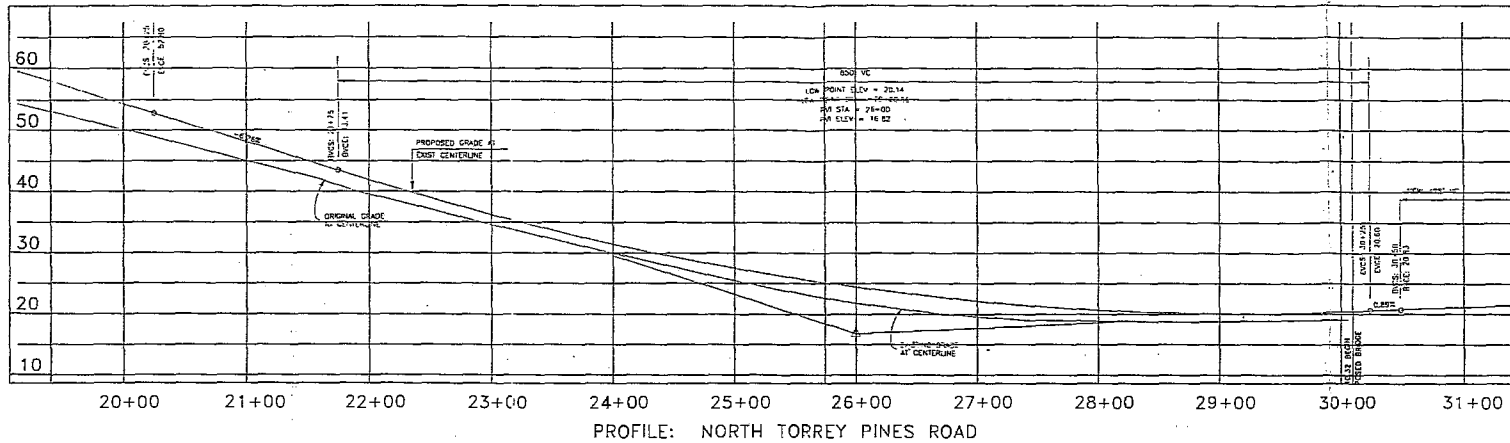
The bridge construction would enhance pedestrian access from existing bus stops on Torrey Pines Road to the beach and State park. Ramps would be provided on the north end of the southern bridge on both the lagoon and the beach sides. The ramps would be in conformance with the American Disabilities Act, as amended. The underpass on the north side of the southern bridge would remain open during construction (see Construction Staging discussion below) and would be reinforced for permanent use after construction.

Grading and Retaining Walls

While conceptual, it is estimated that several retaining walls will be required to create the appropriate area for lane transitions and minimize grading encroachment outside of the City's right-of-way. As shown in Figure 5A, retaining walls would be required on the east and west sides of North Torrey Pines Road south of the northern bridge. On the east side of the road, the wall would range in height from 16 to 19 feet and would be 270 feet long. On the west side of the road, the wall would range in height from two to four feet and would extend from the southern abutment of the northern bridge to the northern abutment of the southern bridge (approximately 1,200 feet) (Figure 5C). A third wall would be required east of North Torrey Pines Road extending from the southern abutment of the southern bridge approximately 423 feet and would range in height from 10 to 18 feet (Figure 5B).

All of the proposed retaining walls would be architecturally enhanced to blend with the existing park and beach environment. Features such as colored materials and rough-textured surfaces would be used to approximate the appearance of the beach cobble and riprap and to discourage graffiti. The design of the retaining walls would be part of the final design contract.

Slopes adjacent to all of the retaining walls would be re-contoured to be similar to the existing slope conditions and would be revegetated (see Slope Enhancement discussion below). All manufactured slopes would have a two to one grade. The maximum height of a fill slope would be 40 feet; this slope would be located east of the road and south of the northern bridge (Figure 5C).



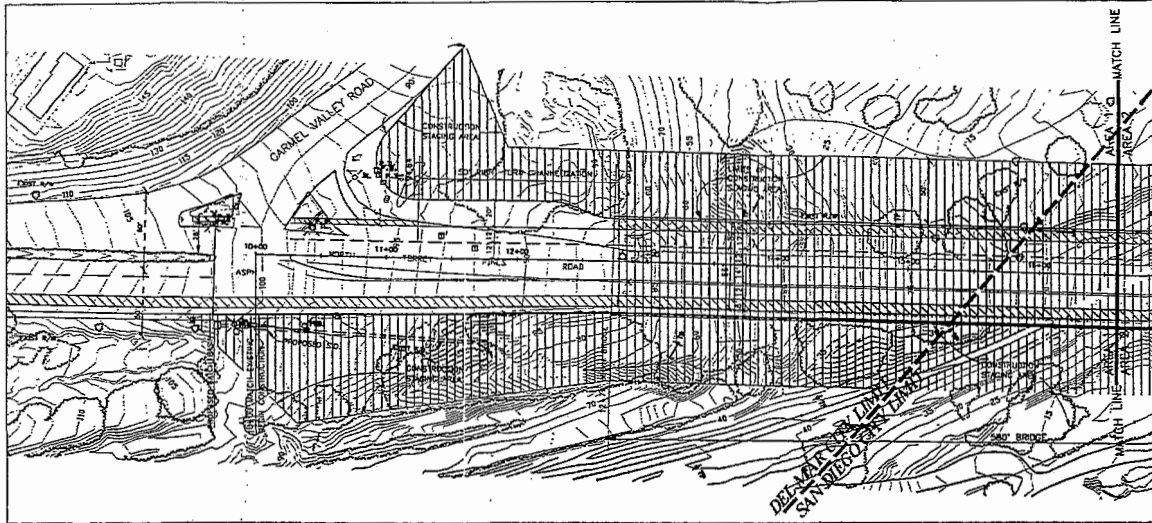
Source: Barrett Consulting Group, 1995

SCALE: 1" = 100'

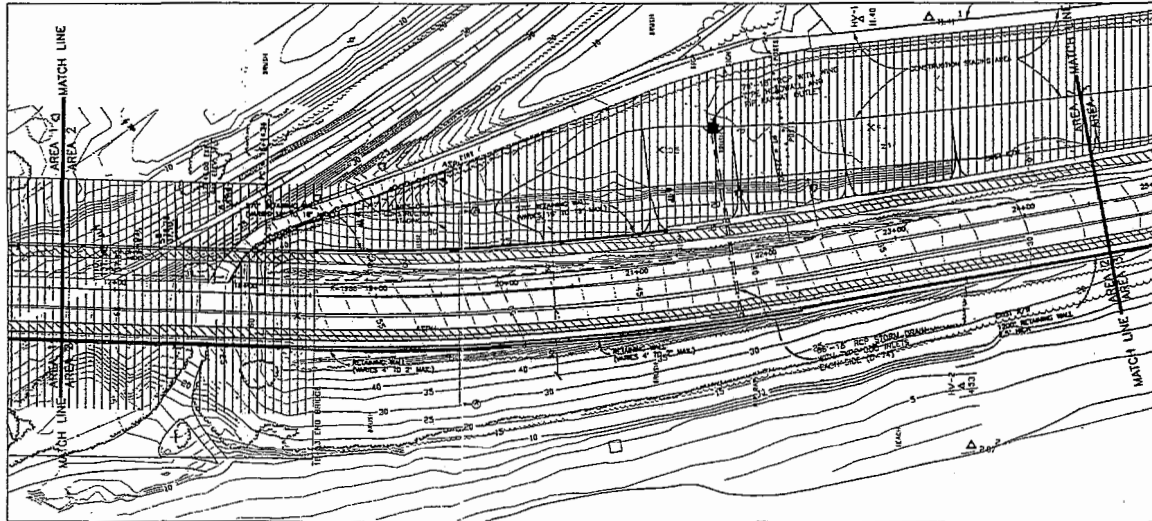
Proposed Conceptual Site Plan - Transition Between Bridges

Figure 5C

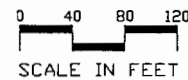
PLANTING PLAN: AREA 1 - NORTHERN BRIDGE



PLANTING PLAN: AREA 2 - NORTHERN BRIDGE



NOTE
HYDROSEEDING IS SHOWN CONTINUING UNDER THE BRIDGE STRUCTURE.



LANDSCAPE CONCEPT

THE PLANTING PLAN REFLECTS EROSION CONTROL/VEGETATION OF THE GRADED SLOPES ON BOTH SIDES OF TORRE PINES ACCESS RAMP FROM LOS FERNANDEZS CREEK TO THE INTERSECTION WITH DARNEL VALLEY ROAD. LANDSCAPING SHALL CONSIST OF PLANTS OF THE PLANTING SCHEDULED SEEDS AND DECIDUOUS COASTAL FACE SEEDS COMMUNITIES. THE PLANTING WILL INCLUDE A MIXTURE OF LOW GROWING SEEDS AND CONTAINER STOCKS OF LARGE TREES, SUCULENTS AND TUCCAS. THE LARGER SEEDS WILL BE LOCATED AT RAYS OF SLOPES ONLY TO PRESERVE VIEWS. THE SPECIFIED SHALL BE APPLIED TO THE GRADED SLOPES AS SOON AS POSSIBLE TO PROVIDE EROSION CONTROL. A FLOWMATIC AUTOMATIC IRRIGATION SYSTEM SHALL BE USED DURING THE PLANT ESTABLISHMENT PERIOD. CONTAINER STOCKS SHALL BE PLANTED AFTER THE ESTABLISHMENT OF THE HYDROSEED. CONTAINER STOCK PLANTING SHALL OCCUR DURING THE MONTHS OF NOVEMBER TO MARCH TO TAKE ADVANTAGE OF WINTER RAINS. THE TEMPORARY AUTOMATIC IRRIGATION SYSTEM WILL BE USED AS NEEDED TO AID THE ESTABLISHMENT OF CONTAINER STOCKS.

SEEDS LEGEND

PLANT SYMBOL	WATERBURY NAME	SIZE	COMMON NAME
(1)	LARGE WOODY SEEDS - 6 GALLON		
(2)	SCURF/ERECTORY PLANT - 3 GALLON		
(3)	TWOSEED SUCULENT SEEDS - 6 GALLON		
(4)	WATERBURY NAME	SIZE	COMMON NAME
(1)	MAJOLIKA LAUREA		LAUREL STRAC
(2)	EVUS HETEROPHYLLA		LEAFYARD HERBY
(3)	LYCOPH CALIFORNICA		DESERT TROSK
(4)	GALVEZIA SPECIOSA		ISLAND BUSH SHAPBRAGON
(1)	EPIDENDRUM AESTIVUM		CLIFF SPURGE
(2)	EXCELZIA CALIFORNICA		COAST EMPLOYER
(3)	SALYIA APULANA		WHITE SAGE
(4)	SITPA LAZEDA		FOOTBALL SITPA
(1)	AGAVE SPANDE		SEAN'S CENTURY PLANT
(2)	HEGEDIACANTUS ENDERTI		VELVET CACTUS
(3)	DUDLEYA LAEVOLEATA		COASTAL DUDLEYA
(4)	PEROCACTUS VIRESCENS		COAST BARREL CACTUS
(1)	OPUNTIA LEPTOCALIS		PRICKLY PEAR CACTUS
(2)	OPUNTIA PROLIFERA		COASTAL CHolla
(3)	TUCCA SCRIBNERA		STAPLES SAGE

HYDROSEED LISTED

PLANT SYMBOL	WATERBURY NAME	COMMON NAME
(1)	STORAGERO ATE	
(1)	ARTENDISA CALIFORNICA	CALIFORNIA SACERDUS
(2)	COROPHIS ABUTILINA	SEA DANBIA
(3)	ERIOCHLOA PASCUCULATA	PLAT-TOP BUCKWHEAT
(4)	EXCELZIA CALIFORNICA	CALIFORNIA EXCELZIA
(1)	GRINDLIA STENOCA	COY PLANT
(2)	LASTHENIA GLAUKATA	GOLDPELDS
(3)	LITON SCOPARIUS	GREENWED
(4)	YRUCHEA LACINATA	SAN DIEGO EMPLOYER

THE PLANT SEEDS LISTED ABOVE SHALL BE APPLIED IN A STORAGERO SLURRY WITH 2000 PPM PHOSPHORUS, 2000 PPM POTASSIUM, AND FERTILIZER.

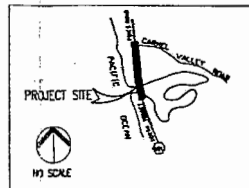
PLANTING STRATEGY

PLANT LIGHTER STOCK IN RANDOM GROUPS OF 3, 5, 7 OR MORE.
PLANT THESE GROUPS SO THAT THEY COVER APPROXIMATELY 80% OF THE OPEN SLOPES. SEE TYPICAL PLANTING BELOW.
PLANT (1) GALLON LARGE WOODY SEEDS AT 6' ON CENTER.
PLANT (2) GALLON TRESEY SUCULENT SEEDS AT 4' ON CENTER.
PLANT (3) GALLON SCURF/ERECTORY PLANTS AT 4' ON CENTER.

TYPICAL PLANTING

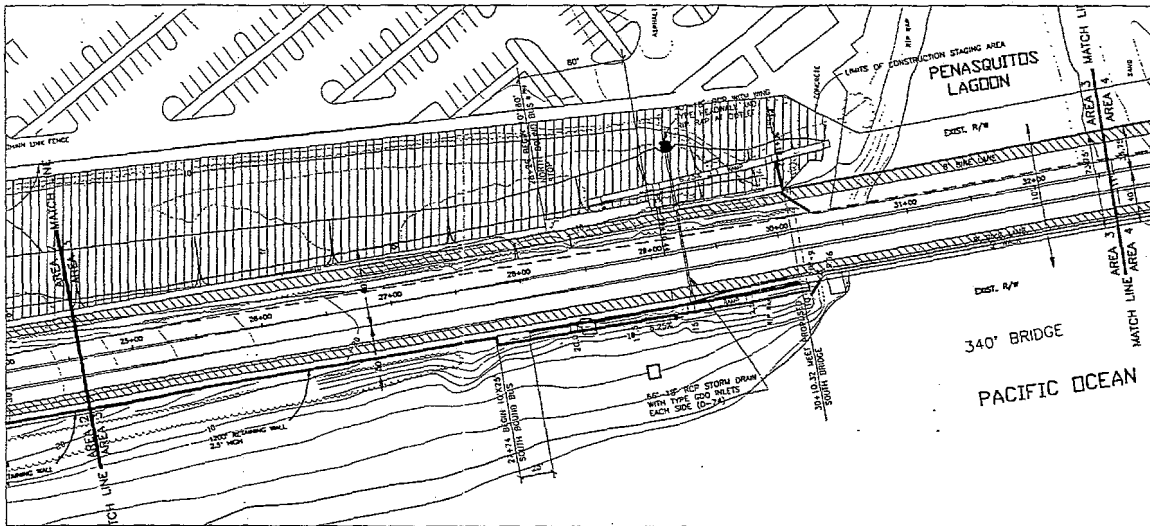


VICINITY MAP

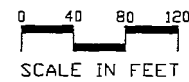
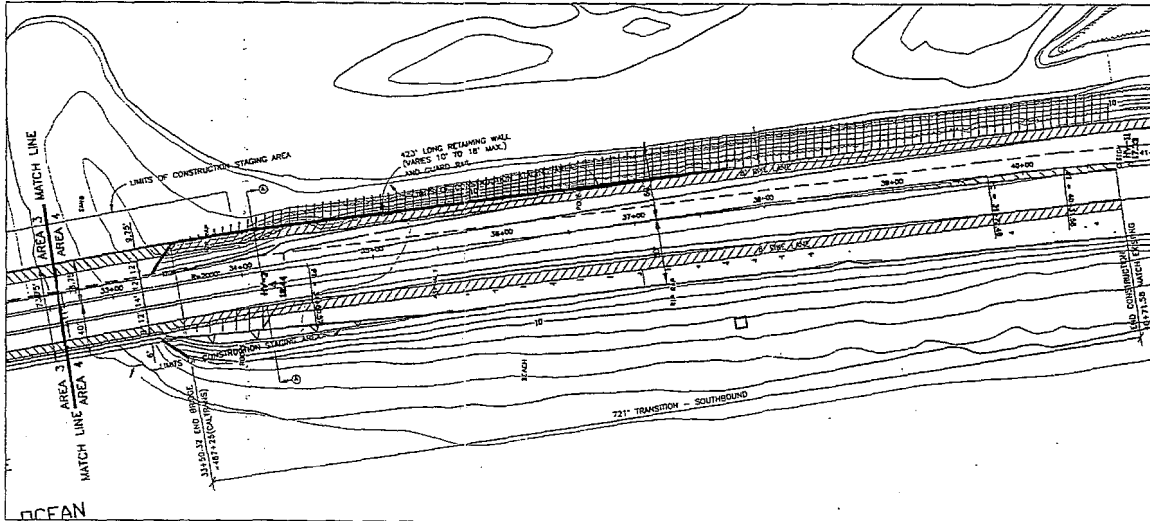


Landscape Plan

PLANTING PLAN: AREA 3 - SOUTHERN BRIDGE



PLANTING PLAN: AREA 4 - SOUTHERN BRIDGE



LANDSCAPE CONCEPT

THE PLANTING PLAN REPLICATES REGIONAL CONIFER-VEGETATION OF THE GRADED SLOPES OF BOTH SIDES OF NORTH TORREY PINES ROAD FROM LOS PENASQUITOS CREEK TO THE INTERSECTION WITH CORNEL VALLEY ROAD. LANDSCAPING SHALL CONSIST OF PLANTS OF THE MARITIME SUCCESSION SERIES AND THE BIRCH-COASTAL SAGE SCRUB COMMUNITIES. THE PLANTING WILL INCLUDE A STRIPED LINE OF LOW GROWING SHRUBS AND CONTAINER STOCKS OF LARGER SHRUBS, SUCCULENTS AND TROPICAL. THE LARGER SHRUBS WILL BE LOCATED AT BASE OF SLOPES ONLY TO PRESERVE VIEWS. THE HYDROSEED SHALL BE APPLIED TO THE GRADED SLOPES AS SOON AS POSSIBLE TO PROVIDE EROSION CONTROL. A TEMPORARY AUTOMATIC IRRIGATION SYSTEM SHALL BE USED DURING THE PLANT ESTABLISHMENT PERIOD. CONTAINER STOCKS SHALL BE HAND PLANTED AFTER THE ESTABLISHMENT OF THE HYDROSEED. CONTAINER STOCK PLANTING SHALL OCCUR DURING THE MONTH OF NOVEMBER TO MARCH TO TAKE ADVANTAGE OF WINTER RAINFALL. THE TEMPORARY AUTOMATIC IRRIGATION SYSTEM WILL BE USED AS NEEDED TO AID THE ESTABLISHMENT OF CONTAINER STOCKS.

SHRUB LEGEND

PLANT SYMBOL	SCIENTIFIC NAME	SIZE	CONTAINER SIZE
○	LARGE WOODY SHRUBS - 8 GALLON		
○	ALOUCHA LATIFOLIA		LARGE SHRUB
○	ERUCA SPINIFOLIA		LEADWAX SHRUB
○	LYCICH CALIFORNICA		DISNEY TREE
○	GALVEIA SPECIOSA		ISLAND BUSH SPATHEDEAN
○	SCRUB UNDERSTORY PLANTS - 1 GALLON		
○	EUPHORBIA ALBERGIA		CLIFF SPURGE
○	ERUCLA CALIFORNICA		COAST SUFFLOVER
○	SALVIA ALBA		WHITE SAGE
○	STYRA LINDA		FOOTHILL STYRA
○	TROPICAL SUCCULENTS - 8 GALLON		
○	AGAVE-SHAWII		SHAW'S CENTREY PLANT
○	HECTEROCACTUS ENOBTI		VELVET CACTUS
○	OPUNTIA LAEVEFLATA		COASTAL OPUNTIA
○	PHENACIUS VIRESCENS		COAST BARREL CACTUS
○	OPUNTIA LITIDRALIS		PRICKLY PEAR CACTUS
○	OPUNTIA PROLIFERA		COASTAL CHolla
○	YUCCA SCHOTTIANA		SPARKS DAGGER

HYDROSEED LEGEND

PLANT SYMBOL	SCIENTIFIC NAME	CONTAINER SIZE
	HYDROSEED MIX	
	ARTIFEXIA CALIFORNICA	CALIFORNIA SAGEBRUSH
	OROBANCHA ALBERTINA	SEA DANIELA
	ERUCLA CALIFORNICA	FLAT-TOP BUCKWHEAT
	ERUCLA CALIFORNICA	CALIFORNIA ERUCLA
	OPUNTIA SPINOSA	COA PLANT
	LASTYRIA CLABRATA	COLDFIELDS
	LOTUS SCOPARIUS	DEER VEG
	VIORNEA LACINATA	SAR OREGO SUFFLOVER

THE PLANT TYPES LISTED ABOVE SHALL BE APPLIED IN A HYDROSEED SLURRY WITH WOOD PINE MULCH, TACKLING, AND FERTILIZER.

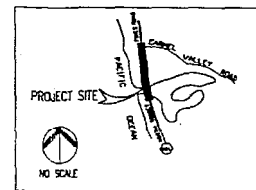
PLANTING STRATEGY

PLANT CONTAINER STOCKS IN RANDOM GROUPS OF 3, 2, 2 OR ABOVE. PLANT THESE GROUPS SO THAT THEY COVER APPROXIMATELY 80% OF THE OPEN GRADED. SEE TYPICAL PLANTING BELOW.
 PLANT (8) GALLON LARGE WOODY SHRUBS AT 8' ON CENTER.
 PLANT (1) GALLON TROPICAL SUCCULENTS AT 2' ON CENTER.
 PLANT (1) GALLON SCRUB UNDERSTORY PLANTS AT 4' ON CENTER.

TYPICAL PLANTING



VICINITY MAP



Landscape Plan

Figure 6B

The proposed project would also impact the existing riprap located north and south of the southern bridge west of the road as well as the riprap south of the bridge adjacent to the lagoon. On the north end of the bridge, only selected boulders would be removed to create the proposed pedestrian ramp. On the south side of the southern bridge adjacent to the beach, all of the existing riprap would be removed during Phase II construction to create the staging area and access to the Phase II trestle (see Construction Phasing discussion below). However, this would be temporary, and similar riprap would be replaced on the southern fill slope adjacent to the beach upon completion of construction. Rip rap south of the southern bridge adjacent to the lagoon would be removed during construction and would be replaced.

Slope Enhancement

The existing fill slopes within the project area are currently disturbed by human intrusion and are subject to erosion. Existing fill slopes adjacent to the beach on the north and south ends of the southern bridge are reinforced with heavy riprap which has minimized erosion and other disturbance. The slopes adjacent to the beach would be restored with similar riprap after construction. All manufactured slopes would be revegetated as soon as practical after construction is completed.

The proposed manufactured slopes would be revegetated with native plant species of the sensitive Diegan sage scrub and maritime succulent scrub habitats (Figures 6A and 6B). Diegan sage scrub habitat currently occurs on the east-facing slopes adjacent to the road between the southern and northern bridge, and the proposed construction would impact approximately 0.88 acre of this habitat. As stated previously, this habitat has been disturbed from pedestrian traffic and erosion. Although none occurs within the proposed development area, maritime succulent scrub is located adjacent to the construction area. As shown in the conceptual landscape plan (Figures 6A and 6B), the project proposes to revegetate all east-facing slopes with native species of both of these sensitive habitats. In addition, the staging areas would be revegetated with a mixture of these communities after construction activity is completed. Therefore, a total of 5.6 acres of Diegan sage scrub and maritime succulent scrub would be created through revegetation.

Construction Phasing

The City intends to reconstruct the bridges and road concurrently. This is preferred because it would reduce the overall time the area is impacted by construction activity, and as such, would reduce the impact to beach traffic and lagoon avian species. In the event that approval of one of the bridges is delayed in any way, the project could be constructed in two phases which would prolong the disturbance in the area.

Bridge Over the San Diego Northern Railway

The northern bridge construction would occur in two phases. The first stage of construction would remove 10'6" of the existing bridge and add approximately 33'9" of new bridge structure on the bridge's eastern side. Two-way traffic would be shifted to the western portion of the existing bridge. Bicycles would be permitted on the bridge as well, however a separate bicycle lane would not be provided. The existing sidewalk on the west side of the bridge would be maintained. In addition, during Phase I construction, the existing high power gas lines would be relocated to the east side of the bridge in a new utility corridor.

Table 1 shows the conceptual tasks associated with construction on the eastern side of the northern bridge (Phase I). Once the eastern side of the bridge is constructed, the construction would begin on the western side of the bridge (Phase II). Phase II would require the removal of the majority of the existing bridge (Figure 5A). As shown in Table 1, each side of the bridge would require a "worst case" of approximately 54 weeks to construct, from the commencement of construction to completion of the respective side of the bridge. The total elapsed construction time for full bridge improvements would be approximately two years.

During Phase II, vehicular and bicycle traffic would be diverted to the newly constructed eastern portion of the bridge. However, no pedestrian sidewalk would be provided nor would pedestrian traffic be permitted on the bridge during Phase II. An estimated 41'5" feet of the remaining bridge would be removed and reconstructed. Upon completion of construction, electricity and telephone utilities would be replaced in a utility corridor on the west side of the new structure. The existing centerline of the structure would shift 11 feet to the east. All staging areas would be restored through revegetation once they are no longer needed.

Bridge Over Los Peñasquitos Creek

In order to minimize interruption of existing utilities and roughly maintain the existing centerline of the bridge, the southern bridge construction would occur in three phases with the east side of the new bridge being constructed first (Figure 5B). Because this bridge is over water, temporary trestles would be required from which to construct the bridge. The first stage of construction would remove approximately 12'9" of the eastern half of the existing bridge and 37'2" of the new structure would be reconstructed. The net affect during this stage of construction is that an additional 24'5" of bridge would be constructed on the east side. Also during Phase I construction, the existing high pressure gas lines, which are currently located on the west side of the bridge, would be relocated to the east side of the bridge in new utility corridors. During the construction of the eastern portion of the new bridge, 28 feet of the western half of the existing bridge would be maintained for two lanes of vehicular travel. Bicycles would be permitted on the bridge as well, however a separate bicycle lane would not be provided. In addition, the existing sidewalk

TABLE 1
Conceptual Construction Tasks, Schedule and Equipment (Half-width Improvements) -
Bridge Over San Diego Northern Railway

<u>Estimated Weeks</u>	<u>Tasks and Equipment</u>
-18 months to week 0 (prior to commencement of construction)	Exploratory - Drill equipment, grading equipment
0-8	Grading for road widening and access - grading equipment*
8-12	Removal of Phase I construction area of the existing bridge and transportation of materials offsite - air hammer, jacks, saws, cranes, haul trucks*
12-18	Removal of existing piles - steam-driven hydraulics, saws
18-28	Construction of new footings - pile drivers*
28-40	Forming of columns - concrete trucks, cranes
40-44	Building of falsework for Phase I portion of new bridge - cranes, saws, hammers
44-48	Forming of the new bridge structure - saws, hammers, concrete trucks, haul trucks
48-54	Curing and stressing of bridge structure - hammers, cranes

* = Estimated by the engineer to result in the loudest construction noise

on the west side of the bridge would be maintained to permit pedestrian traffic to cross the bridge during Phase I construction.

Table 2 shows the conceptual tasks associated with construction on the eastern side of the southern bridge (Phase I). Once the eastern side of the bridge is constructed, the construction would begin on the western side of the bridge (Phase II). The trestle on the eastern side of the bridge would be removed and reconstructed on the western side of the bridge. As shown in Table 2, each side of the bridge would require a worst case of approximately 49 weeks to construct, from the commencement of construction to completion of the respective side of the bridge. The total elapsed construction time for full bridge improvements would be approximately two years.

During Phase II, vehicular and bicycle traffic would be diverted to the newly constructed eastern portion of the bridge. In order to accommodate pedestrian traffic during Phase II, a four-foot travel path would be provided on the east side of the newly constructed portion. Pedestrians would be protected by a barrier on the west side and a fence on the east side. An estimated 37'11" of the remaining bridge would be removed and 35'0" would be reconstructed. Electricity and telephone utilities would be replaced in a utility corridor on the west side of the new structure.

During Phase III (not shown in Figure 5B), the approximately three feet between the eastern and western portions of the bridge would be closed to complete the 75'2" width of the new bridge. The existing centerline of the structure would shift 11 feet to the east. The Phase I staging area would be restored and revegetated. The Phase II staging area would be restored to parallel and diagonal parking.

Construction of the southern bridge would be accomplished from temporary trestles which would be adjacent and parallel to the bridge. The trestles would be approximately 24 feet wide, and columns supporting the trestles would be about 40 feet apart. The trestles would be slightly below the bridge to facilitate equipment movement. Trestles would not be required for the northern bridge.

Construction Staging

Three temporary staging areas are proposed for equipment and materials. These are shown in Figure 7. The majority of the construction equipment would be staged from an area located within the Torrey Pines State Reserve parking area. This primary staging area, staging Area A, would occupy approximately 1.4 acres of vacant land located between the parking lot and North Torrey Pines Road. This area would be located northwest of the public restrooms and would provide access to the construction zones for both bridges. Construction equipment, materials and temporary construction offices would be located in the staging area. Construction equipment would access this staging area from either Carmel Valley Road and the Torrey Pines State Park parking lot or directly from North Torrey Pines Road (Figure 7). The staging area would be fenced.

TABLE 2
Conceptual Construction Tasks, Schedule and Equipment (Half-width Improvements) -
Bridge Over Los Peñasquitos Creek

<u>Estimated Weeks</u>	<u>Tasks and Equipment</u>
-18 months to week 0 (prior to commencement of construction)	Exploratory - Drill equipment, grading equipment
0-8	Construction of eastern trestle/grading for road widening and access - Pile drivers, grading equipment*
8-10	Trestle planking - saws, hammers, cranes
10-14	Removal of Phase I construction area of the existing bridge and transportation of materials offsite - air hammer, jacks, saws, cranes, haul trucks*
14-18	Removal of existing piles - steam-driven hydraulics, saws
18-26	Construction of new footings - pile drivers*
26-38	Forming of columns - concrete trucks, cranes
38-40	Building of falsework for Phase I portion of new bridge - cranes, saws, hammers
40-43	Forming of the new bridge structure - saws, hammers, concrete trucks, haul trucks
43-49	Curing and stressing of bridge structure - hammers, cranes

* = Estimated by the engineer to result in the loudest construction noise

In addition to the primary staging area, there would be a small staging area north of the northern bridge adjacent to Carmel Valley Road for a later portion of Phase I. This staging area, staging Area B, would primarily provide access to the construction zone north of the railway tracks. As the City does not intend to cross the railway tracks with equipment, this additional staging area is required. Access to the construction zone south of the tracks would be from the primary staging area discussed previously.

Phases II and III of the southern bridge replacement would be staged from a third staging area on the south side of the bridge adjacent to the beach, staging Area C (Figure 7). This third staging area would occupy approximately 0.3 acre and would require the elimination of approximately 33 parallel parking spaces in the area. In addition, riprap adjacent to the beach would temporarily be removed to create an access from the staging area to the Phase II trestle.

Access to the eastern trestle for the southern bridge from the staging area would require construction equipment to cross the pedestrian path which extends between the public restrooms and the beach. A two-way fence system and posted guard would maintain accessibility to the bathrooms and beach via this path during construction. The two-way fence system would work by being open the majority of the time to allow pedestrian traffic under the bridge during construction. When construction vehicles need to cross the pedestrian path to access the trestle, the fence would be closed to pedestrian traffic. Once the area is secure for pedestrians, the guard would close the fence around the staging area and permit pedestrians through the construction area. Neither the Phase I or Phase II construction trestles for the southern bridge would interfere with beach access from the Torrey Pines State Reserve parking lot.

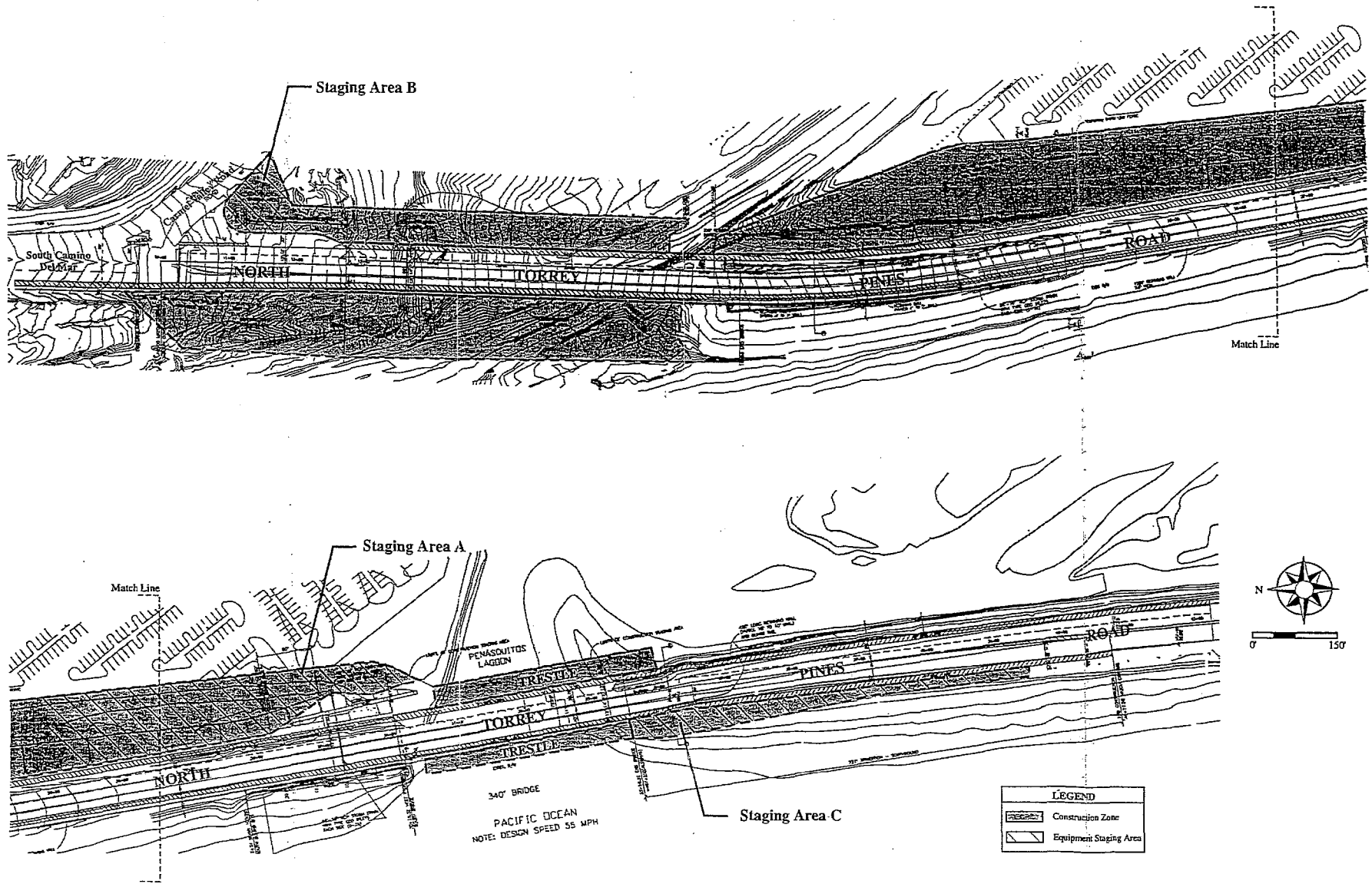
Also shown in Tables 1 and 2 are the types of equipment required at each phase of construction. This information was used as a basis for determining the potential noise generation during construction. Only the equipment needed during each phase of construction would be stored at the staging area at any one time.

Construction Methods

Piles for column footings would be driven by standard pile driving equipment. Caissons would be utilized to excavate mud, cobbles and saturated sand for the footing sites. The footing sites would be dewatered for the southern bridge but no dewatering is anticipated for the northern bridge. The approximate volume for each footing would be 1,600 cubic feet for the southern bridge. It is envisioned that reinforced concrete columns would be erected using "cast-in-place" methods. Temporary falsework would be erected using heavy timber and steel girders to support construction of the reinforced concrete box girders.

Erosion Control

Several methods of temporary and permanent erosion control are planned for the fill slopes within the project area. Stabilization and revegetation of manufactured slopes would occur as soon as possible after disturbance (refer to Figures 6A and 6B, Landscape



Proposed Construction and Staging Areas

Figure 7

Plan). In addition to habitat restoration, plant species have been selected which are erosion resistant and fast growing to deter erosion of the new fill slopes. In addition to revegetation, temporary erosion control plans for construction during the rainy season (typically October to March) and a Stormwater Pollution Prevention Plan would be prepared. Lastly, outlets for the proposed drainage systems would be designed to discharge stormwaters at non-erosive velocities, and at locations that would not create erosive conditions after flows exit energy dissipation devices.

Water Quality Control

Several features would be included in the proposed project to control water quality. Where existing runoff from the west side of North Torrey Pines Road is conveyed to the beach, comparable flows from the improved road would be diverted to the east side outlet via catch basins and piping to the toe of slope east of the road on park property. In this way, retention and desilting can be accomplished by the natural features of park property as effluent is trapped and filtered in the sandy soils within the park. This method of storm water management would satisfy current clean water requirements and the National Pollutant Discharge Elimination (NPDES) Permit.

In addition, proposed drainage systems would be designed for minimum cleansing velocities according to City of San Diego standards and would be designed to incorporate measures to reduce clogging and damage from debris. As maintenance is an integral function of minimizing debris problems, storm drains would be designed to be self cleaning, to minimize required maintenance effort, and to be easily accessible to maintenance crews and equipment.

To control potential silt laden runoff from entering lagoon waters during construction, silt fencing would be placed at the toe of all new manufactured slopes. Riprap and sand bags would be placed around storm drain outlets until the finished grade is achieved. Temporary sand berms would be placed around ramp construction areas. In addition, silt fencing would be placed at the top of the fill slopes.

Drainage Pattern

Existing drainage structures conveying surface runoff from the existing road, downslope to the park, would be replaced and improved to accommodate a 50-year storm event. This would eliminate shortcomings of the existing system. The northern bridge would slope at a grade of 2% from centerline to the outside edge of the bridge, and the southern bridge would slope at a grade of 2% from centerline to allow for surface runoff. As mentioned previously, runoff would be diverted to outlets on the east side of the road on park property via catch basins and piping. In this way, retention and desilting can be accomplished by the natural features of park property as effluent is trapped and filtered in the sandy soils within the park.

Utilities

Existing utilities within both bridges would be relocated within each of the proposed structures. Existing services would be maintained until the utility corridors within the new bridge are constructed. The two gas mains running underground next to the northern bridge would be relocated during Phase I construction. The SDG&E service would not be interrupted until the utility corridors within the east side of the new bridge are constructed. At that time, the two gas mains would be relocated to the east side of the new bridge. Telephone and electric lines which are currently on the east side of the bridge would temporarily be connected to overhead lines during Phases I and II construction. These utilities would be permanently placed within a utility corridor on the west side of the bridge during Phase II construction. This method of constructing the east side of the bridge first minimizes the interruption of gas services, and no interruption of electricity or telephone service is anticipated (see also previous Construction Phasing discussion).

Discretionary Actions

Demolition and reconstruction of the North Torrey Pines Road Bridges Replacement Projects would require several discretionary permits, including but not limited to:

<u>Discretionary Action</u>	<u>Authorizing Agency</u>
4F Evaluation	U.S. Department of Transportation, Federal Highways Administration (assumes programmatic evaluation, otherwise U.S. Department of the Interior)
404 Permit	U.S. Army Corps of Engineers
Section 1603 Streambed Alteration Agreement	California Department of Fish & Game
Habitat Loss Permit	City of San Diego
Temporary Use Permit	California Department of Parks and Recreation
National Pollutant Discharge Elimination (NPDES) Permit ¹	Regional Water Quality Control Board
Construction Activity Storm Water Permit	Regional Water Quality Control Board
Encroachment Permit	San Diego Northern Railway
Coastal Permit	California Coastal Commission
Certification of the MND, approval of the release of funds and Sensitive Coastal Resource Permit	City of San Diego

¹ Required if the northern and southern bridges are reconstructed concurrently or immediately after the other.

II. ENVIRONMENTAL SETTING:

The project site is situated on the Pacific shoreline in the Torrey Pines State Reserve, located in the northwestern portion of the City of San Diego and southwestern portion of the City of Del Mar. The city limit boundary between San Diego and Del Mar crosses the site near the middle of the northern bridge. The Torrey Pines State Reserve is situated approximately 16 miles north of downtown San Diego between the coastal communities of La Jolla and Del Mar.

The project site is surrounded by public parklands consisting of Torrey Pines State Beach and Los Peñasquitos Lagoon. The parklands are primarily owned by the State Department of Parks and Recreation and consist of four wildlife habitat types in the immediate area: tidal open water, cobble/sand beach, shrublands, and saline emergent wetlands. The northern end of Torrey Pines State Beach lies immediately to the west. Los Peñasquitos Lagoon and the North Beach parking lot lie to the east. The lagoon is a coastal salt marsh consisting of tidal flats and wetland vegetation encompassing approximately 636 acres. The parking lot provides public access to North Beach, the lagoon, restroom facilities located adjacent to the parking lot. Beach access from the parking lot and restroom facilities is provided via two paths. One path is beneath the southern bridge. There is also an existing pedestrian path which parallels the road and railway tracks and allows access to the beach under the northern bridge.

III. ENVIRONMENTAL ANALYSIS: See attached Initial Study checklist.

IV. DISCUSSION:

Land Use

Existing Conditions

The project site is located within the boundaries of the Torrey Pines Community Plan which designates the site as parkland. According to the Plan's Circulation Element, North Torrey Pines Road, within the limits of San Diego, is classified as a primary arterial. The major goal of the Circulation Element is to provide for the safe and efficient movement of people throughout the community and region. No specific proposals for North Torrey Pines Road are included in the 1975 Circulation Element, but the Element does provide the following objectives:

- To encourage and support the development of a mass transportation system serving the San Diego region and specifically the Torrey Pines area;
- To provide a balance between land use and circulation such as the elimination of heavy traffic through residential areas;

- To limit encroachment of the incompatible elements of the circulation system, such as motor vehicles, into open space and park areas;
- To develop realistic and immediate solutions to the existing circulation problems in the community resulting from additional growth, and the possible closing of Camino Del Mar by the City of Del Mar; and
- To develop a system of bikeways, pedestrian ways and horse trails compatible with the open space goals and transportation system to allow for commuter and recreation desires.

The Torrey Pines Community Plan is currently being updated. The Plan was approved by the San Diego City Council in December 1994 and is currently being reviewed by the California Coastal Commission. The draft Plan (January, 1995) classifies North Torrey Pines Road as a three-lane, primary arterial. In addition, the draft Plan recommends specific road improvements on North Torrey Pines Road. These improvements include the following:

- Provision of an additional northbound lane from Torrey Pines Park Road to Carmel Valley Road to improve operating conditions at the intersection of North Torrey Pines Road and Carmel Valley Road;
- Improve the intersection of North Torrey Pines Road and Carmel Valley Road to allow the northbound lane to be extended through the intersection;
- Improve the northern railroad bridge to allow a second northbound lane as well as bike lanes and a sidewalk on the west side;
- Reconstruction of the southern lagoon bridge to provide for three lanes but striped for two lanes until the recommended road and bridge improvements north of the bridge have been constructed;
- Ensure that southern bridge reconstruction provides for improved lagoon circulation; and
- Ensure that the proposed design of both northern and southern bridges are visually and aesthetically compatible with the character of the area.

The City of Del Mar General Plan (March, 1976) recommends improvements for the ultimate configuration of Camino Del Mar, currently a four-lane roadway. Camino del Mar is the name used for North Torrey Pines Road in the City of Del Mar. The General Plan recommends that the lane configuration of Camino Del Mar be reduced from four lanes to two lanes, south of 9th street. The remaining space would be utilized for landscaping, parking, and bicycle lanes. Final implementation of Plan recommendations

would occur after a 6 to 12-month monitoring period whereby temporary, low-cost improvements would be made. From 9th Street to the southern end City of Del Mar, the General Plan's recommended improvements include the following:

- Limit traffic to two lanes, one each way, with holding or turn lanes at the intersections;
- Provide pedestrian walkways on each side of the street. Walkways should be more formal and straighter than in other areas but should have textured surfaces and low level lighting.
- Provide bicycle lanes, one northbound and one southbound, to connect with the central Camino Del Mar route and with the City of San Diego route.
- Direct northbound through traffic to Interstate 5 via Del Mar Heights Road by use of signs similar to those proposed at the north end of the City of Del Mar.

Environmental Assessment and Conclusions

The project would be consistent with the applicable Circulation Element objectives of both the approved (1975) and draft (1995) Torrey Pines Community Plan. The project would maintain the prime arterial classification designated for North Torrey Pines Road in both Plans and reflect the lane configuration proposed in the 1995 draft Plan. The project would reconstruct the northern and southern bridges to allow for three travel lanes, two bike lanes, and a sidewalk on the west side of both bridges.

As the project would maintain the existing use by reconstructing both bridges, no inconsistent land use would result from project implementation. No new encroachment of motor vehicles into open space and park areas would result from the project. Reconstruction of the bridges would improve operating conditions of the local circulation system. Bicycle and pedestrian ways for recreational users would be enhanced and made compatible with the surrounding transportation system and open space. Bus service along North Torrey Pines Road would be maintained to serve the Torrey Pines area.

The proposed design of both northern and southern bridges would be visually and aesthetically compatible with the character of the area (see Visual Quality discussion below). Lastly, the proposed design of the southern bridge would provide for improved water circulation within the Los Peñasquitos Lagoon (see Hydrology discussion below).

Although the issue has not been decided, the Coastal Commission staff is currently requesting that the update to the Torrey Pines Community Plan contain language prohibiting road improvement projects which would impact wetlands within the lagoon. Wetland impacts would not be prohibited under the current language of the proposed update. Should the certified update contain language prohibiting wetland impacts, the

proposed bridge replacements would be in conflict with the environmental goals and objectives of the land use element of the Torrey Pines Community Plan. If no allowance is made for compensation to offset impacts to wetlands, the project would have a significant land use impact.

If the newly adopted community plan language prohibits wetland impacts and does not allow for compensation, a Mitigated Negative Declaration would not be allowed under CEQA. With no provision for compensation, the land use impact would be unmitigated. CEQA does not allow the use of a Mitigated Negative Declaration when significant, unmitigated impacts would occur. The determination of the type of environmental document appropriate for this circumstance would be determined by the Lead Agency. If necessary, an Environmental Impact Report would be prepared.

As proposed, the project would not conflict with applicable recommendations of the Del Mar General Plan for Camino Del Mar. The intersection of Carmel Valley Road and the north end of the northern bridge lie within the City of Del Mar. Although designed to accommodate the two northbound lanes specified in the 1995 draft of City of San Diego's Torrey Pines Community Plan, the project would avoid a potential conflict with the goals of the City of Del Mar's General Plan by striping and/or channelizing the second northbound lane so that it serves as a right-turn lane onto Carmel Valley Road. In addition, as the Carmel Valley Road intersection lies within the City of Del Mar, Del Mar will have control over the configuration of the intersection.

In conclusion, depending on the outcome of the Torrey Pines Community Plan Update certification process, the project may or may not have a significant land use impact.

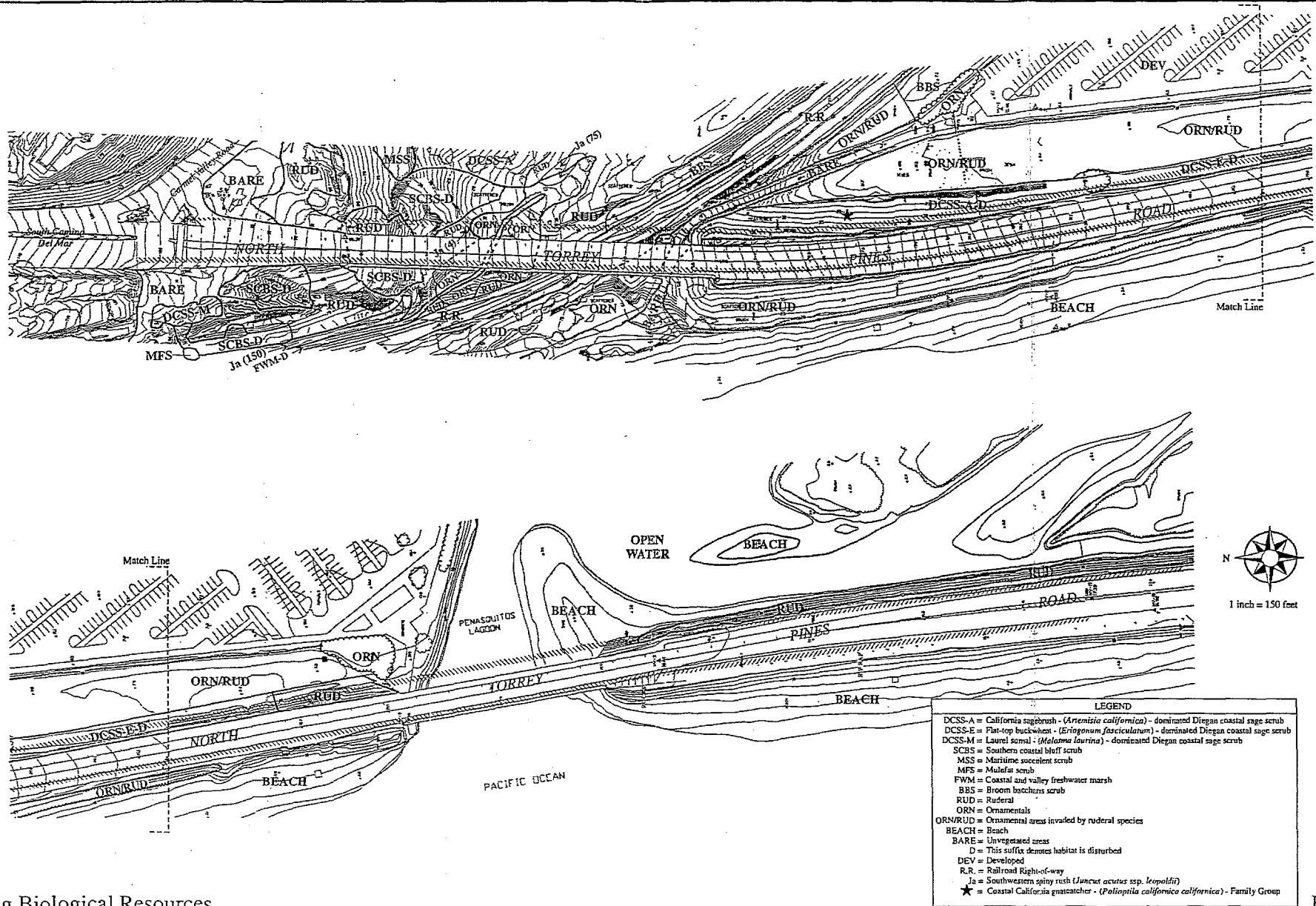
Biological Resources

Existing Conditions

Vegetation

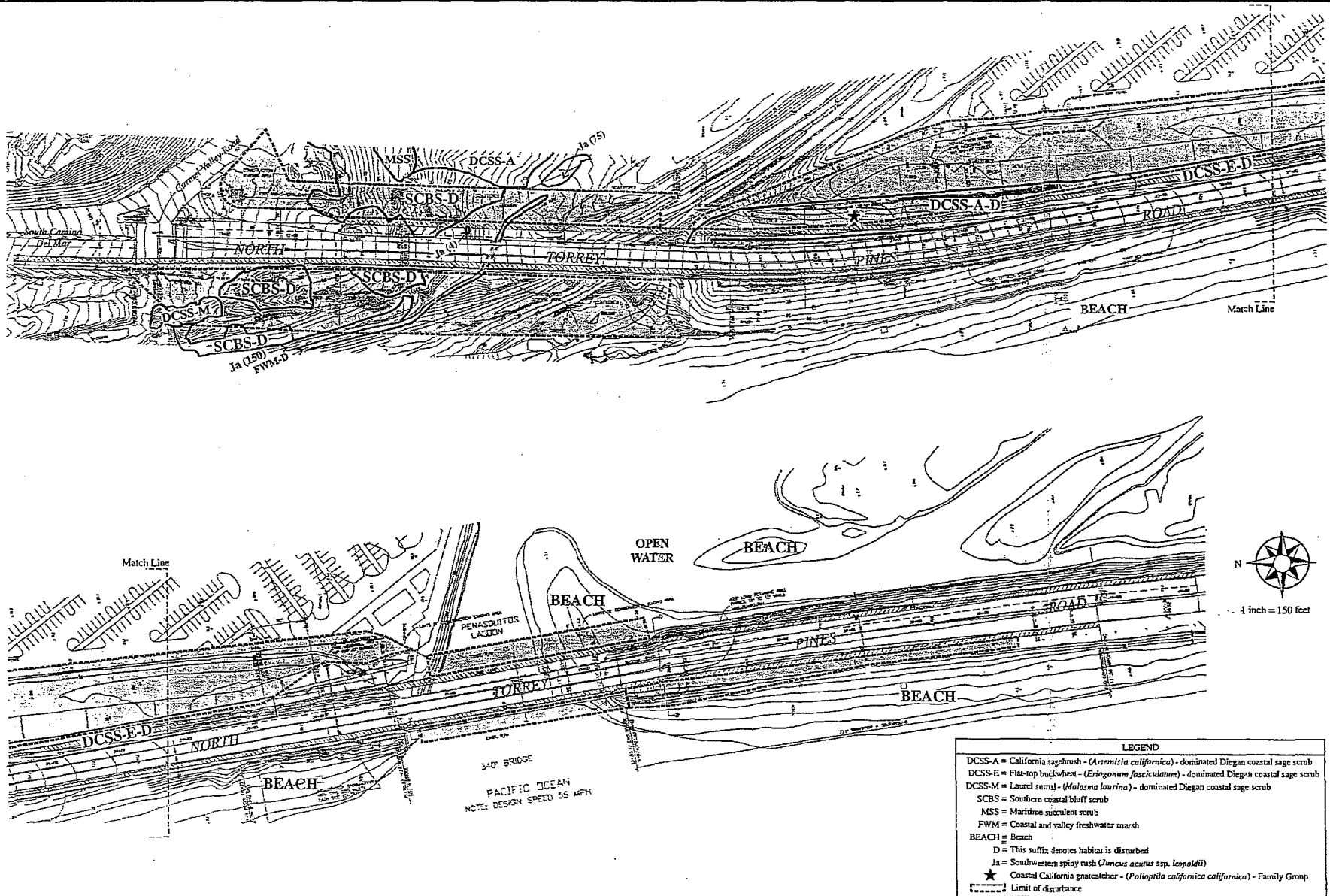
Ten vegetation types occur on or immediately adjacent to the site: Diegan coastal sage scrub, southern coastal bluff scrub, broom baccharis scrub, maritime succulent scrub, coastal and valley freshwater marsh, mulefat scrub, southern coastal salt marsh, beach, ruderal, and landscaped (exotic) ornamental plantings (Figure 8).

The Diegan coastal sage scrub occurs on the east-facing fill slope between the two bridges, on the coastal slopes to the west of the northern bridge, and to the east of the San Diego Northern Railway tracks. This community comprises approximately 0.88 acre within the area potentially impacted by the project. The vegetation within the impact area is highly disturbed from pedestrian traffic on the fill slopes and associated erosion, and from the presence of exotic species.



Existing Biological Resources

Figure 8



Impacts to Sensitive Biological Resources

Figure 9

The southern coastal bluff scrub occurs on the slopes immediately to the east and west of the northern bridge. Most of this community occurs on fill slopes also, and all of this community is disturbed for the same reasons given for the sage scrub. Approximately 0.52 acre of this community occurs within the project impact area.

The broom baccharis scrub occurs along the east-facing fill slopes of the railroad, east of North Torrey Pines Road. Approximately 0.05 acre of this community occurs within the project impact area.

The maritime succulent scrub lies just outside of the proposed construction staging area, to the east of the northern bridge.

The coastal and valley freshwater marsh occurs along the eastern edge of the railroad tracks alongside and underneath the northern bridge. Approximately 0.03 acre of this community occurs within the project impact area.

The southern coastal salt marsh vegetation community is located on the tidal mud flats approximately 100 feet to the east of the project site. This vegetative community is not within the project impact area.

Approximately 3.12 acres of ruderal vegetation occurs within the project impact area. These ruderal areas include slopes that had previously been planted with exotics for erosion control but have been subsequently invaded by ruderal species and support both types of vegetation. Approximately 0.33 acre of beach occurs within the project impact area, specifically underneath and adjacent to the southern bridge. Though the beach areas do not support any vegetation because of the high recreational use, these areas once supported vegetation and for those reasons are included here. The remainder of the undeveloped portions of the site are covered with approximately 0.68 acre of non-native, exotic plants arranged as landscape, and 0.87 acre of bare areas which include dirt access trails.

Forty-nine native and twenty-eight non-native plants were observed within or adjacent to the impact area of the proposed replacement bridges (see Technical Appendices). The large percentage of weedy, non-native plants, especially highly invasive species, indicates the site is highly disturbed. One sensitive plant species, southwestern spiny rush (*Juncus acutus* ssp. *leopoldii*), a CNPS List 4 species, was detected during the survey of the project site. A very large population of this species occurs along the bluffs above the railroad tracks to the west of the northern bridge, and east of these tracks, just east of the northern bridge. Approximately 20-25 individuals of this species occur within the project impact area. Several other sensitive plant species were observed just to the east of the staging area for the northern bridge (outside of the project impact area).

Five wildlife habitat types are found on or near the site: estuarine, marine shore zone, shrublands, and saline and freshwater emergent wetlands. Estuarine is the area that is

either periodically or permanently flooded by both fresh and ocean water. The estuarine habitat onsite is the tidal inlet open water of Los Peñasquitos Lagoon. Within the project impact area, open water is located below the existing bridge in the lagoon inlet and adjacent to the east-facing fill slope on the south side of the bridge. The marine shore zone consists of any barren land between the spray zone and where the vegetation exceeds 10%. Within the boundaries of the proposed project, this wildlife habitat occurs between the rip rap and the low tide line. Diegan coastal sage scrub, southern coastal bluff scrub, and broom baccharis scrub are the shrublands on the project site. Portions of these three communities occur within the project impact area. Southern coastal salt marsh is the only vegetation type occurring near the project site that is considered saline emergent wetlands. As shown in Figure 8, southern coastal salt marsh (wetland habitat) does not occur within the project impact area. Coastal and valley freshwater marsh is the only vegetation type occurring on the project site (north of the northern bridge) that is considered freshwater emergent wetlands.

Several sensitive biological communities and/or habitats occur within and/or adjacent to the project impact area. Sensitive vegetation communities and/or habitats are those which are: 1) considered rare within the region; 2) listed within the City of San Diego's Resource Protection Ordinance (RPO) as sensitive; 3) regulated by federal, state, or local legislation; or 4) support one or more sensitive plants or animals. Four sensitive communities and/or habitats occur within the project impact area: Diegan coastal sage scrub, southern coastal bluff scrub, coastal and valley freshwater marsh, and tidal inlet open water. The marine shore zone (beach) is generally not considered sensitive unless it supports native beach vegetation. Since there is no vegetation associated with the beaches in this area, due to human activities, this community is not considered sensitive.

Wildlife

The current condition of the site is not capable of supporting a diverse population of mammals, birds, reptiles, and invertebrates. However, the lagoon to the east supports a diverse faunal community. Those species that potentially occur onsite but were not observed are listed in the Biological Resources report contained in the technical appendix.

Twenty-three bird species were identified during the survey of the site (see technical appendices). The coastal California gnatcatcher (*Poliophtila californica*) was the only sensitive bird species observed within the project impact area. The Belding's savannah sparrow (*Ammodramus sandwichensis beldingi*), western snowy plover (*Charadrius alexandrinus nivosus*), California least tern (*Sterna antillarum brauni*), and the loggerhead shrike (*Lanius ludovicianus*) are sensitive bird species that were observed within close proximity to the project impact area. The coastal California gnatcatcher is listed by the U.S. Fish and Wildlife Service (USFWS) as threatened. One nesting pair with two juveniles was observed within the project impact area near the northern bridge replacement site. The Belding's savannah sparrow is listed by the California Department of Fish and Game (CDFG) as endangered. This bird species is typically found in salt

marsh habitat around coastal lagoons. The western snowy plover is a federally threatened species whose breeding and winter distribution in California is along sandy beaches and estuarine habitat. The California least tern is a federally endangered species that breeds on flat areas that are relatively free of vegetation in coastal areas. The loggerhead shrike is listed by CDFG as a species of special concern. The loggerhead shrike is typically found in open habitats including grasslands, scrublands and ruderal areas.

No focused invertebrate surveys were conducted on the bridge replacement sites but one sensitive butterfly, the salt marsh wandering skipper, was observed within a dense growth of saltgrass (*Distichlis spicata*) located east of the railway easement outside of the project impact area. Given the disturbed state of onsite habitats, no sensitive vertebrates are expected to occur on the site.

Only one amphibian species, the Pacific treefrog (*Pseudacris regilla*), was observed during the surveys and given the disturbed and xeric conditions within the project impact area, this is the only amphibian species that would be expected.

Two reptile species, the side-blotched lizard (*Uta stansburiana*) and the southern pacific rattlesnake (*Crotalus viridis helleri*) were observed. No sensitive amphibians or reptiles were identified onsite, and given the disturbed condition of the site, none are expected to occur.

During the onsite surveys eleven species of mammals were observed, including: the California ground squirrel (*Spermophilus beecheyi*), dusky-footed woodrat (*Neotoma fuscipes macrotis*), coyote (*Canis latransclepticus*), domestic dog (*Canis familiaris*), San Diego desert cottontail (*Sylvilagus audubonii sanctidiegi*), Botta's pocket gopher (*Thomomys bottae sanctidiegi*), striped skunk (*Mephitis mephitis*), deer mice (*Peromyscus maniculatus*), southern harvest mouse (*Reithrodontomys megalotis*), house mouse (*Mus musculus*), and approximately 200-500 Brazilian free-tailed bats (*Tadarida brasiliensis mexicana*) roosting within the bridge structure. No sensitive mammals were observed during the surveys, and none are anticipated to occur onsite given its disturbed condition.

Environmental Assessment and Conclusions

The proposed bridge replacement would result in short- and long-term impacts. These impacts are defined as either direct resulting from the actual grading and construction of the new bridge or indirect resulting from noise generated by construction activities. Impacts to the sensitive biological resources are illustrated in Figure 9.

Significant direct impacts would occur to the onsite Diegan coastal sage scrub, southern coastal bluff scrub, coastal and valley freshwater marsh and the tidal open water habitats. Approximately 0.88 acre of Diegan coastal sage scrub and 0.52 acre of southern coastal bluff scrub would be impacted by project grading and the proposed construction staging areas (Figure 9).

The project would mitigate this impact by restoring and revegetating all proposed fill slopes, construction zone and staging areas with a combination of Diegan coastal sage scrub and southern coastal bluff scrub, or by the contribution of monetary funds to the City of San Diego's Habitat Acquisition Fund.

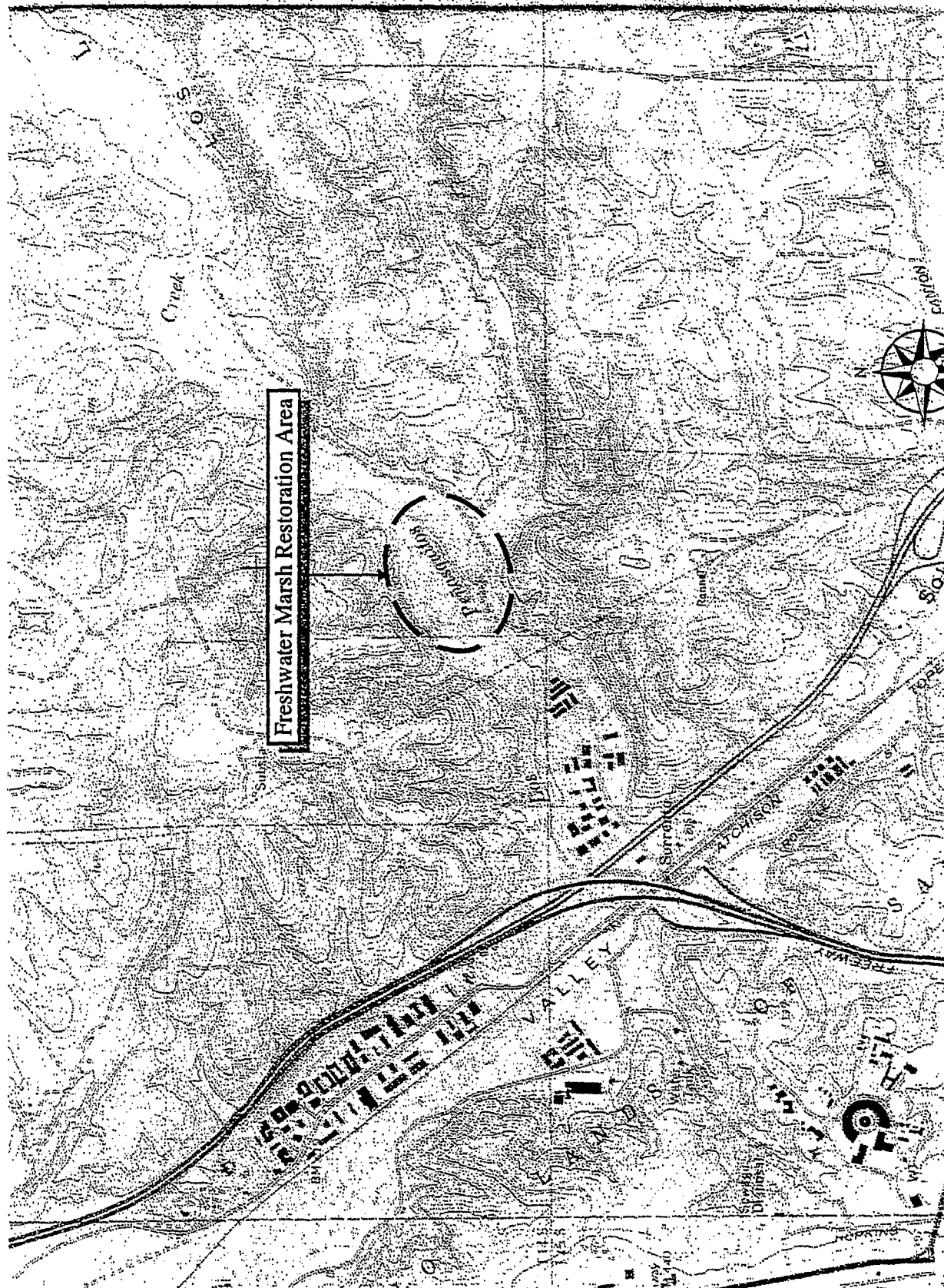
The revegetation plan, if this is the option chosen, would create a total of approximately 1.8 acres of Diegan sage scrub and 0.52 acre of southern coastal bluff scrub habitat. This represents a ratio of 2:1 replacement of Diegan coastal sage scrub and a 1:1 replacement of southern coastal bluff scrub. A cash contribution would be based on the current value of Diegan coastal sage scrub occupied land in the same geographic area multiplied by the mitigation ratio. Either of the mitigation options would offset the direct impacts to the 0.88 acre of Diegan coastal sage scrub and 0.52 acre of southern coastal bluff scrub habitat.

Significant direct impacts would also occur to the onsite coastal and valley freshwater marsh. Approximately, 0.03 acre of this community would be impacted by the project grading and the construction staging areas (Figure 9). The project would mitigate this impact by creating new or restoring disturbed wetland habitat within the City of San Diego's Peñasquitos Preserve (Figure 10). The restoration plan would create a total of approximately 0.045 acre of coastal and valley freshwater marsh. This would result in a compensation ratio of 1.5:1 which, given the low quality of the impacted wetlands, would reduce the impacts on coastal and valley freshwater marsh to below a level of significance.

Significant direct impacts would also occur to tidal open water as a result of the construction of columns under the new southern bridge and the retaining wall adjacent to the east-facing fill slope at the south end of the southern bridge. However, the net effect on open water under the bridge associated with the construction of new pylons would be minimized by the fact that the existing 72 pylons would be eliminated. The net effect of the proposed project on open water would therefore be positive in that the project would create more habitat than it would disturb.

Several mitigation measures would be required to reduce the short-term impact to open water to below a level of significance. These include a pre-construction meeting with EAS, the project biologists and contractors to discuss construction practices and restrictions; excavated fill removed from the channel bottom should not be redeposited within the channel; excess concrete should not be allowed to spill into the channel bottom and any fill or concrete that accidentally spills into the channel should be removed immediately.

With the proposed revegetation or habitat acquisition fund contribution, no significant, direct impacts would occur to Diegan sage scrub, southern coastal bluff scrub, coastal and valley freshwater marsh habitats or the tidal open water. Therefore, no additional mitigation measures would be required.



Source: USGS Del Mar Quadrangle, 7.5 minute series map

Freshwater Marsh Mitigation Area

1 inch = 2,000 feet

Figure 10

Approximately 0.05 acre of broom baccharis scrub, 3.12 acres of ruderal areas, 0.68 acre of ornamentals, 0.33 acre of beach, and 0.87 acre of bare areas would also be impacted by the project. These impacts would not be significant.

Approximately 20-25 individuals of southwestern spiny rush, a CNPS List 4 species, would be impacted by the project. Because of the low sensitivity status and small amount of the population that would be impacted, impacts to this species would not be significant.

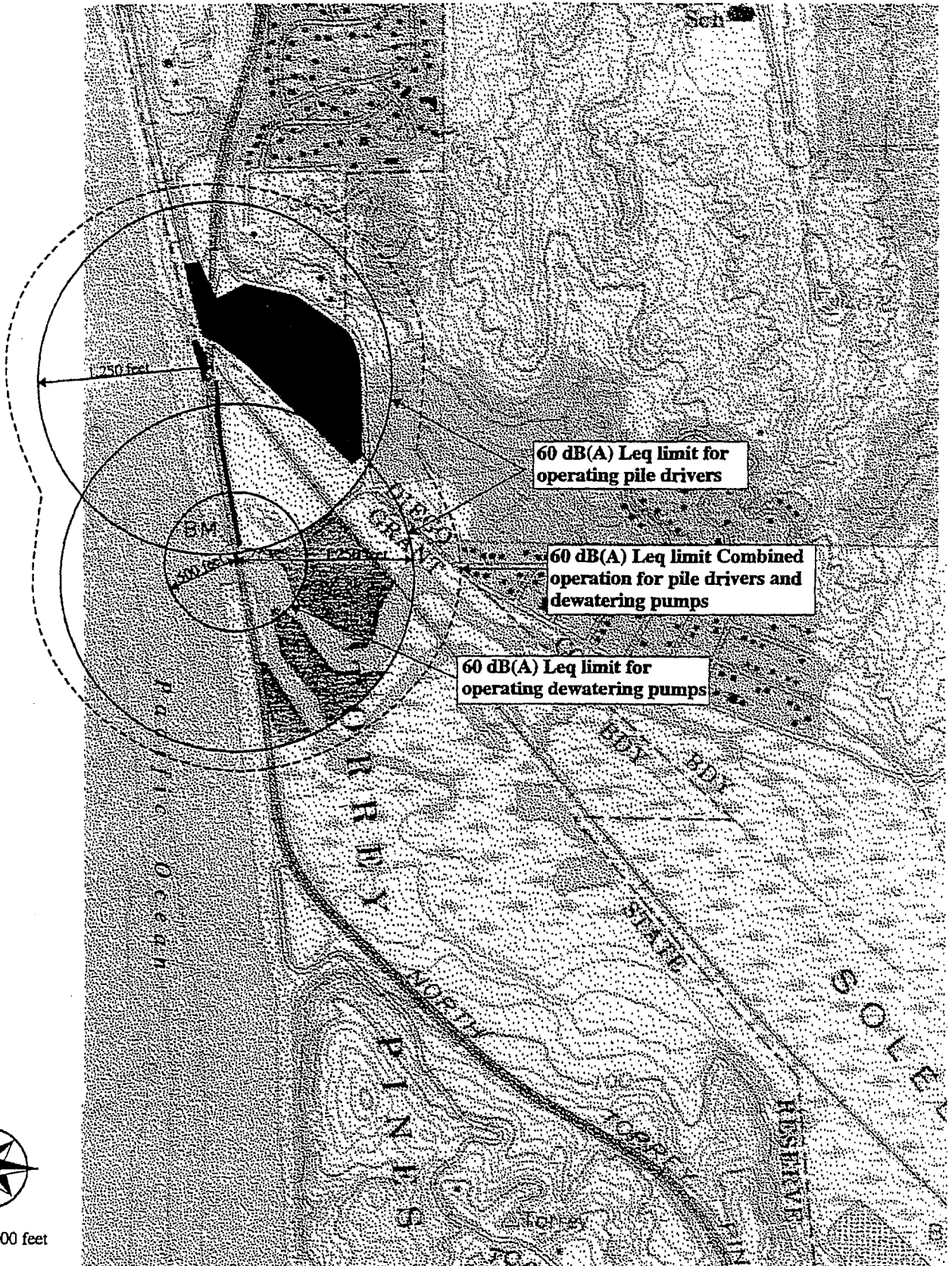
The project would also directly impact habitat that is actively being used by a coastal California gnatcatcher family group. Impacts to this federally threatened species would be significant. The mitigation requirements outlined above for impacts to the coastal sage scrub (i.e. the habitat for the gnatcatcher) would offset the direct impacts to the gnatcatcher.

Other sensitive bird species observed in the vicinity of the project impact area (California least tern, western snowy plover, loggerhead shrike and Belding's savannah sparrow) would not be significantly impacted by the project. The direct loss of habitat for these birds would be very minimal and sufficient habitat would continue to exist within the lagoon to support these species.



The Brazilian free-tailed bats roosting underneath the northern bridge would be directly impacted by the proposed project. This species is not considered sensitive and impacts would not be significant. Although not a formal mitigation requirement for impacts related to the bridge construction, it is recommended that the bats be removed from underneath the northern bridge and the entrance to their roost sealed off. The removal should be performed by a recognized bat expert and should be conducted in coordination with the railway officials and the bridge engineers and contractors.

All indirect impacts would be associated with construction and therefore would be short term. The short-term indirect impacts would be associated with the potential disruption of natural behavior of birds (breeding, nesting, and territorial defense) due to temporary alterations of the tidal flow into the Los Peñasquitos Lagoon, high noise levels (above 60 dB(A) L_{eq}), and increased human intrusion associated with construction workers. Preliminary engineering studies have determined that the net increase in water velocities under the southern bridge would increase by 0.3 feet per second. This increase is not considered significant. In addition, additional open water would be created by replacing the southern bridge's existing 72 pylons with a maximum of eight columns. This would be considered a positive impact of the proposed project.

Potentially significant noise levels above 60 dB(A) L_{eq} may impact the coastal California gnatcatcher and the Belding's savannah sparrow habitats as shown in Figure 11. To mitigate this impact, construction of the proposed bridge should not occur during the birds' breeding season (March 15 through July 15). If construction cannot be avoided during the breeding season, the use of heavy equipment and pylon driving would be



Base Map Source: Del Mar Quadrangle USGS 7.5 Minute Series

-  Coastal salt marsh (Belding's savannah sparrow use area in the project vicinity)
-  Diegan coastal sage scrub, maritime succulent scrub, southern coastal bluff scrub (Coastal California gnatcatcher use area in the project vicinity)

Construction Noise Impact on Sensitive Birds _____ Figure 11

restricted to hours between 11 a.m. and 3 p.m. to avoid peak activity cycles (morning and late afternoon). In addition, during the breeding season, a monitoring program would be established to the satisfaction of the City and the CDFG to assess the impacts of the construction on the coastal California gnatcatcher and the Belding's savannah sparrow. The program would monitor the behavior of these two sensitive bird species prior to construction and compare these behaviors with behaviors observed during construction. If increased noise levels result in the potential abandonment of the area by either bird species, the City would cease construction on the project and determine alternative courses of action to mitigate these impacts.

Compliance With Coastal Sage Scrub Habitat Loss Under the 4(d) Rule

The 4(d) rule is based on a State-wide plan known as the Natural Communities Conservation Plan (NCCP), which is currently being prepared by the State of California Department of Fish and Game. The NCCP will create a long-term conservation plan for coastal sage scrub upon which the gnatcatcher relies almost exclusively and, thus, will satisfy the requirements of section 4(d) of the federal Endangered Species Act which allows for incidental "take" of the gnatcatcher.

The 4(d) rule also establishes a program to allow a limited "interim" take of coastal sage scrub until the NCCP is formally adopted. The interim take provision proposed until the NCCP process is complete, would allow the loss of no more than 5% of the coastal sage scrub within a defined subregion with the issuance of an interim habitat loss permit. The interim take provision of the 4(d) rule encourages the take prior to NCCP adoption to be limited to low quality coastal sage scrub. Low quality coastal sage scrub is described as having the following characteristics: small, isolated patches; not in close proximity to high value areas; not linking high value areas; and not possessing significant (core) populations of sensitive species.

Issuance of an interim habitat loss permit to eliminate coastal sage scrub for this project would be allowed provided specific findings can be made. These findings are set forth in the Southern California Coastal Sage Scrub NCCP Guidelines dated November 5, 1993. Issuance of an interim habitat loss permit would be allowed if it was determined that: the habitat loss does not cumulatively exceed the 5% guideline for the subregion; the habitat loss will not preclude or prevent connectivity between areas of high habitat values; the habitat loss of coastal sage scrub will not preclude or prevent preparation of the subregional NCCP; the habitat loss has been minimized and mitigated to the maximum extent practicable in accordance with Section 4.3 of the NCCP Guidelines; the habitat loss will not appreciably reduce the likelihood of survival and recovery of listed species in the wild; and the habitat loss is incidental to otherwise lawful activities.

The subarea within which the project is located has approximately 1,186 acres of coastal sage scrub in its five percent allocation. To date (September 1995), 51.89 acres of this allotment have been taken and an additional 602 acres have been approved, but have not

been taken, leaving 1,134.11 acres for further loss. The loss of 0.88 acres of coastal sage scrub related to the proposed project would be well within the limit of the remaining allotment.

Impacts to the natural vegetation from this project would not preclude or prevent connectivity between areas of high quality habitat as this area is in the northwest corner of existing natural habitat with no habitat connections directly to the north or west. The coastal sage scrub directly east of the northern bridge represents the northwestern-most extension of the contiguous natural vegetation of the Torrey Pines State Reserve and Los Peñasquitos Lagoon. Areas to the immediate north of the northern bridge are developed (the community of Del Mar). Directly west of the bridge sites is the Pacific Ocean.

The habitat loss of coastal sage scrub will not preclude or prevent preparation of the subregional NCCP. The mouth of Los Peñasquitos Lagoon is within the Los Peñasquitos Lagoon/Del Mar Mesa/Peñasquitos Canyon Core Resource Area as indicated on the Core Biological Resource Areas and Linkages map of the Public Review Draft of the MSCP Plan. The project area north of the lagoon mouth is not included within this core area. The losses of sage scrub from this project are minimal and for the most part appear to be restricted to areas outside of the core area.

The NCCP Process Guidelines provide an evaluation-logic flow chart which outlines the process for determining habitat value for long-term conservation efforts. According to this flowchart, the sage scrub habitat within the project impact area is of intermediate value. The sage scrub is not the most dense sage scrub in the subregion, does not provide linkage between higher value areas, and does not support significant populations of target species. However, the sage scrub habitat is in close proximity to very high quality habitat in the lagoon, the northern extension of the State Reserve and the main portion of the State Reserve and does support the California gnatcatcher. Mitigation should be on a case by case decision. The proposed mitigation replacement ratio of 2:1 for direct impacts to the Diegan coastal sage scrub were derived based upon the overall isolation of the sage scrub onsite. Appropriate mitigation options outlined in Section 4.3 of the NCCP Process Guidelines include restoration or payment of fees.

The impact on Diegan coastal sage scrub, which supports one breeding pair of coastal California gnatcatchers, is not expected to seriously reduce the long-term survival and recovery of this species. One of the criteria of the NCCP subregional plans is the preservation of "core" populations of the coastal California gnatcatcher. The entire site is within a gnatcatcher subpopulation area as depicted on the MSCP Draft California Gnatcatcher Habitat Evaluation Model Results map. Though the sage scrub occurring within the project boundaries is currently occupied by one pair of coastal California gnatcatchers, given the isolated condition and limited size of this habitat, it is unlikely that any additional listed species (including any additional coastal California gnatcatchers) will ever be able to successfully breed within the project boundaries.

Lastly, the habitat loss is incidental to the demolition and reconstruction of the two bridges. The replacement of the bridges is being proposed in the interest of public safety.

Therefore, the North Torrey Pines Bridges Replacement Projects meets all the criteria necessary for the issuance of an interim habitat loss permit.

Cultural Resources

Existing Conditions

The northern and southern bridges were constructed as part of State Highway 101 in 1933 and 1932, respectively. In the early 1960s, use of Highway 101 as a major coastal thoroughfare diminished with construction of Interstate 5 to the east. Subsequently, portions of the highway, including the Del Mar and Torrey Pines areas, were relinquished to the City of Del Mar and the City of San Diego, respectively.

A review of previous reports, site record information for a one-mile radius of the Area of Potential Effect (APE), historic maps and the results an assessment of the bridges for historical significance on the local, state and national levels was conducted to determine the local, State and Federal significance of demolition and replacement of the two bridges as well as widening of the road within the APE. Federal laws, procedures and policies which affect the treatment of cultural resources include the Antiquities Act of 1906, Public Law 59-209, Executive Order 11593, Section 106 of the National Historic Preservation Act of 1966 (Public Law 89-665) as amended Public Law 93-291, National Environmental Policy Act of 1969 (Public Law 91-190), Federal Land Policy Management Act (Public Law 94-579) and regulations 36 CFR 60 and 36 CFR 800. State criteria addressing significant of impacts to cultural resources are provided in the California Environmental Policy Act. Local criteria are provided under the City of San Diego Significance Guidelines and the City of San Diego Resource Protection Ordinance (RPO).

The following provides a summary of the cultural resources study and conclusions contained in the appendices:

Environmental Assessment and Conclusions

A record search and literature review was conducted for the APE shown in Figure 2. The South Coastal Information Center at San Diego State University and the San Diego Museum of Man reports 17 previously recorded sites within a one-mile radius of the APE but no previously recorded sites were identified within, or adjacent to, the APE. A field survey for prehistoric sites within the APE also was negative. This is primarily due to the fact that construction of the road and bridges resulted in considerable disturbance in the form of dredging, filling, cutting and grading activities. In summary, no prehistoric

resources were found during the field survey of the APE, and there is no evidence to indicate the presence of prehistoric archaeological sites within the APE.

An assessment of the historical significance of the two North Torrey Pines Road Bridges was also conducted. The bridges were evaluated by Caltrans during a historic bridge inventory conducted between 1984 and 1986. All inventoried bridges were placed in one of five categories relative to the National Register. Both bridges were placed in Category 5, which included those structures that were determined not eligible for the National Register of Historic Places. Bridges listed in Category 5 require no further evaluation under Caltrans Guidelines. This conclusion is based on the following assessment:

Integrity: The bridges are badly deteriorated and would require extensive modification for long-term continued use. Existing evidence of previous repair compromises the integrity of the structure.

Uniqueness: The bridges are similar to many concrete bridges that serve a similar function and have been built throughout the state for many years. They do not contain distinctive characteristics of a type, period, or method of construction. Although the northern bridge is unusual because of construction as a railway overpass, and does not appear to have been repaired in the past, it is also badly deteriorated.

Research

Potential: The research potential for the North Torrey Pines Road Bridges is low and additional research is unlikely to yield information important in history or increase the knowledge of past use of the resource.

Therefore, on the basis of the Caltrans survey and the current assessment using eligibility requirements stated in 36 CFR 60.6 and 36 CFR 64, both bridges are identified as not eligible for inclusion in the National Register of Historic Places. National Register recommendations are forwarded to the State Office of Historic Preservation and the Advisory Council for review and concurrence. Upon concurrence by State Historic Preservation Officer (SHPO) and the Advisory Council, no additional work is necessary for sites identified as not eligible to the National Register of Historic Places.

The fact that both bridges have been in existence for over 50 years initiated additional research to determine if the bridges were important at a local level. Based on research conducted at the San Diego Public Library and the San Diego Historical Society Research Archives, information on these bridges is minimal, indicating that they are not considered to be of particular importance at the local level. One article was found which referred to the northern bridge as one of 20 unusual San Diego bridges and included a description of the bridge as a "Coast Highway concrete classic". This reference is not sufficient to establish local historical significance.

Therefore, from a State and local perspective, neither bridge qualifies as important under criteria included in CEQA or significant according to the City of San Diego. No Native American heritage concerns were identified. No sites eligible for the California Register were identified.

Geology/Soils

Existing Conditions

The geologic units identified onsite include artificial fill (Qaf), beach deposits (Qb), and alluvium deposits (Qal). In addition, several geologic formations are exposed in the northern portion of the site. These consist of the Bay Point Formation (Qbp), Torrey Sandstone (Tt), and Delmar Formation (Td). The approximate distribution of the onsite geologic units is shown on Figure 12 and a description is provided below.

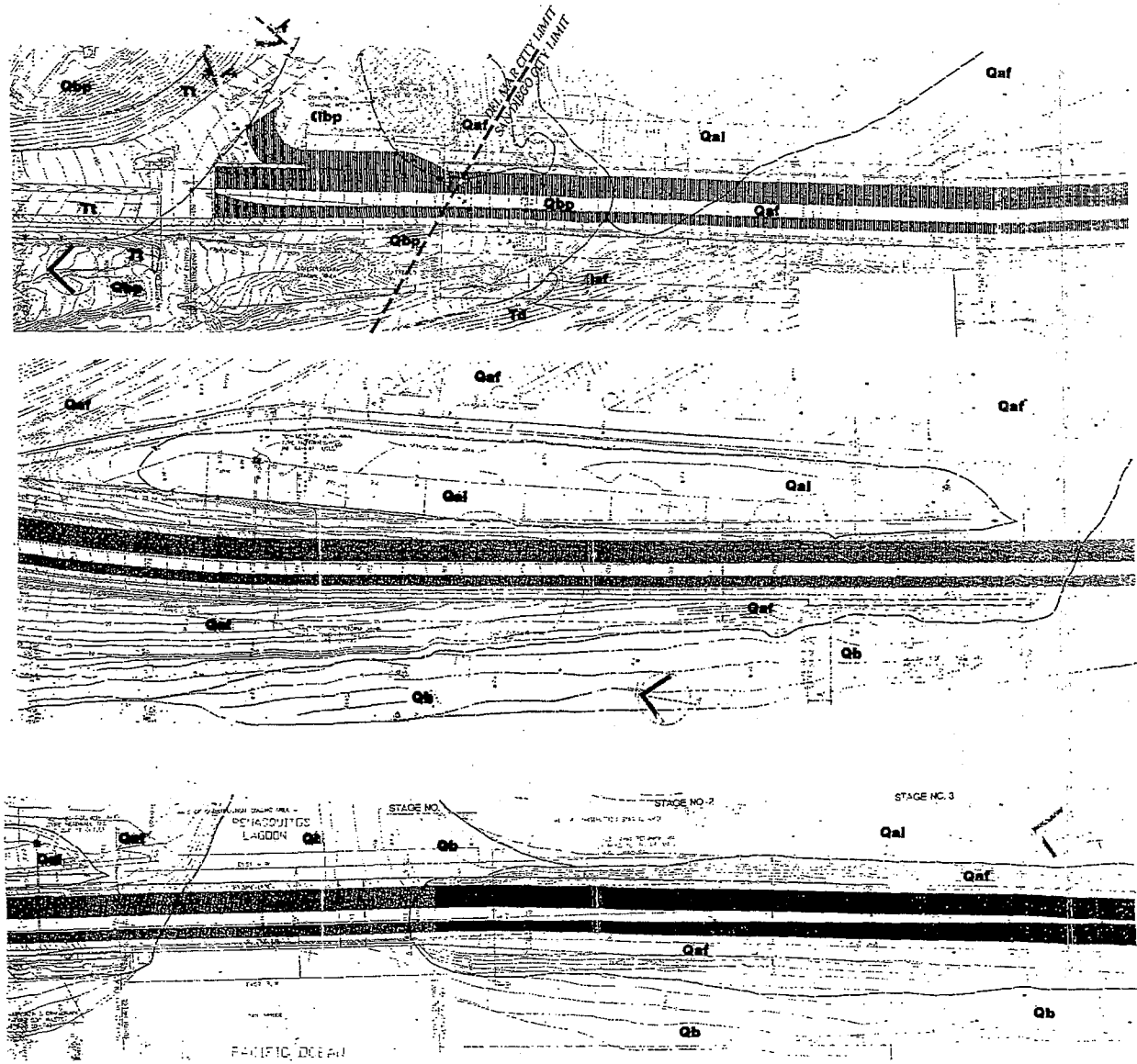
North Torrey Pines Road in the area of the Los Peñasquitos Lagoon is generally underlain by artificial fill soils. The roadway fills vary in thickness but they range from approximately 10 to 15 feet thick at the southern bridge approaches to thicker fills, up to 50 feet, at the northern bridge approaches. Nearby areas, such as the North Beach Parking Lot and the railroad tracks, are also underlain by artificial fill soils.

Adjacent shoreline areas to the west are covered with Holocene (recent) beach deposits. Beach deposits were also observed below and to the east of the southern bridge where they have migrated into the mouth of the lagoon. The area to the east of the southern bridge is a zone where alluvial deposits are interlain with lagoonal and beach deposits.

Holocene alluvial deposits derived from the nearby hills and transported via Los Peñasquitos Creek and Soledad Creek underlie the areas to the east of North Torrey Pines Road in the Los Peñasquitos Lagoon. Elevated areas along the flanks of the lagoon were observed to be underlain by alluvial deposits.

Materials of the Pleistocene-age Bay Point Formation are exposed in the northern portion of the site. This formation is described as being composed mostly of marine and non-marine, poorly consolidated fine- and medium-grained, pale brown, fossiliferous sandstone. It generally possesses good bearing characteristics and is usually not prone to slope stability problems. However, the unit is prone to erosion because of its poorly consolidated character.

Torrey Sandstone deposits are also found within roadcuts along Carmel Valley Road. This unit is composed of hardened sandstone which is light to brown and medium- to coarse-grained. Due to its composition and hardened character, this unit generally possesses good bearing characteristics and is usually not prone to landsliding.



LEGEND	
Qaf	Artificial Fill
Qb	Beach Deposits
Qal	Alluvium
Qbp	Bay Point Formation
Tt	Torrey Sandstone
Td	Delmar Formation
---	Approximate Location of geological contact, queried where uncertain
	Bedding altitude, with dip shown in degrees
	Approximate location of fault trace, with dip of fault shown in degrees, dotted where inferred

NOTE: Base Map by Barrett Consulting Group

Geology Map

The Delmar Formation is exposed in some of the northern portions of the site. This unit has been described as being composed of yellowish-green sandy claystone interbedded with medium-gray, coarse-grained sandstone. It generally possesses good bearing characteristics, but due to the presence of claystone, the unit can be expansive and prone to slope stability problems.

Based on the observations of standing lagoonal water and the close proximity of the site to the ocean, the depth to groundwater is anticipated to be very shallow, except in the north portion of the site. Depth to groundwater at the site is expected to fluctuate with seasonal and tidal variations.

Based on review of published geologic maps of the area, no active faults have been mapped at the project site. Moreover, review of aerial photographs and field reconnaissance did not provide evidence of onsite faulting. No deep-seated landslides have been mapped or observed within the study area during air photo review and site reconnaissance. It should be noted that the City of San Diego Seismic Safety Study (19830) designates the site area as having a relatively high potential for liquefaction.

The potentially active Carmel Valley fault is located approximately one mile southeast of the bridge site and an unnamed fault is located in the northern portion of the site. The unnamed fault segment has not been recognized by the State of California as an active or potentially active fault. The Carmel Valley fault is relatively short and discontinuous and is not considered a major fault.

In addition to the above two local faults, it has been suggested that a potentially active, northwest-trending fault is buried beneath Soledad Valley. This fault has been referred to as the Soledad Valley Lineament. As postulated, it would cross near, or just beyond, the north end of the project site.

Environmental Assessment and Conclusions

The project would be subject to geotechnical constraints that are considered to be potentially significant. As shown in Table 3, several active faults in the southern California area could generate significant ground accelerations and ground shaking at the site. The table shows the estimated maximum credible seismic events which could occur on these faults and the anticipated ground accelerations at the study area associated with these seismic events.

It is predicted that the maximum credible seismic event would be an earthquake of magnitude 7.0 on the Rose Canyon fault zone. The predicted peak horizontal bedrock acceleration produced at the site by the described maximum credible event would be approximately 0.56g. A repeatable high ground acceleration equal to approximately 65 percent of the peak acceleration, or 0.36g, can be assigned for the maximum credible

TABLE 3
Seismic Parameters for Major Faults

Fault	Fault to Site Distance (miles)	Maximum Credible Earthquake Magnitude ¹	Estimated Acceleration (g)	
			Peak Horizontal Bedrock ²	Repeatable High Ground ³
Aqua Blanca-Coronado Bank	16	7.7	0.29	0.19
La Nacion	10	6.8	0.25	0.16
Offshore Zone of Deformation	11	7.0	0.24	0.16
Rose Canyon	2	7.0	0.56	0.36
San Andreas (Southern Section)	83	7.5	0.04	0.04
San Clemente	51	7.3	0.06	0.06
San Diego Trough	26	7.7	0.20	0.20
San Jacinto	56	7.5	0.06	0.06
Whittier-Elsinore	32	7.5	0.13	0.13

¹ After Anderson et al, 1989, and Mualchin and Jones, 1992

² Mualchin and Jones, 1992

³ Ploessel and Slosson, 1974

Note: All faults listed are considered to be active except the La Nacion fault, which is classified as potentially active based on criteria of the California Division of Mines and Geology (CDMG).

event. Based on the peak acceleration values and Caltrans' bridge design criteria, a peak horizontal acceleration of 0.6g would be assigned for the bridge structures.

Since the subject site is primarily underlain by saturated, loose, granular soils, there is a potential that soil liquefaction, settlement, compressible soils, erosion, and corrosive soils could occur on the site. A potential for scour as a result of wave or storm action exists given the site's proximity to the shoreline.

The foregoing geologic constraints would be mitigated through preparation of a comprehensive geotechnical evaluation that includes project-specific subsurface exploration and laboratory testing to facilitate the preparation and review of project plans. The purpose of subsurface evaluation would be to: 1) further evaluate the subsurface conditions in areas of the proposed structures, 2) provide specific data on potential geologic and geotechnical hazards and constraints, and 3) provide information pertaining to the engineering characteristics of earth materials at the project site. The evaluation would provide measures for grading/earthwork, slope stability, surface and subsurface drainage, foundations, pavement structural sections, and other pertinent geotechnical design considerations.

Due to the location of the project site at the outlet of the Los Peñasquitos Lagoon and its proximity to the shoreline, a high potential for erosion exists. Fill slopes constructed at the abutments are also susceptible to erosion by surface runoff. Temporary and permanent erosion control measures included in the proposed project (see Section I. of this Initial Study) and compliance with City Clerk document No: 00-17068 would reduce potential impacts from erosion to below significance.

Hazardous Materials

Existing Conditions

An initial site assessment of the project was conducted by Ninyo & Moore on May 5, 1995. The tasks included in this assessment were: 1) a review of regulatory agency records pertaining to the project site and properties located within 1,000 feet to identify locations where potentially hazardous materials may have been used or stored, locations of landfills, and past or present locations of underground storage tanks (USTs); 2) a review of historical aerial photographs, reports, and maps; and 3) performance of an onsite reconnaissance to evaluate current conditions and activities which may involve hazardous substances.

The review of regulatory agency records (See list in Table 4) did not identify any significant release of hazardous materials within 1,000 feet of the project site. Records did identify an underground storage tank located 0.1 mile east of the project area (Del Mar German Car Service, Inc., 155 Carmel Valley Road). According to State Water Resources Control Board (SWRCB) information and through observation of this site, it appears that this establishment has not released hazardous materials that would have the potential of impacting the project area at this time. Moreover, the tank has reportedly been removed, and the site was not listed in agency records as a leaking tank site.

The watershed of Soledad Creek and Los Peñasquitos Lagoon includes the industrial and commercial areas of Sorrento Valley, Miramar and Carroll Canyon. Contaminated runoff from upstream sites or an upstream hazardous material incident or spill may have brought contaminated water onto the project area. Although a listed hazardous material incident

TABLE 4
Summary of Environmental Database Search

Database Name	Agency	Approximate Search Distance ¹	Number of Sites Listed
National Priority List (NPL)	U.S. EPA	1.25 mile	0
Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) List	U.S. EPA	0.75 mile	0
RCRA TSD Facilities List	U.S. EPA	1.25 mile	0
RCRA Corrective Action Sites	U.S. EPA	1.25 mile	0
RCRA Violator or Under Enforcement Action	U.S. EPA	0.5 mile	0
RCRA Generators List	U.S. EPA	0.25 mile	0
Emergency Response Notification System (ERNS) List	U.S. EPA	0.25 mile	0
SARA Title III-Toxic Release Inventory System	U.S. EPA	0.5 mile	0
Cal-Sites—Annual Work Plan (formerly BEP)	Cal EPA	1.25 mile	0
Solid Waste Information System (SWIS) List—Landfills	IWMB	0.75 mile	0
Leaking Underground Storage Tank (LUST)	Cal EPA/ SWRCB	0.75 mile	0
Hazardous Waste and Substances Sites List (Cortese List)	Cal EPA	0.75 mile	0
Cal-Sites—Abandoned Sites Program Information System (formerly ASPIS)	Cal EPA	0.75 mile	0
Underground Storage Tank (UST) Registration Database	SWRCB	0.25 mile	1
San Diego County Unauthorized Release List	EHS	0.5 mile	0

¹ = Appropriate minimum distance from North Torrey Pines Road in the project area as shown on Figure 2.

U.S. EPA = U.S. Environmental Protection Agency
 Cal EPA = California Environmental Protection Agency
 IWMB = California Integrated Waste Management Board
 SWRCB = California State Water Resources Control Board
 EHS = San Diego County Environmental Health Services

Source: Ninyo & Moore, May 5, 1995

occurred nearby, wherein paint was discharged into a creek, it was reportedly remediated and probably did not impact the project area.

The historical use of the site was determined through review of selected aerial photographs dating from 1928, historical maps, and other public documents. The research found no evidence of hazardous waste storage, usage, or contamination onsite or within the project vicinity.

Reconnaissance of the project site identified graffiti on sections of the concrete bridges. The graffiti has been painted-out; it is unknown whether lead-based paints were used in the graffiti or the paint to cover it.

A 4" gas pipeline observed underneath the southern bridge is wrapped in a tarry fabric which may or may not contain friable asbestos.

The lagoon and creek bed on and adjacent to the project area appeared uncontaminated, and the water appeared clean. Furthermore, monthly testing by the County Department of Environmental Health indicates relatively low historical bacteria counts. However, evidence of a hazardous material spill or leak may have been obscured by deposition of sediment or dispersion by surface-water action.

Environmental Assessment and Conclusions

Based upon the initial site assessment, it does not appear that the project area has been significantly impacted by environmental hazards. Any risk associated with the possible onsite presence of asbestos-containing materials and lead-based paint would be mitigated through compliance with Federal and State statutes prior to construction.

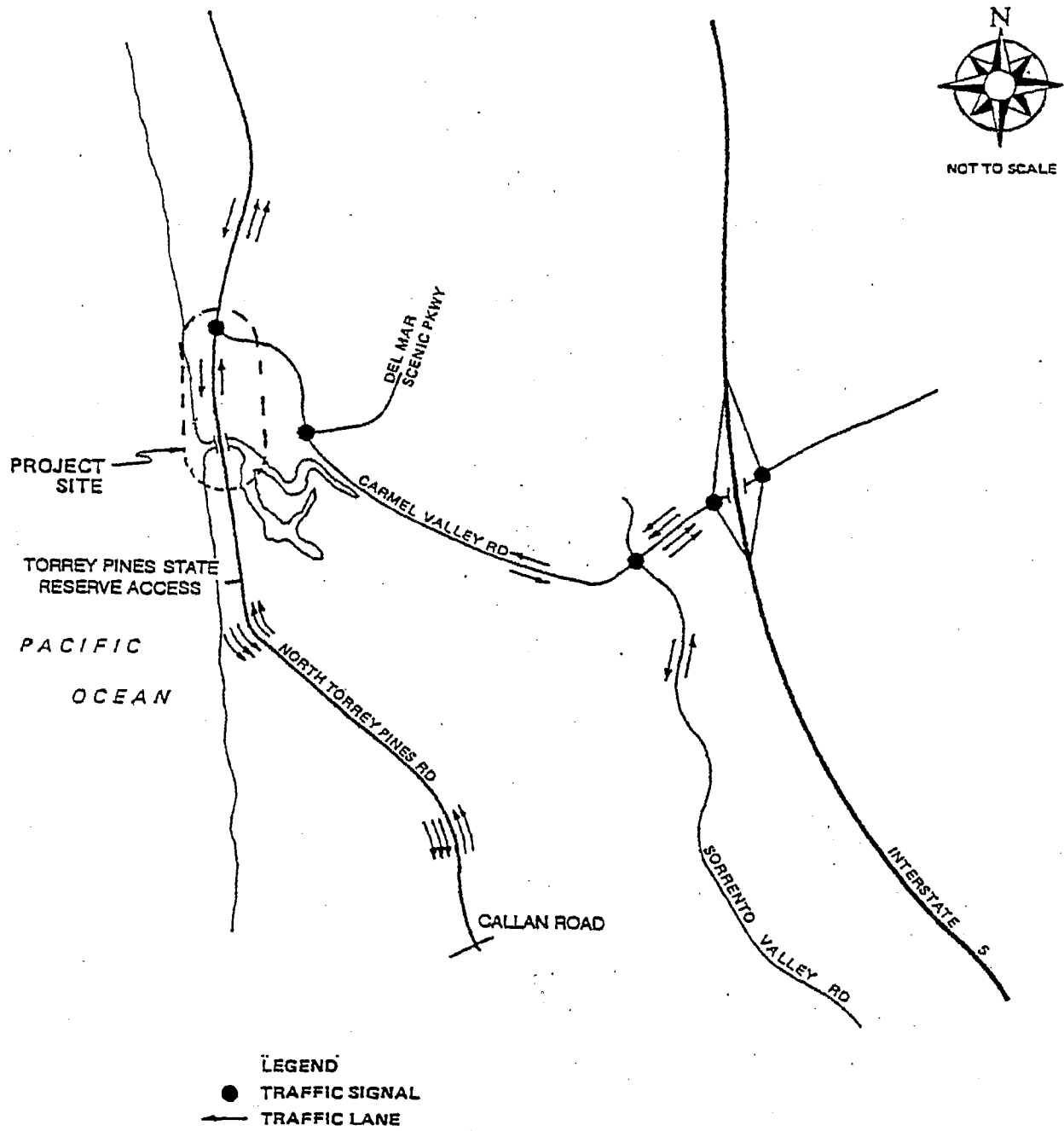
Traffic Circulation

Existing Conditions

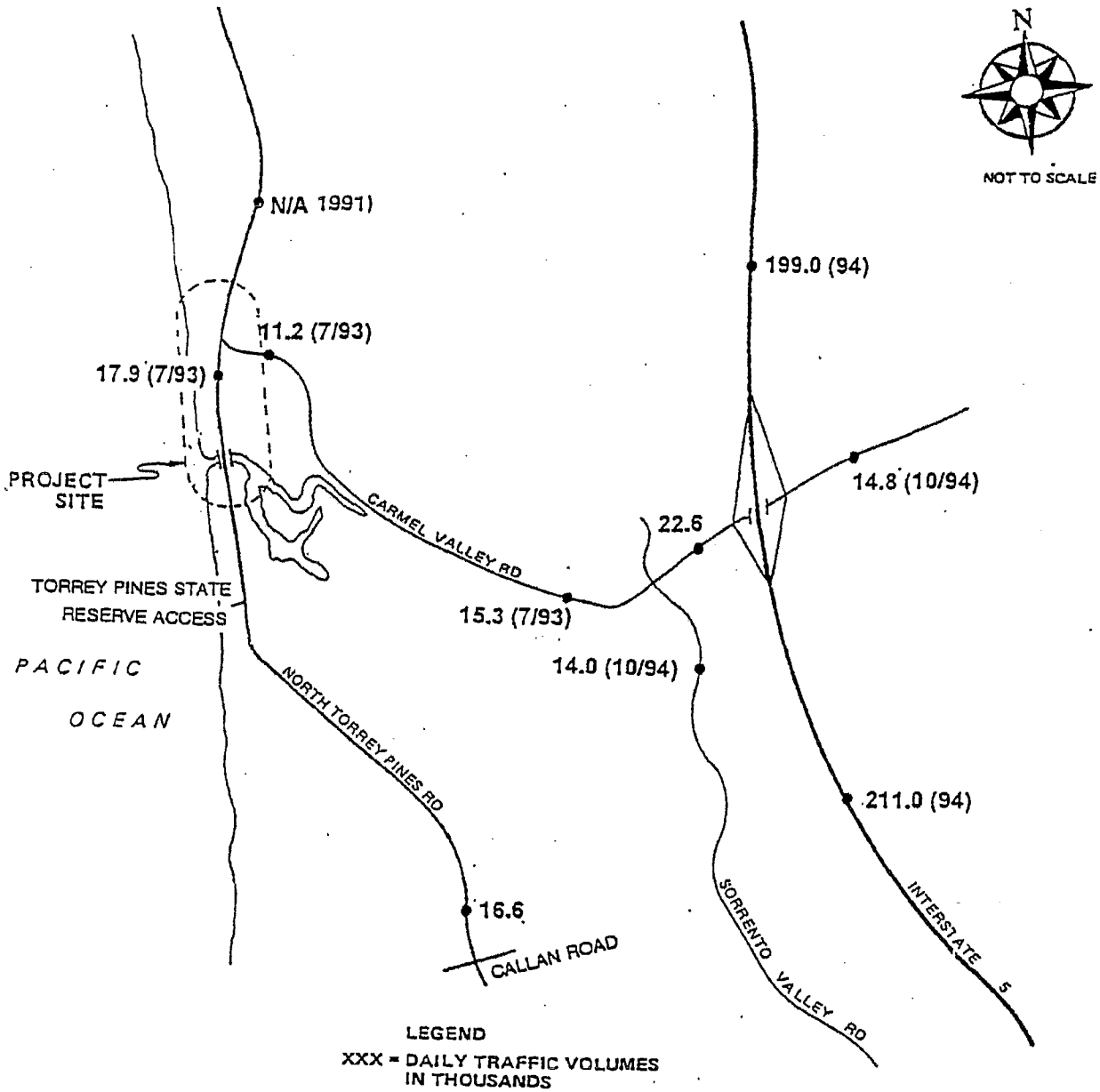
The study area considered in the traffic analysis is shown in Figure 13. Also shown are existing lane configurations and traffic signals on North Torrey Pines Road and other roadways in the study area. Regional access to the site is provided by Interstate 5 (I-5) to the east. Key local streets serving the project include Carmel Valley Road to the north and Genesee Avenue to the south.

Figure 14 shows weekday traffic volumes for roadways in the study area. Existing daily traffic volumes on North Torrey Pines Road range from 16,600 vehicles per day (vpd) north of Callan Road to approximately 17,900 vpd south of Carmel Valley Road.

The most recent daily traffic volume counts on Carmel Valley Road indicate approximately 11,200 vpd on the segment east of North Torrey Pines Road, and



Source: Kimley-Horn



NOTE: TRAFFIC VOLUMES SHOWN ARE FOR 1992, UNLESS OTHERWISE NOTED.

SOURCE: CITY OF SAN DIEGO MACHINE COUNT INDEX;
 SAN DIEGO ASSOCIATION OF GOVERNMENTS
 SAN DIEGO REGION AVERAGE WEEKDAY
 TRAFFIC VOLUMES; CALTRANS.

Source: Kimley-Horn

approximately 15,300 vpd on the segment west of Sorrento Valley Road. According to Caltrans, I-5 currently carries approximately 189,100 average weekday vehicles north of Carmel Valley Road, and approximately 214,100 vpd to the south.

Table 5 summarizes existing street segment operating conditions, based on daily traffic volumes, for roadways in the project vicinity. Three roadway segments currently operate at substandard levels of service (LOS): North Torrey Pines Road, south of Carmel Valley Road (LOS F); Carmel Valley Road, west of Sorrento Valley Road (LOS F); Carmel Valley Road, east of North Torrey Pines Road (LOS D); and Sorrento Valley Road, south of Carmel Valley Road (LOS E). Daily traffic volumes on I-5 north and south of Carmel Valley Road result in LOS F operating conditions during peak hours. In addition to these street and freeway segments, the intersection of North Torrey Pines and Carmel Valley Roads currently operates at LOS F during the afternoon peak hour.

TABLE 5
Existing Street Segment Levels of Service

Street	Limits	Functional Classification	Existing Daily Traffic Volume	Level of Service C Volume	Estimated Level of Service
North Torrey Pines Road	S/of Carmel Valley Road	Primary Arterial (2-lanes)	17,900	10,000	F
	N/of Callan Road	Primary Arterial (5-lanes)	16,600	40,000	A
Carmel Valley Road	W/of Sorrento Valley Road	Collector (2-lanes)	15,300	10,000	F
	E/of N. Torrey Pines Rd.	Collector (2-lanes)	11,200	10,000	D
Sorrento Valley Road	S/of Carmel Valley Road	Major (2-lanes)	14,000	10,000	E

Environmental Assessment and Conclusions

The traffic impact analysis considered three scenarios: short-term conditions during construction, near-term conditions (from project completion to Year 2010), and future conditions (Year 2010 and beyond).

Short-Term Conditions

During construction, the project would result in significant (short-term) traffic impacts to North Torrey Pines Road. Short-term impacts include traffic delays that would occur due

to detours through the work zone, and movement of construction vehicles through and across the main flow of traffic between equipment staging areas (Figure 7). In addition to required traffic detours, delays along North Torrey Pines Road would occur due to trips generated by construction personnel and heavy equipment. Total daily traffic generated by construction activities would add approximately 212 vpd to the surrounding street system during each project phase, or 400 vpd if both projects are constructed concurrently. This additional construction-related traffic would not result in significant direct traffic impacts because such construction activities would be localized and of limited duration. Although not representing a significant direct impact, these additional construction-related trips would incrementally contribute to significant cumulative traffic impacts along the segment of North Torrey Pines Road south of Carmel Valley Road, which currently operates at LOS F (Table 5).

The short-term direct and cumulative traffic impacts would be reduced to below a level of significance via implementation of a traffic control plan. The traffic control plan would provide details on interim signage, striping and other control measures to be implemented during the construction period to ensure safe movement of vehicles, pedestrians and bicycles through the work zone, and to ensure the maintenance of current prevailing traffic speeds to the extent possible.

During all phases of construction, pedestrian access would be inconvenienced due to the temporary restriction of pedestrian movement under both bridges. As stated in Section I, however, beach access would be maintained through the use of a "two-way" fence system under each bridge. Temporary parking restrictions along the west side of North Torrey Pines Road, south of the southern bridge, would also inconvenience visitors to the beach during the peak summer months. Specifically, the Phase I construction staging area would result in the loss of approximately 33 parallel parking spaces. Some delays in transit service may also be realized during the construction period due to impeded traffic flow through the work zone. These temporary inconveniences to beach access would not result in significant impacts, however, due to their limited duration and the fact that beach users have the option to attend other County beaches during the construction period. Upon completion of the project, parking would be restored, and pedestrian access at the site would be enhanced.

The traffic analysis identified two potential haul routes for construction-related traffic. The southerly alternative access route (via Genesee Avenue) was rejected because trips originating from, or destined to, the north would be required to travel a great distance out of direction; the existing grade on North Torrey Pines Road south of the southern bridge would result in reduced speeds for trucks, causing additional delays to non-construction traffic; and construction vehicles traveling to and from the Phase I staging area would result in additional delays at the intersection of North Torrey Pines and Carmel Valley Roads.

Although the slower moving construction vehicles would cause delays to non-construction traffic between I-5 and Del Mar Scenic Parkway, the northerly alternative access (via Carmel Valley Road) is the preferred route because out-of-direction travel for construction-related traffic would be minimized; thereby, reducing associated fuel consumption and vehicle emissions which contribute to poor air quality within the San Diego Air Basin. In addition, construction vehicles traveling to and from the Phase I staging area would not directly impact traffic flow along North Torrey Pines Road, in the immediate vicinity of the work zone, nor the intersection operations at North Torrey Pines and Carmel Valley Roads.

Near-Term Conditions

Project implementation would result in a three-lane cross-section on North Torrey Pines Road where two travel lanes currently exist: two northbound lanes, one southbound lane, and a raised median. With the additional lane capacity, operational conditions on this segment of North Torrey Pines Road would improve from the current LOS F to LOS E. While this is still below the LOS D operating standard, the project would result in overall improved traffic flow conditions. In addition, traffic safety would be enhanced by the presence of a raised median to physically separate opposing traffic movements.

Lane configurations at the intersection of North Torrey Pines and Carmel Valley Roads would consist of one southbound lane, one northbound through lane, and the proposed channelization of the second northbound travel lane to serve right-turns only. With the extended right-turn lane, near-term operating conditions would still remain at LOS F. However, the operating condition would be an improvement over the current lane configuration. Under existing conditions, queued traffic in the northbound direction spills well past the entrance to the existing right-turn pocket, resulting in long delays for both through and right-turn movements. Channelization of the second northbound travel lane to serve right-turns only would provide additional capacity for through movements. Therefore, while still below the LOS D operating standard, the project would result in overall improved traffic flow conditions at the intersection of North Torrey Pines and Carmel Valley Roads.

The intersection of North Torrey Pines and Carmel Valley Roads was also evaluated with a second northbound through lane under the near-term condition. With this improvement, the intersection level of service improves from LOS F to LOS D. Although proposed roadway improvements of the project could accommodate a second through lane, the project does not propose this improvement in order to avoid conflicts with the City of Del Mar General Plan. The City of Del Mar is proposing to reduce the number of lanes on Camino Del Mar, immediately north of the intersection, from four to two lanes.

Future Conditions

Based on the Year 2010 forecast for the area, North Torrey Pines Road is expected to carry approximately 35,000 average daily vehicles, resulting in LOS F with or without the proposed project. As previously discussed, however, the enhanced roadway capacity resulting from the project would improve traffic flow and reduce delays. Striping at the intersection of North Torrey Pines and Carmel Valley Roads would result in two northbound through lanes in addition to the proposed 150-foot long channelization of the right-turn pocket (Figure 5A). The proposed channelization would serve as a long stacking lane for right-turn movements; thereby, providing additional capacity for through movements. With the proposed improvements, future operating conditions at this intersection would improve from LOS F to LOS E. While still below the LOS D operating standard, the project would result in overall improved traffic flow conditions at the intersection of North Torrey Pines and Carmel Valley Roads.

In both the near-term and future conditions, pedestrian access would be enhanced by the project. The southern bridge underpass would be retained to provide pedestrian access to the beach from the Torrey Pines State Reserve parking lot. Bike lanes would continue to be provided on both the east and west sides of the bridges. A sidewalk would be retained on the west side of both bridges. In compliance with federal law, project design calls for the provision of bus access ramps on the north end of the southern bridge, on both the west (beach) and east (park) sides. These facilities currently do not exist and would represent improvements for accessibility to the parking lot, beach and State Park restrooms. These ramps would provide pedestrian and handicap access from the southbound bus stop to the beach and from the northbound bus stop to the lagoon. The access ramps would discourage bus users from crossing North Torrey Pines Road at grade.

Noise

Existing Conditions

Existing noise levels in the project area derive primarily from vehicular traffic on North Torrey Pines Road. Because there are no topographical or structural barriers to line of sight noise propagation, traffic noise levels propagate for a considerable distance from the road. Railroad noise also contributes to the ambient noise level when a train crosses the lagoon. However, the noise contribution from the railroad activity is not significant because the railroad tracks are sufficiently far enough from the project site, and the noise contribution is isolated and periodic.

Short term noise measurements were taken in the bridge vicinity to obtain an existing ambient noise level characterization. The results of the measurements are summarized in Table 6. Observed noise levels between 65 and 76 dB(A) Leq (see the Noise Study in the Appendices for definitions of noise and rating scales) are moderately noisy and are above the desirable noise exposure level for park users (65 dB(A) for human receivers and

TABLE 6
Existing Noise Levels in the Project Vicinity

Location	Noise Levels in dB(A)						
	Leq	Lmax	Lmin	L10	L33	L50	L90
Northern Bridge							
Carmel Valley Road/ McGonigle Street 50' to Carmel Valley	64.8	74.5	49.0	69.0	—	60.5	52.0
North End of Bridge 25' to centerline	73.8	82.0	62.0	77.5	—	72.5	64.5
South End of Bridge 25' to centerline	70.9	85.0	59.5	74.5	—	68.0	62.5
Southern Bridge							
Southwest End of the Bridge 44' to centerline of S-21 75' to end of bridge	73.6	88.0	61.0	77.0	73.5	70.5	63.5
Southwest End of Bridge 100' to centerline of S-21 62' to end of bridge	65.4	72.5	61.5	66.5	65.0	64.5	63.0
Southwest End of Bridge 44' to centerline of S-21 32' to end of bridge	73.8	83.5	61.5	77.5	74.0	71.0	64.0
Northwest End of Bridge 39' to centerline of S-21 58' to end of bridge	76.5	95.0	61.0	78.0	75.0	72.5	64.0
Northwest End of Bridge 51' to centerline of S-21 95' to end of bridge	68.4	78.0	61.0	71.5	68.5	66.5	63.5
Northwest End of Bridge 51' to centerline of S-21 115' to end of bridge	73.3	83.0	62.5	76.5	73.5	71.5	65.0
Northwest End of Bridge 46' to centerline of S-21 46' to end of bridge	66.9	75.5	51.0	70.5	67.0	65.0	57.5

Source: LDL Model 700 & 700B Noise Integrating Dosimeter

60 dB(A) for avian species). Taking into consideration the typical noise reduction with distance, the existing 65 dB contour extends to approximately 250 feet from the road. The noise generated by construction activities would be partially masked by the relatively loud existing baseline noise level.

Residential communities, beach/park users and avian species are the three sensitive receptors in the project area. The nearest residences to the northern bridge are approximately 450 feet northeast of the bridge. These residences are at a higher elevation than the existing bridge and road and are currently exposed to vehicular noise from Carmel Valley Road and North Torrey Pines Road. Recreational beach and park use is within a few hundred feet east and west of the bridge. Sensitive avian species in the vicinity of the northern bridge include the California gnatcatcher. This species currently is utilizing coastal sage scrub and maritime sage scrub habitats within 50 feet of the road/bridge corridor.

The nearest residences to the southern bridge are approximately 1,120 feet. These residences are substantially screened from a direct line of sight of the southern bridge by the elevated railroad berm. These residences are also exposed to vehicular noise from Carmel Valley Road. Recreational beach and park use would be within a hundred feet of the bridge. The only sensitive avian species that utilizes the salt marsh east of the southern bridge is the Belding's savannah sparrow.

Environmental Assessment and Conclusions

Noise impacts were considered for the construction period for two scenarios, concurrent and sequential construction of the two bridges, as well as long term. If the two bridges are replaced concurrently, construction would occur for approximately two years. If the bridges are constructed sequentially and immediately after one another, construction could occur for approximately four years. For a bridge, long term noise impacts are related to the forecast traffic volume accommodated by the bridge. A perceptible increase (+3 dB) for human receivers requires a doubling of traffic volumes. Traffic volumes would not double as a result of the bridge replacement, as the proposed activity would not generate traffic. In addition, the bridge is being designed to accommodate the travel forecast volume of 35,000 ADT which is less than double the maximum existing traffic volume in the project vicinity. Therefore, there would be no significant long term impact on ambient noise levels from the proposed bridge replacement.

Construction activities would, however, increase ambient noise levels over an approximately two year period assuming concurrent construction. The operation of on-site heavy equipment and off-site truck traffic would constitute the primary noise sources associated with the proposed project. As discussed in Section I, each bridge replacement would occur through a sequential process (i.e., the replacement requires several steps which are dependent upon one another). The fact that construction would occur in a reasonably well-defined sequence with little locational latitude allows a better estimate of

the off-site noise exposure during construction. However, even with well-defined source characteristics, construction equipment typically generates a wide range of noise levels (see the Noise Study in the Appendices for the range of noise generated by a variety of construction equipment). For those stages of construction where there may be a range of noise emissions, the upper end of the noise generation range was generally used in order to generate a "worst-case" impact assessment.

Noise impacts were identified based on a comparison of the potential construction noise levels to the local noise standards. The City of San Diego's land use compatibility threshold for acceptable exterior noise levels in residential communities and parks is 65 dB(A) CNEL (Community Noise Equivalent Level). This level would achieve the State's requirement (Title 24 of the California Code of Regulations) that indoor noise levels in habitable rooms of all residential occupancies be limited to 45 dB CNEL with a typical noise attenuation factor of 15 dB with windows closed. A threshold of 65 dB is also an upper bound on acceptability of exterior noise exposure for exterior recreational or social use. However, 65 dB CNEL is not the appropriate threshold to evaluate impacts for this project because it is a 24-hour average noise level which takes into consideration daytime and nighttime noise weighting for chronic noise generators, such as vehicular and air traffic. The distance to the 65 dB CNEL contour was calculated in the subsequent analysis for reference but more appropriate thresholds include the daytime and nighttime construction noise standards provided by the Municipal Code (see below).

Construction activity noise is governed by the City of San Diego Municipal Code Section 59.5.0404 entitled "Construction Noise" which prohibits construction activities from 7 p.m. to 7 a.m. weekdays and all day on Sunday and holidays. The ordinance also has a daytime performance standard of 75 dB averaged over the 12-hour period of allowable noise generation at any residentially-zoned property within 500 feet from the noise source. This standard would apply to the northern bridge construction because the nearest residence is within 500 feet of the construction source. Since the closest residential property to the southern bridge is approximately 1,120 feet from the source, this standard is not applicable for the southern bridge. However, the distance to the 75 dB noise contour from both bridges was calculated for reference.

If, in the opinion of the Noise Abatement and Control Administrator, the public good is best served by nocturnal construction activities, a permit may be issued for nighttime construction. A nighttime construction-noise threshold of 55 dB Leq in residential areas has been used for this analysis. This threshold would permit an interior noise level of 45 dB Leq, assuming standard building attenuation, which is the standard threshold for sleep disturbance. This threshold was used for nighttime dewatering impacts only (southern bridge only), as heavy construction would not occur during the night.

For avian species, the peak hourly level of 60 dB has been identified as possibly significant during certain times of the year. This is further discussed in the Biological Resources discussion in this Initial Study.

Noise impact potential will vary as a function of equipment currently in operation, distance from the source, and any obstructions to line of sight propagation. Potential impact will also depend upon whether one or both replacement projects occur at any given time. The following discussion provides a "generic" analysis of types of impacts based on construction equipment, and then relates those impact to either bridge construction area. Finally, as a worst-case assumption, simultaneous construction of both projects is addressed.

Pile Driving

Pile driving, while generally perceived as the loudest construction activity for a project such as a bridge replacement, has an average acoustical energy that is not substantially different from continuously operating equipment. The acoustical average of the peak noise impulses and the longer periods of quiet is generally equivalent to a steady moderate noise source.

Ambient noise levels (peak hourly) were calculated for both the "hard" (pavement) and "soft" (vegetation) site assumptions for pile driving activity. For purposes of this analysis, combined hammer and driver equipment were assumed to generate an average noise source strength of 95 dB at 50 feet from the source. Table 7 summarizes the contour distances out to a 60 dB CNEL exposure for hard and soft site conditions. For a hard site assumption, the 65 dB CNEL contour extends to 630 feet from the construction site. For the soft site assumption, the distance to the 65 dB CNEL contour is reduced to 380 feet. Under either assumption, the 65 dB CNEL contour would cover a portion of the beach, park and a small part of the lagoon adjacent to the southern bridge and portions of the beach park and closest residential area adjacent to the northern bridge (see also impact discussion for each bridge below). Because the City's land use compatibility standard of 65 db CNEL is designed to avoid long-term land use conflicts, the temporary noise intrusion to recreational users at the beach and lagoon is considered adverse, but not significant.

Table 7 also shows that the 75 dB (12-hour average) contour distance specified in the City noise ordinance as an adverse impact to residential uses is met within 280 feet (hard)/200 feet (soft) for pile driving. No residential uses are within this distance. Assuming that avian habitat can be considered acoustically soft, the distance from the pile driver to the 60 dB peak hourly contour is 1,233 feet. This potential impact is evaluated further in the Biological Resources discussion in this Initial Study. Since pile driving would not occur at night, noise impacts relative to the nighttime standard of 55 dB (12-hour average) was not assessed.

Heavy Equipment

Heavy equipment would also be operating onsite during construction of fill slopes, retaining walls and other physical improvements as well as for demolition of existing

TABLE 7
Pile Driving Noise Impact Assessment Noise Levels (dB(A))

Distance	HARD SITE			SOFT SITE		
	Peak	Avg.	CNEL	Peak	Avg.	CNEL
50'	95	90	87	95	90	87
100'	89	84	81	88	82	80
200'	83	78	75	80	75	72
400'	77	72	69	72	68	64
800'	71	66	63	65	60	57
1000'	69	64	61	62	--	--
2000'	62	57	54	55	--	--
2500'	59	--	--	--	--	--

-- = <60 dB

pavement and supports and construction of the new roadbed. Earth moving equipment such as dozers or loaders are the noisiest pieces of equipment to be onsite with peak noise levels measured at 85 dB and averages of 80 dB at 50 feet from the center of a given work area. With several pieces of equipment operating simultaneously, a net noise emission rate of 85 dB average and 90 dB peak at 50 feet was assigned to either construction area. Table 8 summarizes the noise impact for such equipment with and without pile driving equipment. Nighttime construction noise is shown in Table 8 for comparative purposes only. Construction equipment would operate during the daytime only.

For a combined heavy and pile driving equipment condition (worst case), the daytime 65 dB CNEL contour would be located approximately 1,000 feet from the noise source. The closest residence to the northern bridge is within this contour, but the closest residence to the southern bridge is located outside this contour. The 55 dB and 75 dB noise levels (12-hour average nighttime and daytime construction noise thresholds, respectively) are shown in Figure 15. These contours would be located 900 and 450 feet from the noise source, respectively. Neither threshold would be exceeded at the closest residence.

Haul Trucks

Haul trucks would add 1.4 dB to the existing background noise levels. Noise level changes of less than 3 dB are generally not perceived as a substantial change.

TABLE 8
Onsite Equipment Activity Noise Impact Noise Levels (dB(A))

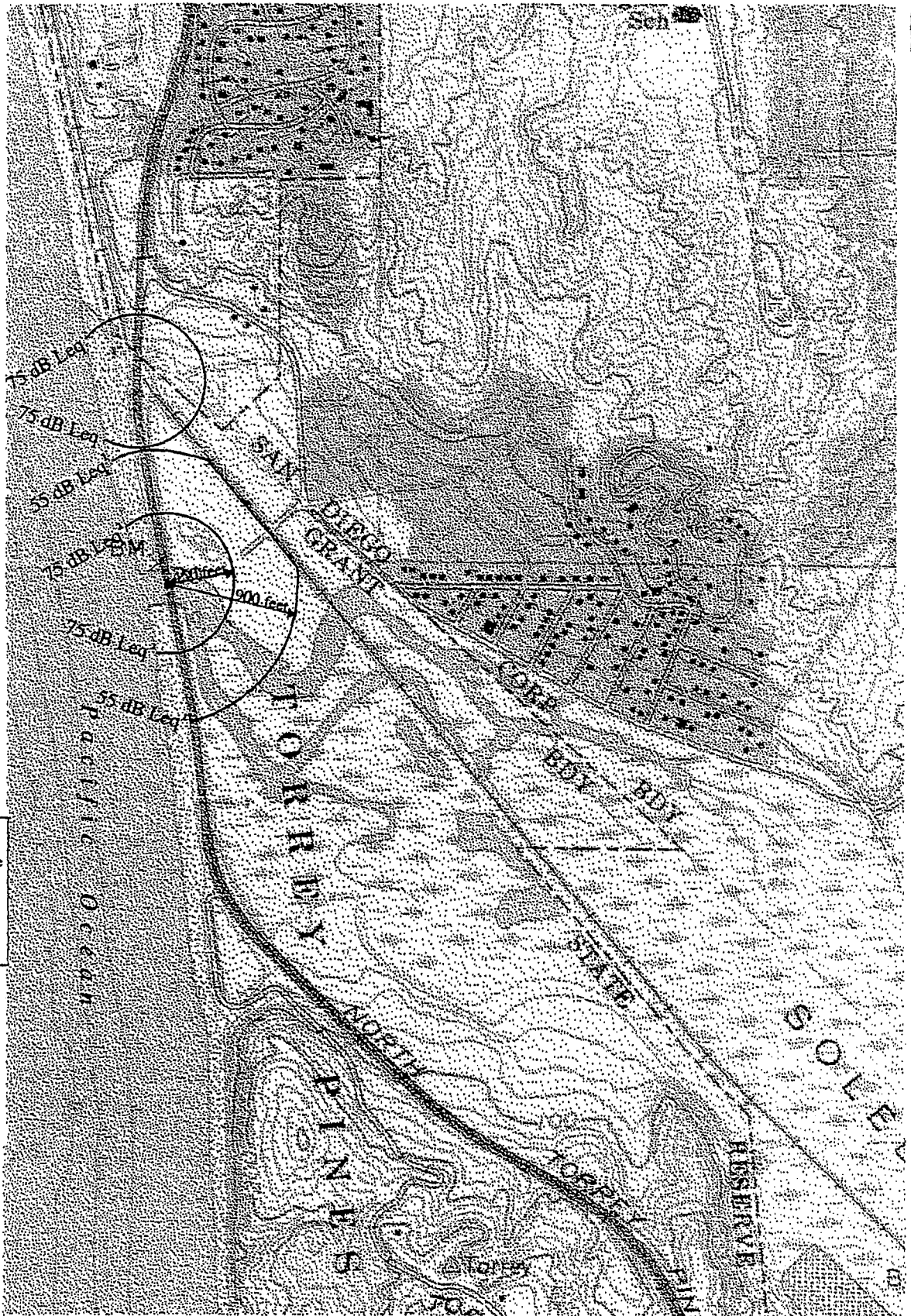
Distance	Equipment		Pile Driver		Combined	
	LEQ	CNEL	LEQ	CNEL	LEQ	CNEL
<u>Daytime Only:</u>						
100'	85	82	84	81	88	85
200'	79	76	78	75	82	79
400'	73	70	72	69	76	73
800'	67	64	66	63	70	67
1000'	65	62	64	61	68	65
<u>Nocturnal Operations:</u>						
100'	85	92	--	--	85	92
200'	79	86	--	--	79	86
400'	73	80	--	--	73	80
800'	67	74	--	--	67	74
1000'	65	72	--	--	65	72

-- = pile driving assumed for 7 a.m. to 7 p.m. only

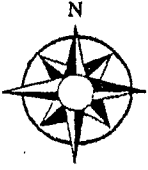
Truck traffic noise impact are not expected to be significant during the slope grading.

Dewatering

Dewatering would be required at the footing locations for the southern bridge only. Dewatering pumps and generators may be required to operate continuously, day and night. Dewatering using pumps and generators would entail use of equipment that is generally quieter than the mobile equipment used in other aspects of the construction phase. It may however, constitute the most significant noise contribution if dewatering equipment operates continuously. Based on the assumed generation data for dewatering facilities, the distance to the daytime 65 dB CNEL contour is approximately 400 feet if using standard pumps and generators and 100 feet if using commercially powered pumps. No residences are within these distances.



- NOTES**
1. For nighttime dewatering at the southern bridge only (significance criteria based on potential sleep disturbance)
 2. City of San Diego daytime construction standard



1 inch = 1000 feet

Base Map Source: Del Mar Quadrangle USGS 7.5 Minute Series

The nighttime noise exposure from possible dewatering using pumps and generators would drop below the 55 dB nighttime threshold (12-hour average) at less than 1,000 feet from the source (see Figure 15). As dewatering would only occur at the southern bridge and the closest residence is approximately 1,120 feet from the bridge, residential areas would therefore not be affected by operation of the dewatering pumps.

Noise Impacts Associated with the Northern Bridge Replacement

As stated previously, the closest residence would be approximately 450 feet from the northern portion of the northern bridge. Pile driving noise at 450 feet would average 71 dB for typical construction scenarios. This would be clearly audible at any exterior recreational use including the beach and at nearby residences. An hourly level of 71 dB meets the City of San Diego standard of 75 dB for 12 hours of construction activity. It would, however, exceed the recommended nocturnal exterior noise level of 55 dB. Pile driving for the northern bridge replacement project is recommended to be constrained to the hours from 7 a.m. to 7 p.m.

Heavy construction equipment operations could increase the hourly noise exposure to 75 dB at the nearest home if it occurs simultaneously with pile driving. The maximum theoretical impact would equal the City of San Diego standard. Since heavy equipment and pile driving would not occur simultaneously for 12 hours straight without breaks to relocate equipment, lunch, shift changes, etc., the theoretical maximum noise level would not be attained and would thus remain below the 75 dB residential property line criterion. Construction activity noise from pile driving and/or heavy equipment operations are therefore considered to be a temporarily adverse, but less than significant noise impact if such activities are limited to the hours controlled by the City's noise ordinance. Traffic impacts from bridge construction were shown to increase noise levels by +1.6 dB. As long as truck traffic occurs from 7 a.m. to 7 p.m., the traffic noise impact would remain below the perception threshold of +3 dB.

Noise Impacts Associated with the Southern Bridge Replacement

As noted previously, the nearest residence to the southern bridge is approximately 1,120 feet at the closest point. These residences are screened from a direct line of sight by the elevated railroad berm. They also are exposed to the masking effects of background traffic on Carmel Valley Road. The combination of distance, barriers and masking effects would make construction noise impacts on residential uses less than significant. The primary noise concern for the southern bridge replacement is for beach area recreational use and possibly for avian species within the lagoon area.

Table 8 shows that pile driving noise at the nearest residence from the southern bridge would be 63 dB. Combined equipment operations and pile driving was calculated to be 67 dB. With the attenuation afforded by the railroad berm, these levels would be reduced by 10 to 20 dB. Except for individual noise events, such as the actual pile driver instant

of impact, construction noise would be inaudible above the 60 to 65 dB background noise levels found in the nearest residential community to the southern bridge.

Similar to the northern bridge, temporary construction traffic noise impacts would be below the +3 dB perception threshold. Any dewatering operations, independent of the noise attenuation from the railroad berm, would create noise levels of less than 55 dB.

Construction activity noise exceeding 60 dB (the threshold for significance to avian species) may extend to 1,200+ feet from the southern bridge construction area. Mitigation to reduce noise impacts include avoiding construction during the breeding season of sensitive bird species as well as using the least noise generating equipment would reduce this impact. Please see the Biological Resources section of this Initial Study.

Combined Construction Activity Noise Impacts

Noise levels from combined activities add logarithmically. The noise from two simultaneous events is 3 dB higher than from each individual event if each event is equidistant from the receiver. If the second event is farther removed, their combined effect is less than 3 dB. As previously noted, people perceive a change in the noise environment when levels increase by 3 dB or more.

A noticeable change in the noise environment thus would require that both bridges be approximately equidistant from a noise-sensitive receiver. However, for this project, homes near the northern bridge are farther from the southern bridge and vice versa. Except for single event noise such as a pile driver that might be perceptible coming from two locations, the nearest residences would not experience a noticeable difference in construction noise if both bridges undergo simultaneous construction.

Beach users and birds using the shrub communities of the park are the only sensitive receptors that would possibly be affected by simultaneous construction. Birds in the lagoon would be farther from the northern bridge than the southern bridge and therefore should not be affected by the concurrent construction activity. Beach enjoyment may be diminished if pile drivers are working at the same time on both bridges because there would be a reduction in the beach area that would be free from noise. Limits on weekend construction and possibly doing pile driving during cooler months with reduced beach attendance can minimize impacts on recreational enjoyment. However, this impact would be temporary and beach users have the option of choosing alternative beach destinations. This impact would not be significant.

The combined construction activity would extend the 60 dB contour a distance of 1,500 feet. Similar measures as discussed previously for the individual bridges would reduce potential noise impacts to avian species. Please see the Biological Resources section of this Initial Study for more discussion of noise impacts and mitigation for avian species.

Offsite traffic noise impacts from simultaneous construction would increase from +1.6 dB for one project to +2.8 dB for two projects if traffic occurs between 7 a.m. and 7 p.m. Combined effects of construction traffic from both bridge locations would still be below the perception threshold. Therefore, no significant noise impacts are anticipated attributable to construction traffic.

In summary, noise impacts to residents for daytime construction activities whether the bridges are constructed separately or concurrently meet the City of San Diego's Noise Ordinance limits because of adequate distance separation between the construction site and the closest residence or the presence of an existing noise attenuation feature, such as the railroad berm. Daytime pile driving and equipment operations would have a temporary nuisance impact on the recreational enjoyment of the beach area. Wildlife may be affected by construction activity noise as addressed in the Biological Resources discussion. Earth moving and pile driving activities at night would not be permitted. Nocturnal dewatering activities at the southern bridge would not significantly impact the closest residence.

While no impacts to the residential area are anticipated, there are several methods to further reduce the noise level in the closest residential community. The use of commercially powered pumps would be appreciably quieter than generators. Therefore, if commercially powered pumps are available, the noise level generated by the dewatering operation would be reduced thereby decreasing noise levels in the lagoon and closest residential community. In addition, if the use of commercially powered pumps is not possible and nighttime dewatering is required, generators could be placed behind stockpiled materials or other noise propagation barriers to further reduce the potential for nocturnal noise impacts.

Paleontological Resources

Existing Conditions

Three soil types were identified on the project site: artificial fill, beach deposits, and alluvium. The artificial fill underlies North Torrey Pines Road and varies in thickness from approximately 10 to 15 feet thick. Adjacent shoreline areas to the west and the lagoon mouth are covered with Holocene (recent) beach deposits. Holocene alluvial deposits derived from the nearby hills and transported via Los Peñasquitos Creek and Soledad Creek are believed to underlie the areas to the east of North Torrey Pines Road in the Los Peñasquitos Lagoon. The soils in the project area are underlain by the Del Mar and Torrey Sandstone formations.

Environmental Assessment and Conclusions

The resource potential of the onsite geologic formations is low to medium. The project would not propose mass grading of the site nor the creation of cut slopes that would

excavate the geologic formations. The project would excavate material to construct the bridge supports; however, the total amount of excavation would not be substantial. With respect to onsite soils, paleontological resources are not anticipated to be impacted by the project given the recent age of the onsite beach sediments and alluvial deposits. In addition, the proposed manufactured slopes of the project would consist of artificial fill. Therefore, the project would not have a significant impact on paleontological resources.

Hydrology/Water Quality

Existing Conditions

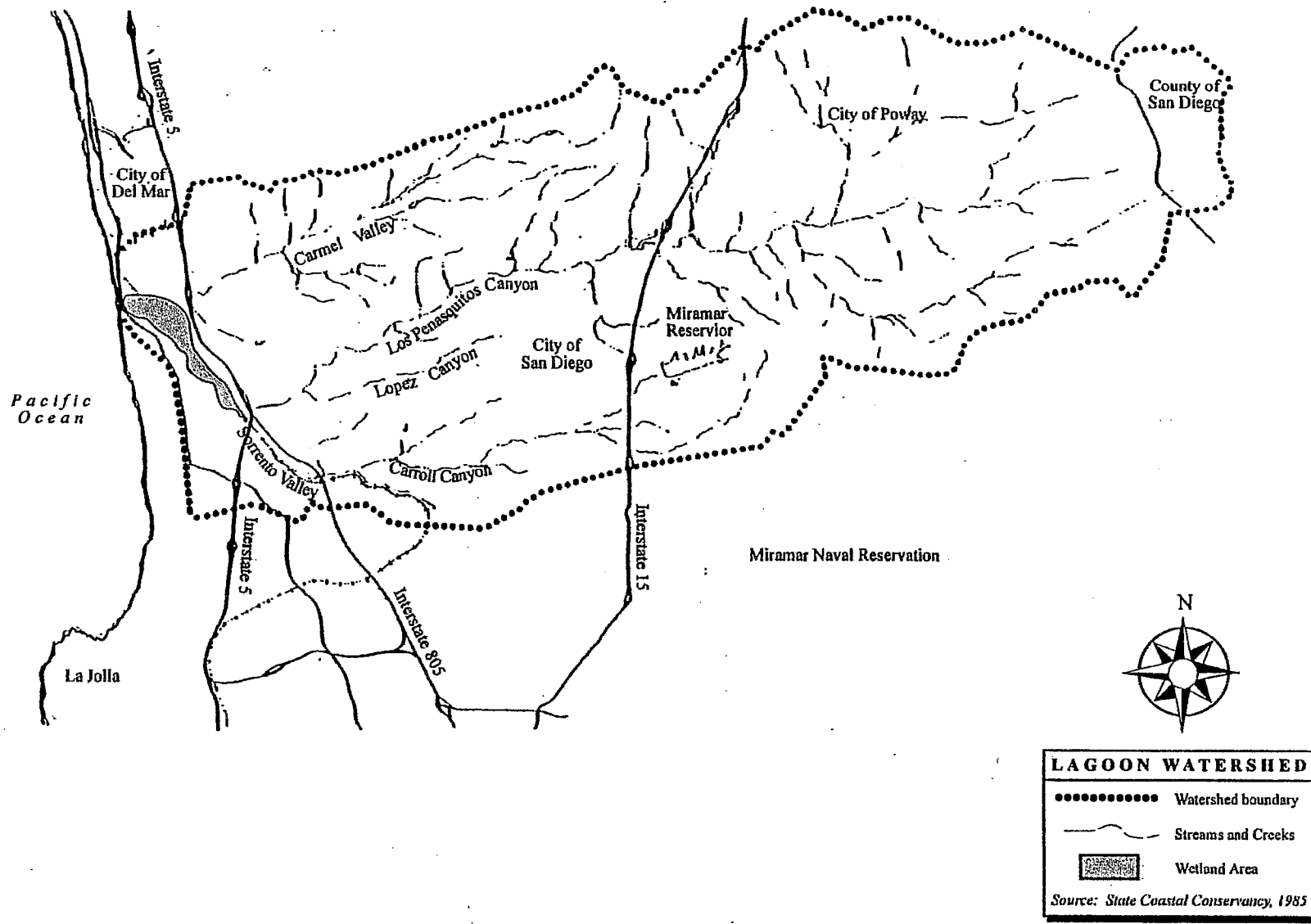
The hydrologic character of the project site is influenced by wave breaks and seasonal tides from the Pacific Ocean on the west and inflow from Los Peñasquitos Lagoon to the east. The lagoon's drainage basin, delineated in Figure 16, is approximately 94 square miles. Figure 17 portrays the regional drainage facilities which lie upstream of the bridge. The lagoon's drainage basin includes Carmel Valley, Los Peñasquitos, Lopez Canyon and Carroll Canyon. Proposed development in these areas are required to employ numerous protection measures to minimize erosion and down stream siltation.

According to the Los Peñasquitos Lagoon Enhancement Plan, existing hydrologic conditions are estimated to convey a 100-year flood event of approximately 18,400 cubic feet per second (cfs) through the mouth of the lagoon. Under these conditions, the water surface elevation in the vicinity of the bridge would be approximately 9.3 feet above mean sea level (AMSL). The estimated velocity through the existing bridge would be 4.3 feet per second (fps).

The Federal Emergency Management Agency (FEMA) has projected a more conservative 100-year flood event than that estimated by the lagoon's Enhancement Plan. This projection is officially recognized by the City of San Diego. According to FEMA, a 100-year flood would convey 23,000 cfs beneath the bridge. With this projection, the water surface elevation would be 9.5 feet AMSL with a velocity of 9.7 fps for the existing structure.

At the project site, most runoff from North Torrey Pines Road flows southerly from the higher elevations near the North Torrey Pines Road/Carmel Valley Road intersection towards the southern bridge. Near the north end of the project site, some project runoff is collected by a drainage outlet located on the west side of North Torrey Pines Road/Carmel Valley Road intersection. This facility conveys runoff to an exit point on the beach bluff. From the southern bridge area, runoff flows generally uncontrolled to the west over the road shoulder and onto the beach or via a substandard drainage system to the east.

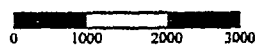
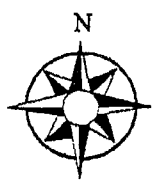
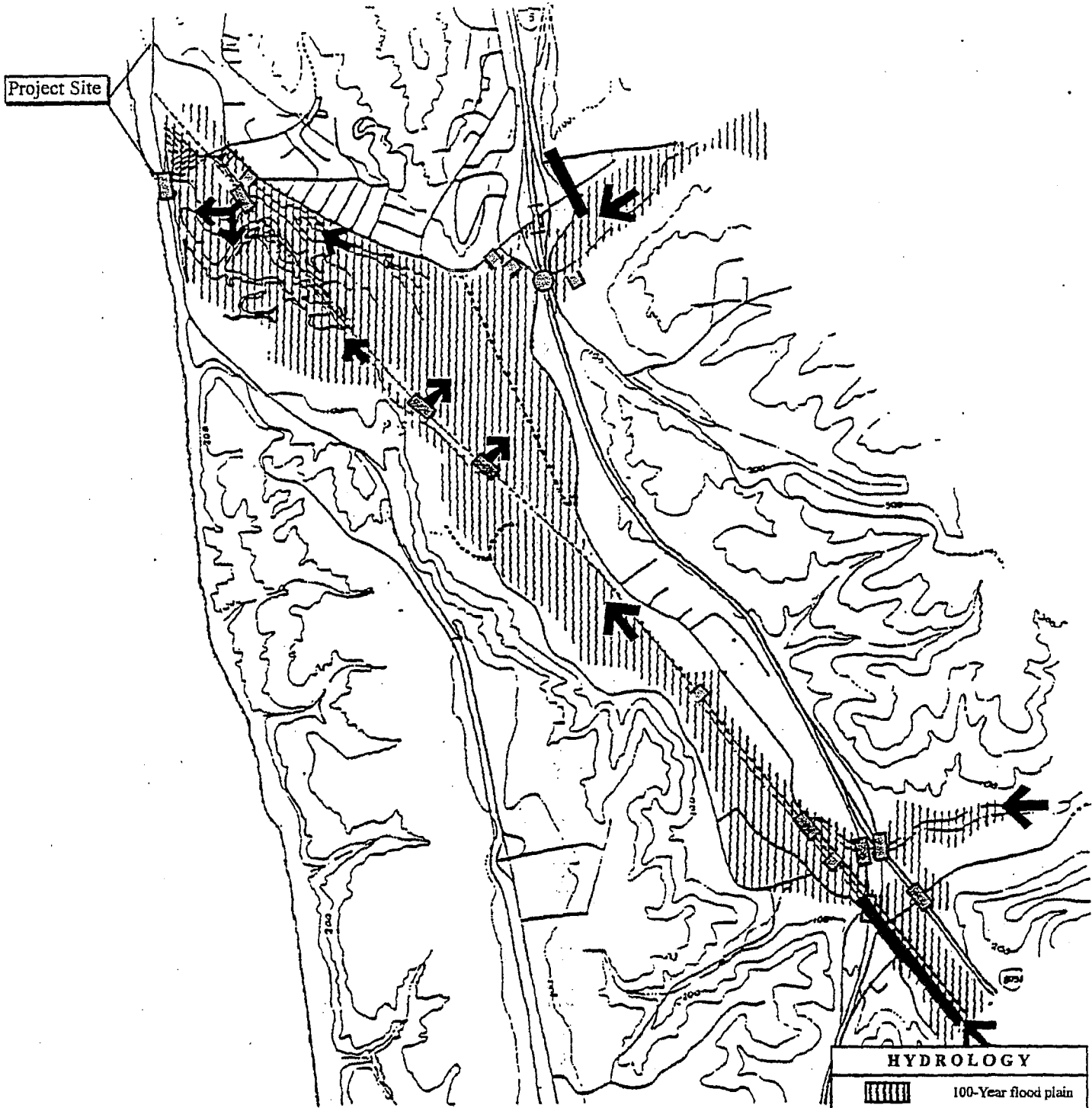
Pavement runoff on the east side of the southern bridge area occurs at three locations in close proximity to one another. The natural contours east of the road form a basin which









Los Peñasquitos Lagoon Drainage Basin

e-Bidding N. Torrey Pines Access Ramp
 Appendix A – Mitigated Negative Declaration (Rev. July 2015)

Figure 16



HYDROLOGY	
	100-Year flood plain
	Direction of flow
	Culverts
	Storm Drains
	Channelized Streams
	Bridges

Source: State Coastal Conservancy, 1985

accepts the runoff. Although riprap and vegetation reduce erosion effects along the eastern fill slope, significant erosion occurs at the three drainage points. The erosion has caused silt to collect at the toe of the slope, adjacent to the lagoon. The collected runoff is trapped by the natural basin and percolates into the soil. The high porosity of the soil makes for a natural desilt basin and offers some siltation protection for the lagoon by trapping and filtering pollutants removed from the road surfaces by runoff.

Under present drainage conditions, erosion of the roadway's fill slopes has occurred. Because of the erosion, replacement and improvement of existing drainage systems are necessary. On the west side of the road, runoff flows over the shoulder and spills down the slope onto the beach. Heavy riprap that covers the west-facing slope minimizes erosion but erosion has occurred in some instances.

Environmental Assessment and Conclusions

With respect to the proposed northern bridge, water is not conveyed beneath this facility and is therefore not a consideration for impacts on stream hydraulics. Project implementation would not significantly impact hydrologic conditions of the channel beneath the southern bridge. The construction of column supports for the new southern bridge structure would actually improve channel hydraulics. The proposed support structure would reduce the number of supports from 72 to a maximum of 8. A reduction in cross section area obstructing flow would result in a negligible increase of velocity. The anticipated increase of velocity would slightly increase the potential for scour of the channel bottom but would improve the cleansing efficiency and channel opening dynamics of the lagoon.

The potential for project related impacts to regional drainage patterns (see Figure 16) is not significant due to the negligible contribution to the total basin flow. No major diversions of drainage are expected to occur as a result of project implementation.

The proposed project would not be associated with any significant increase in siltation of the lagoon. Siltation of the lagoon is a result of upstream development. The effects of upstream siltation can have adverse effects on the lagoon if watershed management practices are not implemented to control erosion and trap siltation. This condition would continue to exist regardless of project implementation.

The proposed project would generate additional runoff due to an increase in the amount of impervious surface with the road widening. While proportionately small, the increase would have a potentially significant impact on the existing drainage facilities that are currently undersized. The project would also have the potential to increase erosion and siltation problems caused by the site's existing drainage system. These impacts would be mitigated by the proposed construction of new storm drain facilities.

The project design would require the replacement of the existing substandard drainage facilities with a new drainage system. One drainage facility is proposed in the northern portion of the project site. This catch basin facility would replace the current storm drain located on the west side of the North Torrey Pines Road/Carmel Valley Road intersection. Two other storm drains would be constructed 320 feet south of the northern bridge and 85 feet north of the southern bridge. These facilities would collect runoff on the west and east sides of North Torrey Pines Road and divert it east of the road to locations west of the North Beach Parking Lot. These proposed improvements would take advantage of the natural infiltration which exists on the east side of the site.

To reduce discharge velocities to non-erosive levels, energy dissipation would be provided at the eastern storm drain outlets. These facilities would avoid aggravating the existing siltation problems in the lagoon and be designed to be self-cleaning with a minimum cleansing velocity per City standards (4 feet per second minimum at one quarter full). The drainage systems will be designed to handle the anticipated runoff generated by a 50-year storm event. The total amount of accumulated runoff during a 50-year storm event is expected to be 10.5 cfs at an exit velocity of 5 fps. The expected amount of accumulated debris and silt is expected to be 1 cubic yard (maximum) on an annual basis. Any accumulation of silt and debris deposited near the outlet would be removed by maintenance crews. Overall, previous erosion and siltation problems caused by the existing drainage facilities would be eliminated by construction of the new facilities.

Project construction has the potential to impact the lagoon with increased erosion and siltation. Grading activities, removal of vegetation and the creation of new fill slopes introduce the potential for these types of impacts, especially with the highly erodible soil types present onsite. These impacts would be mitigated below a level of significance through the compliance with City Clerk document No: 00-17068, "Erosion Control Measures for North City Areas Draining into the Los Peñasquitos Lagoon". In accordance with this ordinance, the project would be required to incorporate erosion control measures such as sandbags, silt fences, earthen dikes, punched straw on fill slope faces, mulching, straw bale dikes, check dams, temporary downdrains, storm drain inlet protection, temporary sediment basins, brush barriers, and revegetation of fill slopes as soon as possible. At a minimum, significant side slope and down slope boundaries of the construction area would be stabilized immediately after grading. On a permanent basis, proposed revegetation of slope faces would provide long term stabilization and minimize the potential for erosion. Slopes proposed for revegetation are shown in the landscape concept plan (Figures 6A and 6B).

To further reduce water quality impacts to the lagoon during construction and comply with requirements of the National Pollutant Discharge Elimination System Permit, the project would be required to submit a Notice of Intent (NOI) to the State Water Board and prepare a Stormwater Pollution Prevention Plan (SWPPP) whether the bridges are reconstructed concurrently or immediately after the other. This plan would address erosion and siltation impacts as well as pollutants discharged from the project site. It

would incorporate stormwater Best Management Practices (BMPs) such as source reduction measures, construction and personal training, and installation of structural pollution control measures. Implementation of the SWPPP would mitigate project impacts on water quality to below a level of significance.

It should be noted that NPDES regulations are applicable to construction projects resulting in soil disturbances that exceed five acres. If the bridges are reconstructed concurrently or immediately after the other, the project would grade more than five acres. Neither bridge replacement would solely impact more than five acres. Therefore, an NOI is not anticipated to be necessary if the bridges are not reconstructed simultaneously nor immediately after the other. In absence of an NOI, erosion control measures required by City Clerk document No. 00-17068 would adequately mitigate potential water quality impacts below a level of significance.

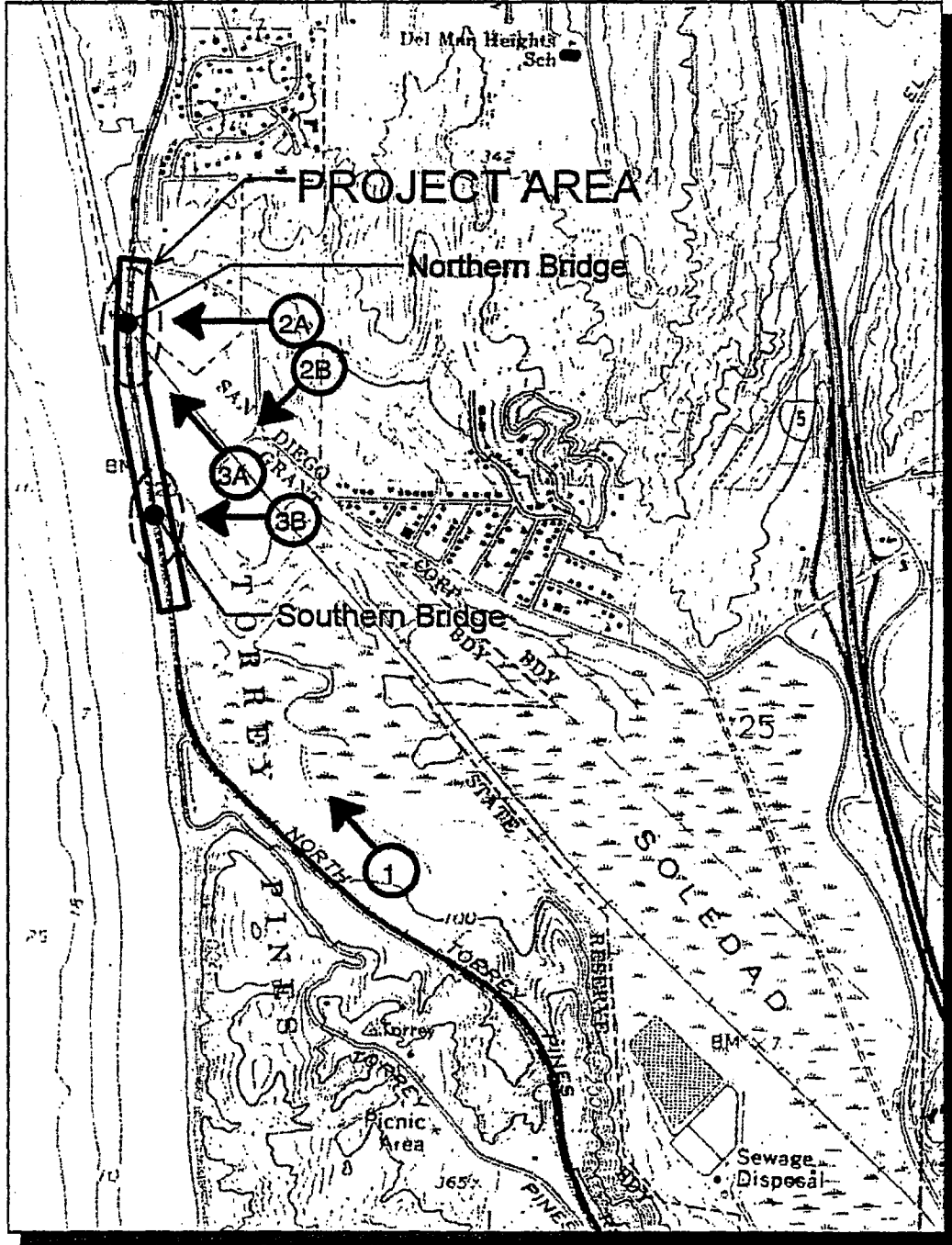
Visual Quality

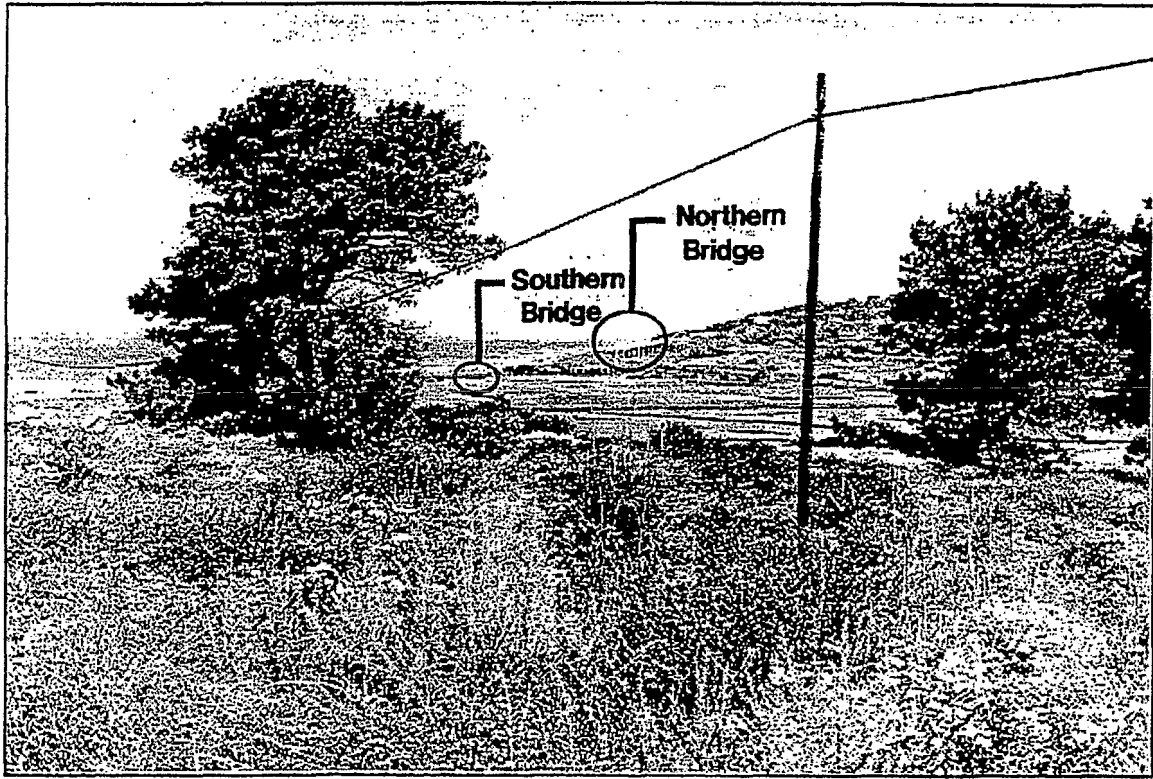
Existing Conditions

The subject bridges are located along the Pacific coastline and represent scenic and aesthetically-pleasing visual resources due to their physical setting and location adjacent to natural biological habitat. The bridges are visually prominent features from the beach, lagoon and portions of Carmel Valley Road and North Torrey Pines Road. However, they are not out-of-scale features as both bridges are currently at grade with the adjacent roadway.

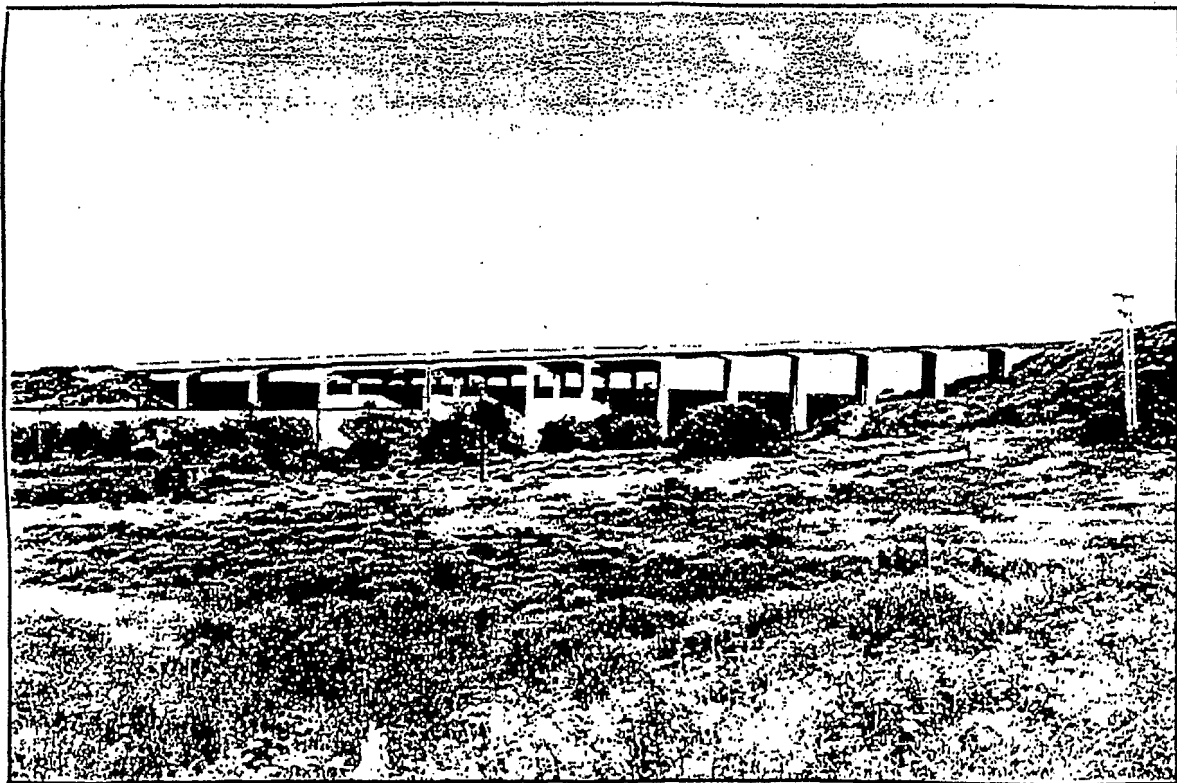
At distant higher elevations, the bridges are visible from mesas and hillsides north and east of Carmel Valley Road in the Del Mar Terraces residential community and south of the bridges from Torrey Pines State Reserve. The bridges are not readily visible from I-5, which is located approximately 6,500 feet to the east, because of the distance, intervening vegetation and the configuration of the lagoon which does not allow a direct line-of-site to either bridge. The northern bridge is visible from Carmel Valley Road. However, the southern bridge is only partially visible from Carmel Valley Road as the existing railroad right-of-way berm, which crosses the lagoon, is higher than the elevation of the road thereby blocking direct views of the bridge to the west.

Since it is not possible to analyze all the views in which the proposed project site can be seen, a number of "key views" were selected for analysis. These key views illustrate the effect upon the area's visual character due to the construction of the proposed project. These vantage points and direction of views are depicted in Figure 18 with corresponding views from the vantage points shown in Figures 19A and 18B. Each of the vantage points are discussed below:





Key View 1 - Existing Bridges from Torrey Pines Road



Key View 2A - Existing Northern Bridge from Carmel Valley Road

View of Both Bridges from North Torrey Pines Road - View 1

Traveling north on North Torrey Pines Road, motorists are afforded a distant view of the project site from the Torrey Pines State Park (Figure 19A). This view is seen by commuters, local traffic and tourists traveling to or through the area. Traveling further north approaching the bridges, the bridge structures are no longer visible. However, for both northbound and southbound traffic, the existing "picket" type railing is obvious.

View of the Northern Bridge from Carmel Valley Road to the East - View 2A

This vantage point represents a view of the northern bridge from a public road as well as a typical view of the bridge from the residential area east of the project site. From the residential development to the east of the project site, the northern bridge is a prominent feature in the view of all commuters, local traffic and tourists (Figure 19A). The northern bridge structure dominates the view to the west, and the support structures break up the view of the ocean beyond. From this vantage point, details of the bridge design are clearly visible particularly the unique angle of the supports to accommodate the railway right-of-way beneath the bridge. This view is considered a critical viewpoint of the northern bridge and is used as a photosimulation of the proposed structure in the subsequent environmental assessment.

View of the Southern Bridge from Carmel Valley Road to the East - View 2B

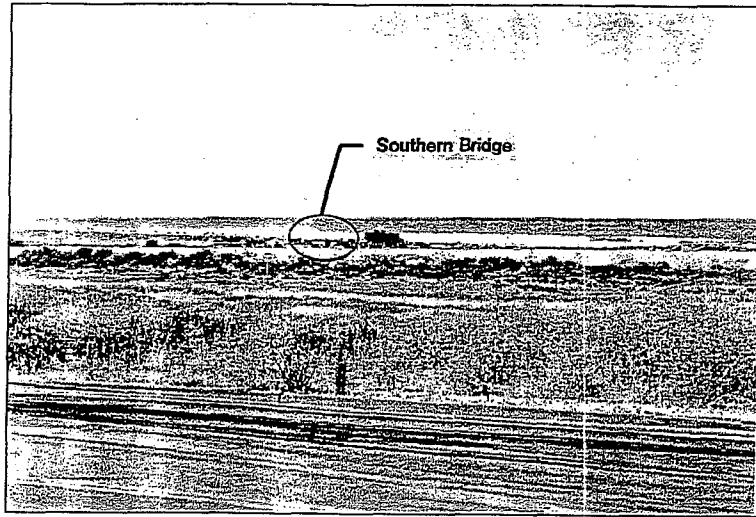
This vantage point represents a view of the southern bridge from a public road as well as a typical view of the bridge from the residential area to the east of the project site. From this vantage point, there is a distant view of the southern bridge (Figure 19B). The southern bridge is partially screened by vegetation and the railroad berm. Structural detail of this bridge is not evident from this distance. No views of open water under the bridge are afforded by this vantage point because of the distance and intervening topography.

View of the Northern Bridge from Los Peñasquitos Lagoon - View 3A

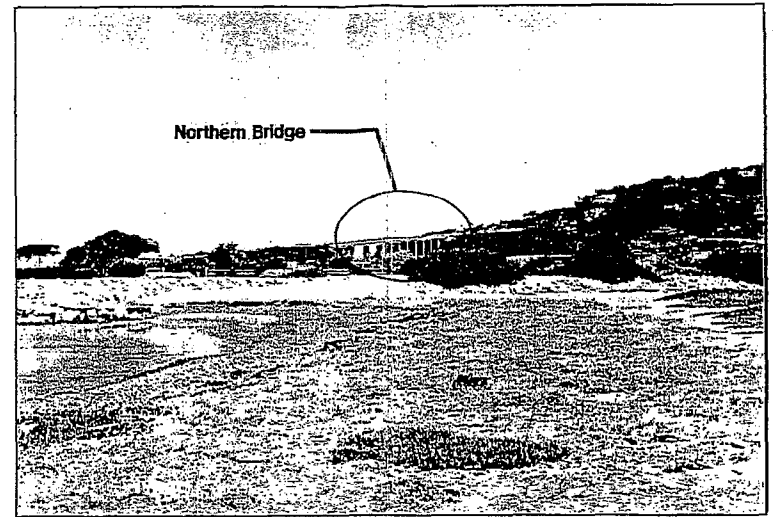
The northern bridge is located north of the Los Peñasquitos Lagoon. From this vantage point, the Torrey Pines State Park parking lot and existing vegetation are visible in the foreground. There is a distant view of the northern bridge (Figure 19B). No open water views under the bridge are afforded by this vantage point primarily because of the angle of the view. The northern bridge represents a background feature from this location.

View of the Southern Bridge from Los Peñasquitos Lagoon - View 3B

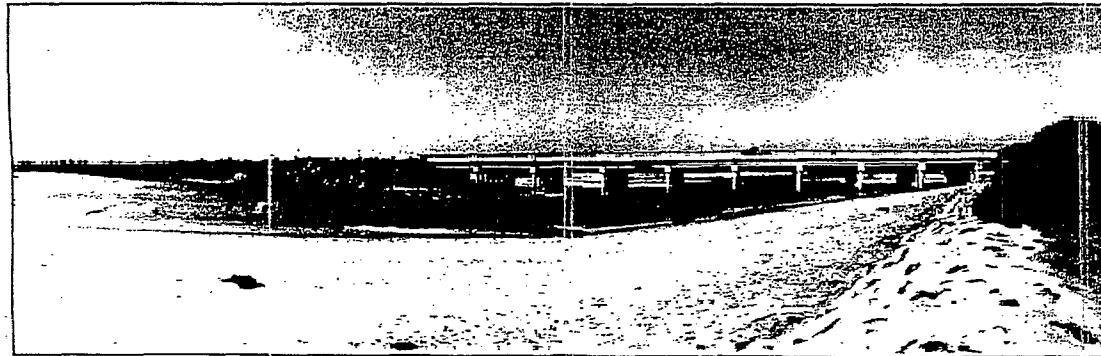
The southern bridge lies adjacent and south of the Torrey Pines State park parking Lot and spans the lagoon mouth (Figure 19B). Just west of the bridge, where this photograph was taken, are beach areas which are extensively used in warmer months. In addition, access to the beach west of the bridge from the park parking lot is provided by a



Key View 2B - Existing Southern Bridge from Carmel Valley Road



Key View 3A - Existing Northern Bridge from Los Peñasquitos Lagoon



Key View 3B - Existing Southern Bridge from Los Peñasquitos Lagoon

Key View Photographs

pedestrian underpass under the bridge. As such, the southern bridge is closely seen from this vantage point. From this location, the structural detail of the bridge is clearly visible including the numerous pylons and "picket" railing. The existing 72 pylons partially block views of the open water to the west. Due to accessibility of the bridge from this location and the number of viewers, this view of the southern bridge represents a critical vantage point and is used in the photosimulation of the proposed bridge structure in the subsequent environmental assessment.

Environmental Assessment and Conclusions

The visual impact of the proposed bridge replacement projects was assessed for the construction phase and long-term. Changes associated with the visual character of the northern bridge area during construction would include increased activity at the staging area at the corner of North Torrey Pines Road and Carmel Valley Road. Most of the construction activity would be below the northern bridge and would not represent a significant visual distraction. Changes associated with the visual character of the southern bridge area during construction would include increased activity from construction equipment along the trestle and potential visibility of portions of the Phase I trestle. The construction activity would vary depending upon the stage of construction. The visibility of the trestle would not be prominent, and the trestle would be below the existing bridge. Therefore, the perceived profile of the existing bridge from the north would not be breached by the trestle. Because of its location west of the existing bridge, the Phase II trestle would not be visible from residential communities west and north of the bridge.

The long term visual impact of the bridge replacement projects would be positive. Graded slopes adjacent to the bridge abutments and along North Torrey Pines Road would be revegetated with native vegetation; retaining walls would be of earthen color similar to the surrounding environment; and, most importantly, views to the ocean would be enhanced by the fact that fewer columns would support both bridges. The levels of visual impact to each key view discussed above are as follows:

View of Both Bridges from North Torrey Pines Road - View 1

The view of the proposed bridge structures from North Torrey Pines Road to the south would not change significantly due to the distance of the viewer to the project site. No significant visual impacts are expected.

View of the Northern Bridge from Carmel Valley Road to the East - View 2A

The view of the northern bridge from the residential development east of the project area would experience a considerable change. Because this is a key public vantage point of the northern bridge, a computer-generated photosimulation of the proposed bridge was prepared which compares the proposed bridge structure with the existing structure. The photosimulation is provided in Figure 20.

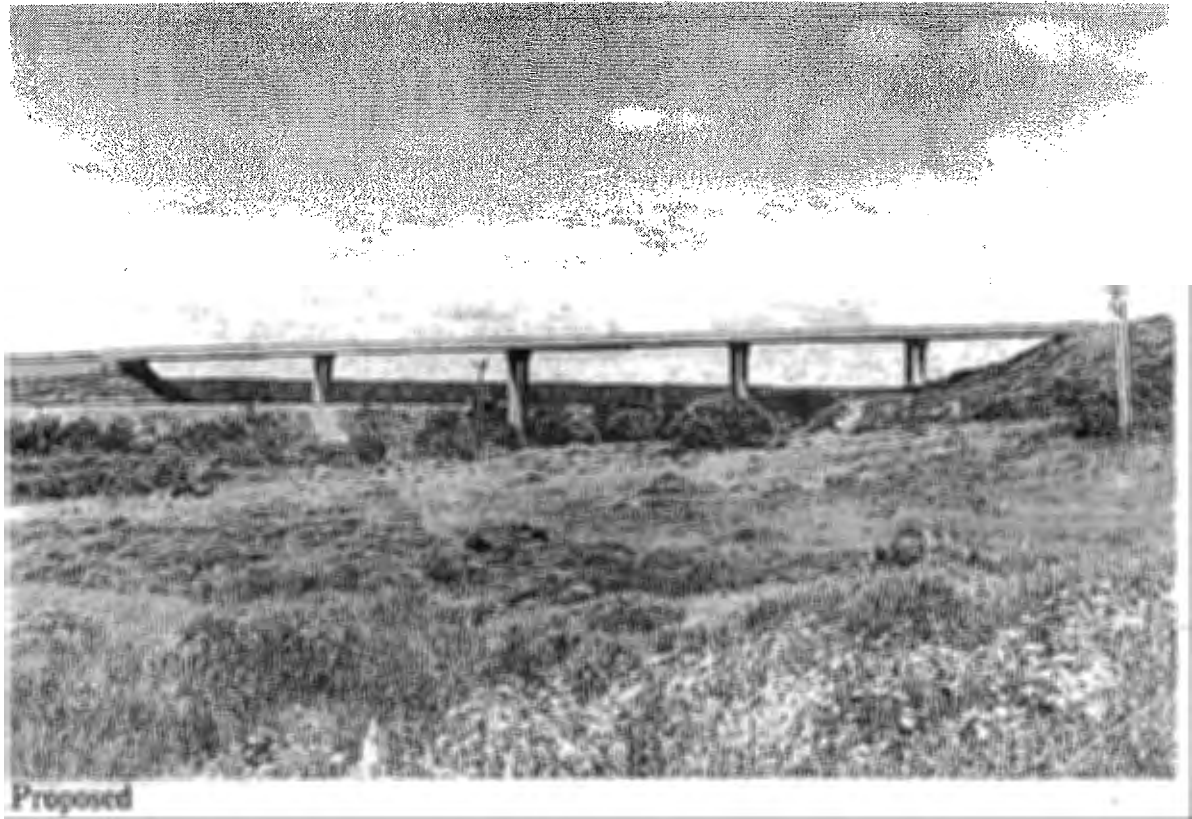
The simulation shows that the reduction of pier supports with the new structure would improve the views to the ocean. Although the bridge design has not been finalized, the proposed bridge span would be supported by no more than eight concrete columns, which would replace the existing 45 columns.

The change in width of the bridge would have minimal impact to foreground views. The increased width would not be readily perceptible as the line-of-site from the immediate area is nearly horizontal.

The existing "picket" type railing would be replaced with a railing at the western edge of the bridge sidewalk and a raised barrier separating the sidewalk from the roadway. The height of the barrier rail should not block distant views to the lagoon or the ocean for viewers traveling on North Torrey Pines Road or from viewers surrounding the project site. However, the change in railing type would be obvious.

The view of the proposed east-facing wall south of the northern bridge would be critical from this viewpoint. The proposed 16- to 19-foot retaining wall would replace a portion of the existing manufactured slope, but the wall would not inhibit any existing views. As currently proposed, the City would retain the services of a design artist to provide input into the texture, design and color of the wall. A cobbley texture is anticipated, and a tiered, earth-tone wall is envisioned. These design measures would break up the face of the wall and minimize the "attractiveness" of the surface area for vandalism (graffiti). With these features, the visual impact of the retaining wall adjacent to the lagoon would not be significant. Lastly, landscaping with natural, native species would occur below the wall. Overall, the proposed northern bridge is expected to enhance the visual quality of this view but this would depend upon design features taken to soften the appearance of the retaining wall and the disturbance to the slopes. These design features include:

1. Prior to approval of final bridge improvement plans, the City shall retain the services of an artist to incorporate design features into the plans for the retaining walls to minimize visual impacts. Such measures shall include, but not be limited to, texture, color and split-face design. The plans shall be approved by the DEP.
2. Prior to approval of bridge improvement plans, the landscape plan shall be reviewed and approved by the Principal Planner of the Environmental Analysis Section (EAS) to assure that the following measures have been incorporated into the plan:
 - a) All manufactured slopes are planned for revegetation with native plant species of the Diegan coastal sage scrub, maritime succulent scrub and coastal bluff scrub habitats.
 - b) A minimum of 0.045 acre of coastal and valley freshwater marsh is created.



Photosimulation of Northern Bridge _____ Figure 20

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- c) The material for the fill slopes shall be obtained locally so that the color and texture of the fill would resemble the existing soil. In accordance with the foregoing biology and hydrology mitigations, all 2:1 slopes shall be landscaped with native plant material and erosion control material prior to the first rainy season. The placement of native plants shall not block views when the plant material has reached maturity.

View of the Southern Bridge from Carmel Valley Road to the East - View 2B

The view of the proposed southern bridge structure from Carmel Valley and the residential area to the east would not change significantly due to the distance of the viewer to the project site. Changes to structural detail would not be noticeable. No significant visual impacts are expected.

View of the Northern Bridge from Los Peñasquitos Lagoon - View 3A

The northern bridge is visible from this location but is part of the background. The 19 to 16 foot retaining wall would make the structure more prominent but the reduction in the number of columns would "open up" the views through the structure. The treatment of the retaining wall (discussed previously) would be important in minimizing the visual impact of the proposed structure. No adverse visual impacts are expected from this location.

View of the Southern Bridge from Los Peñasquitos Lagoon - View 3B

This vantage point would be greatly affected by the proposed project. The southern bridge dominates the view of pedestrians leaving the parking lot and walking to the beach. The elimination of the number of piers with the new structure would improve the views to the ocean. The rip rap slope on the south side of the bridge would be replaced with a new retaining wall but no views would be blocked due to its construction. Similar to the northern bridge, the retaining wall would be designed by an artist retained by the City, and the design would include form and texture differentiation and natural colors to blend with the existing environment. The project is expected to enhance the visual quality of this view but this would depend upon mitigation measures taken to soften the appearance of the retaining wall and the disturbance to the slopes.

A photosimulation was prepared to illustrate the "before" and "after" conditions at this location (Figure 21). The simulation shows that the reduction of pier supports with the new structure would improve the views to the ocean. Although the bridge design has not been finalized, the proposed bridge span would be supported by no more than eight concrete columns, which would replace the existing 72 wood piers.

The change in width of the bridge would have minimal impact to views. The increased width would not be readily perceptible as the line-of-site from the immediate area is nearly horizontal.

The existing "picket" type railing would be replaced with a railing at the western edge of the bridge sidewalk and a raised barrier separating the sidewalk from the roadway. The height of the rail and/or barrier should not block distant views to the ocean from the lagoon or from the road to the lagoon.

The proposed retaining wall south of the structure facing the lagoon would replace the upper portion of the existing riprap slope, but the wall would not inhibit any existing views. The view of the proposed wall by users of the lagoon would be critical from this viewpoint. With the aforementioned design features, the visual impact of the retaining wall adjacent to the lagoon would not be significant. Overall, the visual quality of the project would not have a significant adverse impact to the surrounding area and would actually enhance some existing views. Of the five key views, three would have no significant adverse impact (key views 1, 2B and 3A), while two (key views 2A and 3B) would have enhanced views due to project implementation.

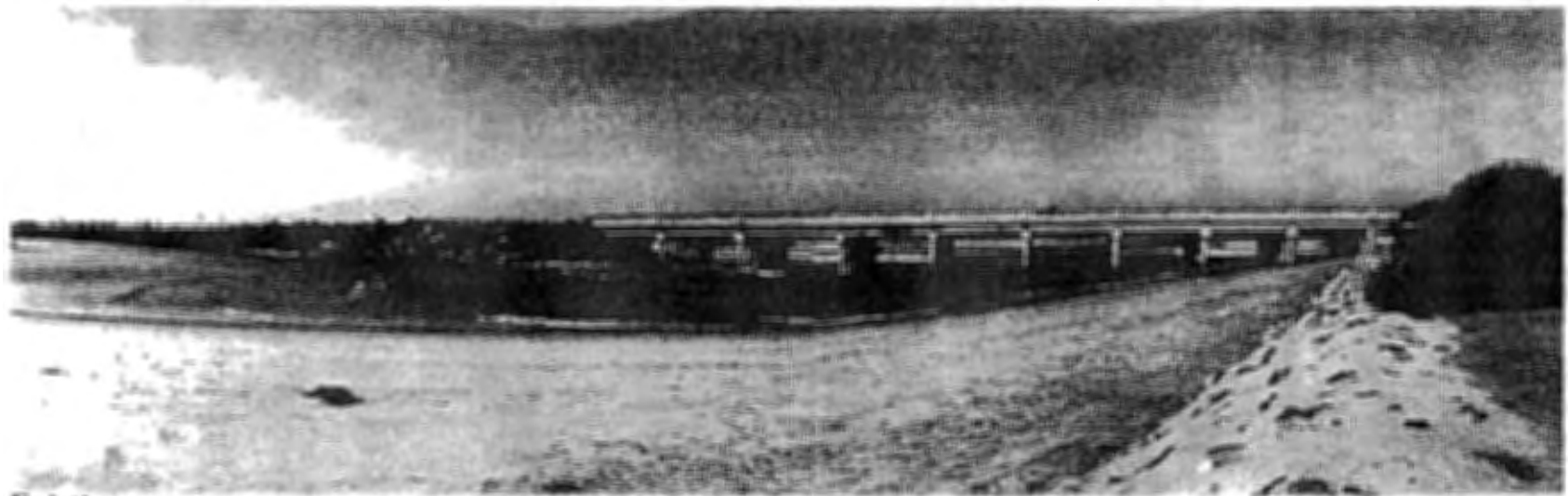
Landform Alteration

Existing Conditions

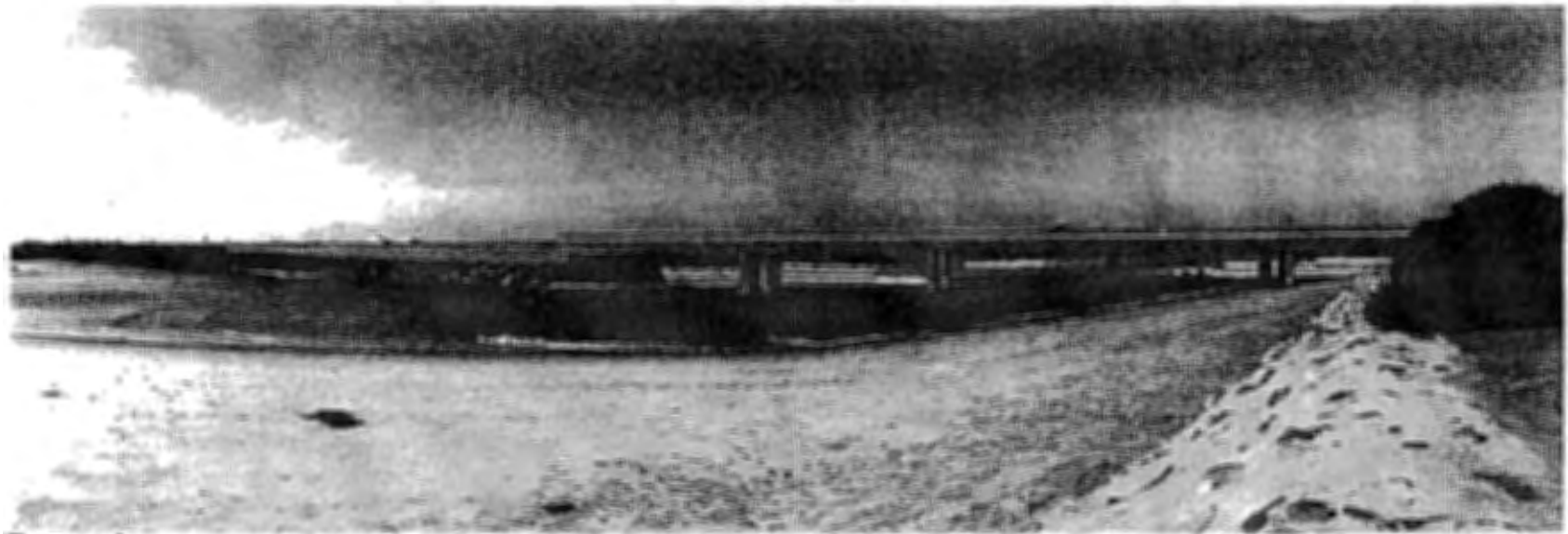
No significant natural landforms exist within the project area. Landforms that do occur within the project area are artificial, consisting of fill slopes that were created to construct North Torrey Pines Road and the existing bridges. Fill slopes occur on the east and west sides of the bridge abutments. Existing manufactured slope heights range from eight to 36 feet and are highest and steepest on the east-facing slope south of the northern bridge. The west-facing slopes occurring adjacent to the beach are either reinforced with heavy riprap or are disturbed natural bluffs.

Environmental Assessment and Conclusions

The project would not have a significant impact associated with landform alteration since proposed grading would not impact significant natural landforms. However, significant fill slopes would be created by the proposed widening of the road. The fill would be placed primarily along the east side of the road to recreate the existing artificial fill slopes. The largest slope would be 39 feet tall at 2:1 grade and would be adjacent to the southern abutment of the northern bridge. This would only be 3 feet higher than the existing slope at this location. The northeastern fill slope, located on the north end of the southern bridge adjacent to the State Park restrooms, would have a maximum height of 15 feet at 2:1 grade. The height of this proposed slope would exceed the existing slope by as much as 5 feet. Another east-facing fill slope with a maximum height of 17 feet at 2:1 grade (measured from the retaining wall to the bottom of the fill slope) would be



Existing



Proposed

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located on the south end of the southern bridge adjacent to the lagoon. This proposed slope would not significantly alter the existing slope, which currently reaches a height of approximately 16 feet and has a slope gradient of 80%. The project would retain the existing riprap located north and south of the southern bridge along the beach (west).

Although landform alteration impacts would not be significant, the project would incorporate measures to minimize the visual effects of the proposed manufactured slopes. All manufactured slopes would be revegetated with native plant species of the sensitive Diegan sage scrub and maritime succulent scrub habitats. As discussed previously, the proposed retaining walls would be architecturally enhanced to blend with the existing park environment. Colored materials and rough-textured surfaces would be used in constructing the walls to approximate the appearance of the beach cobble and riprap along the beach and to discourage graffiti.

V. RECOMMENDATION:

On the basis of this initial evaluation:

_____ The proposed project would not have a significant effect on the environment, and a NEGATIVE DECLARATION should be prepared.

 X Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in Section IV above have been added to the project. A MITIGATED NEGATIVE DECLARATION should be prepared.

_____ The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT should be required.

PROJECT ANALYST: Myers

Attachments: INITIAL STUDY CHECKLIST

APPENDICES-

Biological Resources
Cultural Resources
Geological Reconnaissance
Hazardous Materials
Traffic Circulation
Noise
Hydrology/Water Quality
Alternatives

III. ENVIRONMENTAL ANALYSIS:

This Initial Study checklist is designed to identify the potential for significant environmental impacts which could be associated with a project. All answers of "yes" and "maybe" indicate that there is a potential for significant environmental impacts and these determinations are explained in Section IV.

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
A. <u>Geology/Soils.</u> Will the proposal result in:			
1. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?	—	<u>x</u>	—
2. Any increase in wind or water erosion of soils, either on or off the site?	—	<u>x</u>	—
B. <u>Air.</u> Will the proposal result in:			
1. Air emissions which would substantially deteriorate ambient air quality?	—	—	<u>x</u>
<i>The proposed project is the replacement of existing structures and would not generate new sources of emissions.</i>			
2. The exposure of sensitive receptors to substantial pollutant concentrations?	—	—	<u>x</u>
<i>(See B.1)</i>			
3. The creation of objectionable odors?	—	—	<u>x</u>
<i>(See B.1)</i>			

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
4. The creation of dust? <i>The proposed project is the replacement of existing structures; substantial grading would not be required. Therefore the creation of dust should be negligible.</i>	—	—	<u>x</u>
5. Any alteration of air movement in the area of the project? <i>The bridge replacements would not alter the movement of air.</i>	—	—	<u>x</u>
6. A substantial alteration in moisture, or temperature, or any change in climate, either locally or regionally? <i>The proposed bridge replacements would not have the means to alter regional or local climate.</i>	—	—	<u>x</u>

C. Hydrology/Water Quality. Will the proposal result in:

1. Changes in currents, or the course or direction of water movements, in either marine or fresh waters?	<u>x</u>	—	—
2. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	<u>x</u>	—	—
3. Alterations to the course or flow of flood waters?	<u>x</u>	—	—

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
4. Discharge into surface or ground waters, or in any alteration of surface or ground water quality, including, but not limited to temperature, dissolved oxygen or turbidity?	—	<u>x</u>	—
5. Discharge into surface or ground waters, significant amounts of pesticides, herbicides, fertilizers, gas, oil, or other noxious chemicals?	—	<u>x</u>	—
6. Change in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	<u>x</u>	—	—
7. Exposure of people or property to water related hazards such as flooding?	—	—	<u>x</u>
<i>The bridge replacements would not provide additional flood related hazard.</i>			
8. Change in the amount of surface water in any water body?	—	—	<u>x</u>
<i>The southern bridge replacement would facilitate the flow of water through the lagoon mouth. The water volume is controlled by tides, not the bridge.</i>			

D. Biology. Will the proposal result in:

1. A reduction in the number of any unique, rare, endangered, sensitive, or fully protected species of plants or animals?	—	<u>x</u>	—
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	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
2. A substantial change in the diversity of any species of animals or plants?	—	<u>x</u>	—
3. Introduction of invasive species of plants into the area?	—	—	<u>x</u>
<i>Revegetation efforts would include native species only.</i>			
4. Interference with the movement of any resident or migratory fish or wildlife species?	—	<u>x</u>	—
5. In impact on a sensitive habitat, including, but not limited to streamside vegetation, oak woodland, vernal pools, coastal salt marsh, lagoon, wetland, or coastal sage scrub or chaparral?	<u>x</u>	—	—
6. Deterioration of existing fish or wildlife habitat?	—	<u>x</u>	—
E. <u>Noise</u> . Will the proposal result in:			
1. A significant increase in the existing ambient noise levels?	<u>x</u>	—	—
2. Exposure of people to noise levels which exceed the City's adopted noise ordinance?	<u>x</u>	—	—
3. Exposure of people to current or future transportation noise levels which exceed standards established in the Transportation Element of the General Plan?	—	<u>x</u>	—

		<u>Yes</u>	<u>Maybe</u>	<u>No</u>
F.	<u>Light Glare and Shading.</u> Will the proposal result in:			
1.	Substantial light or glare? <i>The proposed bridges would not include night lighting or reflective materials.</i>	—	—	<u>x</u>
2.	Substantial shading of other properties? <i>Although the bridges would be widened, the additional width would not create a substantial increase in shaded area.</i>	—	—	<u>x</u>
G.	<u>Land Use.</u> Will the proposal result in:			
1.	A land use which is inconsistent with the adopted community plan land use designation for the site? <i>The bridges are part of the existing circulation system and are therefore consistent with the community plan.</i>	—	—	<u>x</u>
2.	A conflict with the goals, objectives and recommendations of the community plan in which it is located? <i>The community plan recommends widening of the bridges to facilitate buildout traffic volumes.</i>	—	—	<u>x</u>
3.	A conflict with adopted environmental plans for the area? <i>The project is consistent with the Los Peñasquitos Lagoon Enhancement Plan.</i>	—	<u>x</u>	—

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
4. Land uses which are not compatible with aircraft accident potential as defined by a SANDAG Airport Land Use Plan (ALUC)?	—	—	— <u>x</u>

The project is not subject to the SANDAG ALUC.

H. Natural Resources. Will the proposal result in:

1. The prevention of future extraction of sand and gravel resources?	—	—	— <u>x</u>
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The project site cannot be utilized for these resources as it is within a transportation right-of-way.

2. The conversion of agricultural land to nonagricultural use or impairment of the agricultural productivity of agricultural land?	—	—	— <u>x</u>
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The project site is not currently agricultural land.

I. Recreational Resources: Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?

	—	—	— <u>x</u>
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The bridge replacements project would expose beach and lagoon users to construction noise which may affect the quality of the recreational opportunity. These impacts are discussed in association with noise. The project would not eliminate any recreational areas nor create demand for additional recreational areas.

J. Population. Will the proposal alter the planned location, distribution, density, or growth rate of the population of an area?

	—	—	— <u>x</u>
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The project replaces an existing circulation element feature and would not induce any change in population.

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
K. <u>Housing.</u> Will the proposal affect existing housing in the community, or create a demand for additional housing?	—	—	<u>x</u>
<i>(See J)</i>			
L. <u>Transportation/Circulation.</u> Will the proposal result in:			
1. Traffic generation in excess of specific/ community plan allocation?	—	—	<u>x</u>
<i>The bridges would accommodate projected traffic volumes.</i>			
2. An increase in projected traffic which is substantial in relation to the capacity of the street system?	—	—	<u>x</u>
<i>(See L.1)</i>			
3. An increased demand for off-site parking?	<u>x</u>	—	—
4. Effects on existing parking?	<u>x</u>	—	—
5. Substantial impact upon existing or planned transportation systems?	—	—	<u>x</u>
<i>The bridge replacements would not affect transportation systems, except temporarily during construction.</i>			
6. Alterations to present circulation movements including effects on existing public access to beaches, parks, or other open space areas?	<u>x</u>	—	—
7. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?	—	<u>x</u>	—

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
M. <u>Public Services.</u> Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:			
a. Fire protection?	—	—	<u>x</u>
<i>The bridge replacements would not create an additional demand for fire protection.</i>			
b. Police protection?	—	—	<u>x</u>
<i>The bridge replacements would not create an additional demand for police protection.</i>			
c. Schools?	—	—	<u>x</u>
<i>The project is not residential and would therefore not impact school capacities.</i>			
d. Parks or other recreational facilities?	—	<u>x</u>	—
e. Maintenance of public facilities, including roads?	—	—	<u>x</u>
<i>The project would reduce requirements for bridge and road maintenance.</i>			
f. Other governmental services?	—	—	<u>x</u>
<i>No other services would be affected by the project.</i>			

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
N. Utilities. Will the proposal result in a need for new systems, or require substantial alterations to existing utilities, including:			
a. Power?	—	—	<u> x </u>
<i>Powerlines within and adjacent to the existing bridges would be relocated to the new structures.</i>			
b. Natural gas?	—	—	<u> x </u>
<i>Gas lines within the existing bridges would be relocated to the new structures.</i>			
c. Communications systems?	—	—	<u> x </u>
<i>Telecommunications facilities would be relocated to the new structures.</i>			
d. Water?	—	—	<u> x </u>
<i>No water lines traverse the bridges.</i>			
e. Sewer?	—	—	<u> x </u>
<i>No sewer lines traverse the bridges.</i>			
f. Storm water drainage?	—	—	<u> x </u>
<i>Drainage systems would be improved.</i>			
g. Solid waste disposal?	—	—	<u> x </u>
<i>The bridge replacements would have no effect on solid waste disposal services.</i>			
O. <u>Energy</u> . Will the proposal result in the use of excessive amounts of fuel or energy?	—	—	<u> x </u>
<i>The bridge replacements would use fuel only for construction vehicles.</i>			

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
P. <u>Water Conservation.</u> Will the proposal result in:			
1. Use of excessive amounts of water?	—	—	<u>x</u>
<i>The project design would not use water.</i>			
2. Landscaping which is predominantly non-drought resistant vegetation?	—	—	<u>x</u>
<i>The project would incorporate drought-tolerant landscaping.</i>			
Q. <u>Neighborhood Character/Aesthetics.</u> Will the proposal result in:			
1. The obstruction of any vista or scenic view from a public viewing area?	—	<u>x</u>	—
2. The creation of a negative aesthetic site or project?	—	<u>x</u>	—
3. Project bulk, scale, materials, or style which will be incompatible with surrounding development?	—	<u>x</u>	—
4. Substantial alteration to the existing character of the area?	—	—	<u>x</u>
<i>The existing character of the site would not be substantially changed by the new bridges.</i>			
5. The loss of any distinctive or landmark tree(s), or a stand of mature trees?	—	—	<u>x</u>
<i>No distinctive trees occur within the project area.</i>			
6. Substantial change in topography or ground surface relief features?	—	<u>x</u>	—

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
7. The loss, covering or modification of any unique geologic or physical features such as a natural canyon, sandstone bluff, rock, outcrop, or hillside with a slope in excess of 25 percent?	—	<u> x </u>	—
R. <u>Cultural Resources.</u> Will the proposal result in:			
1. Alteration of or the destruction of a prehistoric or historic archaeological site?	—	<u> x </u>	—
2. Adverse physical or aesthetic effects to a prehistoric or historic building, structure, object, or site?	—	—	<u> x </u>
<i>Caltrans determined that the existing bridges are not historically significant.</i>			
3. Adverse physical or aesthetic effects to an architecturally significant building, structure, or object?	—	—	<u> x </u>
<i>(See R.2)</i>			
4. Any impact to existing religious or sacred uses within the potential impact area?	—	<u> x </u>	—
S. <u>Paleontological Resources.</u> Will the proposal result in the loss of paleontological resources?	—	—	<u> x </u>
<i>The project would not result in the substantial excavation of geologic units having a high resource potential.</i>			

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
<p>T. <u>Human Health/Public Safety.</u> Will the proposal result in:</p>			
<p>1. Creation of any health hazard or potential health hazard (excluding mental health)?</p> <p style="padding-left: 40px;"><i>Standard construction safety measures would be utilized by the project.</i></p>	—	—	— <u>x</u>
<p>2. Exposure of people to potential health hazards?</p> <p style="padding-left: 40px;"><i>(See T.1)</i></p>	—	—	— <u>x</u>
<p>3. A future risk of an explosion or the release of hazardous substances (including but not limited to gas, oil, pesticides, chemicals, radiation, or explosives)?</p> <p style="padding-left: 40px;"><i>The project would not utilize lethal amounts of hazardous substances.</i></p>	—	—	— <u>x</u>
<p>U. <u>Mandatory Findings of Significance.</u></p>			
<p>1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?</p>	—	— <u>x</u>	—

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
<p>2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)</p> <p style="text-align: center;"><i>The project would not negatively affect long-term environmental goals.</i></p>	—	—	<u> x </u>
<p>3. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.)</p> <p style="text-align: center;"><i>The project would not result in significant cumulative impacts.</i></p>	—	—	<u> x </u>
<p>4. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p> <p style="text-align: center;"><i>Human beings would not be adversely affected by the project.</i></p>	—	—	<u> x </u>

APPENDIX B
AMENDMENT TO COASTAL DEVELOPMENT PERMIT

CALIFORNIA COASTAL COMMISSION

San Diego Coast District Office
7575 Metropolitan Drive, Suite 103
San Diego, California 92108-4402
PH (619) 767-2370 FAX (619) 767-2384



Page 1

Date: November 19, 2014

Permit Application No.: 6-01-172-A1

**NOTICE OF INTENT TO ISSUE AMENDMENT
TO COASTAL DEVELOPMENT PERMIT**

THE SOLE PURPOSE OF THIS NOTICE IS TO INFORM THE APPLICANT OF THE STEPS NECESSARY TO OBTAIN A VALID AND EFFECTIVE COASTAL DEVELOPMENT PERMIT ("CDP"). A Coastal Development Permit for the development described below has been approved but is not yet effective. Development on the site cannot commence until the CDP is effective. In order for the CDP to be effective, Commission staff must issue the CDP to the applicant, and the applicant must sign and return the CDP. **Commission staff cannot issue the CDP until the applicant has fulfilled each of the "prior to issuance" Special Conditions.** A list of all the Special Conditions for this permit is attached.

On October 8, 2014, the California Coastal Commission granted to City of San Diego an amendment to Permit No. 6-01-172, subject to the attached conditions. The development originally approved by the permit consisted of: **Demolition and reconstruction/widening of the existing, two-lane, North Torrey Pines Road Bridge over Los Penasquitos Creek (southern bridge) to a three-lane bridge with two northbound lanes and one southbound lane. Also proposed are improvements to North Torrey Pines Road for the necessary road transitions north and south of the bridge, improved, accessible bus stops and access paths north of the bridge, and mitigation/revegetation for project impacts to sensitive biological resources.**

at North Torrey Pines & McGonigle Road, San Diego (San Diego County) APN No. 301-130-01

Changes approved by this amendment consist of: **Construct a 6.5-foot long, 81 square foot concrete access ramp on sandy beach at the end of an existing public beach access ramp under North Torrey Pines Road; re-grade adjacent portions of the existing sidewalk; re-stack existing rip rap adjacent to sidewalk opening up approximately 500 square feet of sandy beach more specifically described in the application filed in the Commission offices.**

Unless changed by the amendment, all conditions attached to the existing permit remain in effect.

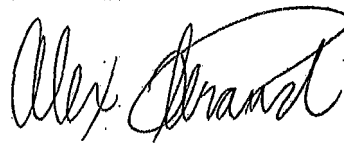
The amendment is being held in the Commission offices until fulfillment of the Special Conditions imposed by the Commission. Once these conditions have been fulfilled, the amendment will be issued. For your information, all the imposed conditions are attached.

Issued on behalf of the California Coastal Commission on November 19, 2004.

**NOTICE OF INTENT TO ISSUE AMENDMENT
TO COASTAL DEVELOPMENT PERMIT**

If you have any questions regarding how to fulfill the "prior to issuance" Special Conditions for CDP No. 6-01-172-A1, please contact the Coastal Program Analyst identified below.

Sincerely,
CHARLES LESTER,
Executive Director



Alexander Llerandi
Coastal Program Analyst

ACKNOWLEDGMENT

The undersigned permittee acknowledges receipt of this Notice of the California Coastal Commission determination on Permit No. 6-01-172-A1 and fully understands its contents, including all conditions imposed.

12/23/14
Date


Permittee JEFFREY R. MANCHESTER

Please sign and return one copy of this form to the Commission office at the above address.

STANDARD CONDITIONS

1. **Notice of Receipt and Acknowledgment.** The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. **Expiration.** If development has not commenced, then permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.

**NOTICE OF INTENT TO ISSUE AMENDMENT
TO COASTAL DEVELOPMENT PERMIT**

3. **Interpretation.** Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
4. **Assignment.** The permit may be assigned to any qualified person, provided assignee files with the Commission and affidavit accepting all terms and conditions of the permit.
5. **Terms and Conditions Run with the Land.** These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

SPECIAL CONDITIONS:

The permit is subject to the following conditions:

1. **Revised Final Plans.** PRIOR TO THE ISSUANCE OF THIS COASTAL DEVELOPMENT PERMIT, the applicant shall submit to the Executive Director for review and written approval final project plans. Said plans shall first be approved by the City of San Diego and be in substantial conformance with the plans submitted by the City of San Diego on September 23, 2014, except that they shall be revised as follows:
 - a. The plans shall contain a note clearly stating that any seaward encroachment of the proposed access ramp shall not exceed 6.5 linear feet as measured from the seaward end of the existing sidewalk.
 - b. The plans shall contain a note clearly stating that any re-stacked rip rap will be placed as far landward as is feasible so as to maximize exposed sandy beach.

The applicant shall undertake the development in accordance with the approved plans. Any proposed changes to the approved plans shall be reported to the Executive Director. No changes to the plans shall occur without a Coastal Commission-approved amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

2. **Staging, Storage, and Public Access Plan.** PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT applicant shall submit to the Executive Director for review and approval a final staging and storage plan that shall include the following:
 - a. No construction work shall occur on the beach or sidewalk between Memorial Day weekend and Labor Day of any year. However, the applicant may undertake construction during this period upon obtaining a written statement of the Executive Director authorizing construction on specified dates. To obtain such a determination, the applicant must submit information documenting that construction on the specified dates proposed will not cause adverse impacts on public access.

**NOTICE OF INTENT TO ISSUE AMENDMENT
TO COASTAL DEVELOPMENT PERMIT**

- b. The existing sidewalk shall remain open to two-way pedestrian traffic throughout the construction period, or, if not feasible, redirect pedestrian traffic through the shortest detour available for the shortest period of time feasible.
- c. Overnight storage or staging areas shall not be permitted on public beaches, within public beach parking lots, within the section of the boardwalk available for public access, or in any other location that would otherwise restrict public access to the beach at any time, with the exception of a 2,500 square foot area (10 parking space maximum) located in the southwestern corner of the adjacent parking lot, which may be utilized only by the applicant. The staging and storage site shall be removed and/or restored immediately following completion of the development.
- d. Immediately upon completion of construction and/or when the staging site is no longer needed, the site shall be returned to its preconstruction state.
- e. The applicant shall submit evidence that the approved staging and storage plans/notes have been incorporated into construction bid documents.

The applicant shall undertake the development in accordance with the approved plans. Any proposed changes to the approved plans shall be reported to the Executive Director. No change to the plans shall occur without a Commission-approved amendment to the permit unless the Executive Director determines that no such amendment is legally required.

3. **Construction Pollution Prevention Plan (CPPP).** PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the permittee shall submit for the review and approval of the Executive Director, two (2) sets of a Construction Pollution Prevention Plan (CPPP) prepared and signed by licensed engineer that, at a minimum, includes the following:
- a. Best Management Practices (BMPs) designed to prevent spillage and/or runoff of construction-related materials, sediment, or contaminants associated with construction activity shall be implemented prior to the on-set of such activity. Selected BMPs shall be maintained in a functional condition throughout the duration of the project. Such measures shall include:
 - 1. No demolition or construction materials, equipment, debris, or waste shall be placed or stored where it may enter sensitive habitat, receiving waters or a storm drain, or be subject to wave, wind, rain or tidal erosion and dispersion;
 - 2. Any and all debris resulting from demolition or construction activities, and any remaining construction material, shall be removed from the project site within 24 hours of completion of the project;
 - 3. Demolition or construction debris and sediment shall be removed from work areas each day that demolition or construction occurs to prevent the accumulation of sediment and other debris that may be discharged into coastal waters or storm drains;

**NOTICE OF INTENT TO ISSUE AMENDMENT
TO COASTAL DEVELOPMENT PERMIT**

4. Erosion control/sedimentation Best Management Practices (BMPs) shall be used to control dust and sedimentation impacts to coastal waters during construction. BMPs shall include, but are not limited to: placement of sand bags around drainage inlets to prevent runoff/sediment transport into coastal waters;
5. Machinery or construction materials not essential for project improvements will not be allowed at any time in the intertidal zone;
6. If turbid conditions are generated during construction, a silt curtain will be utilized to control turbidity;
7. Floating booms will be used to contain debris discharged into coastal waters and any debris discharged will be removed as soon as possible but no later than the end of each day;
8. Non-buoyant debris discharged into coastal waters will be recovered by divers as soon as possible after loss;
9. All trash and debris shall be disposed in the proper trash and recycling receptacles at the end of every construction day.
10. The applicant shall provide adequate disposal facilities for solid waste, including excess concrete, produced during demolition or construction;
11. Debris shall be disposed of at a legal disposal site or recycled at a recycling facility. If the disposal site is located in the coastal zone, a Coastal Development Permit or an amendment to this permit shall be required before disposal can take place unless the Executive Director determines that no amendment or new permit is legally required;
12. All construction materials stockpiled on site, excluding lumber, shall be covered and enclosed on all sides to ensure that the materials are not discharged to a storm drain inlet or receiving waters;
13. Machinery and equipment shall be maintained and washed in confined areas specifically designed to control runoff. If thinners, petroleum products or solvents must be used on site, they shall be properly recycled or disposed after use and not be discharged into storm drains, sewers, receiving waters or onto the unpaved ground;
14. The discharge of any hazardous materials into any receiving waters shall be prohibited;
15. Spill prevention and control measures shall be implemented to ensure the proper handling and storage of petroleum products and other construction materials. Measures shall

NOTICE OF INTENT TO ISSUE AMENDMENT TO COASTAL DEVELOPMENT PERMIT

include a designated fueling and vehicle maintenance area with appropriate berms and protection to prevent any spillage of gasoline or related petroleum products or contact with runoff. The designated area shall be equipped with spill control materials and located to minimize the risk of spills reaching receiving waters, storm drains, sewers or unpaved ground;

16. Best Management Practices (BMPs) and Good Housekeeping Practices (GHPs) designed to prevent spillage and/or runoff of demolition or construction-related materials, and to contain sediment or contaminants associated with demolition or construction activity, shall be implemented prior to the on-set of such activity; and
17. All BMPs shall be maintained in a functional condition throughout the duration of construction activity.

The applicant shall undertake development in accordance with the approved final plans. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Commission amendment to this Coastal Development Permit unless the Executive Director determines that no amendment is legally required.

4. Assumption of Risk, Waiver of Liability, and Indemnity Agreement

- a. By acceptance of this permit, the applicant acknowledges and agrees (i) that the site may be subject to hazards from waves and flooding; (ii) to assume the risks to the applicant and the property that is the subject of this permit of injury and damage from such hazards in connection with this permitted development; (iii) to unconditionally waive any claim of damage or liability against the Commission, its officers, agents, and employees for injury or damage from such hazards; and (iv) to indemnify and hold harmless the Commission, its officers, agents, and employees with respect to the Commission's approval of the project against any and all liability, claims, demands, damages, costs, (including costs and fees incurred in defense of such claims), expenses, and amounts paid in settlement arising from any injury or damage due to such hazards.
- b. **PRIOR TO ANY CONVEYANCE OF THE PROPERTY THAT IS THE SUBJECT OF THIS COASTAL DEVELOPMENT PERMIT**, the applicant shall execute and record a deed restriction, in a form and content acceptable to the Executive Director: (1) indicating that, pursuant to this permit, the California Coastal Commission has authorized development on the subject property, subject to terms and conditions that restrict the use and enjoyment of that property (hereinafter referred to as the "Standard and Special Conditions"); and (2) imposing all Standard and Special Conditions of this permit as covenants, conditions, and restrictions on the use and enjoyment of the Property. The restriction shall include a legal description of the applicant's entire parcel or parcels. It shall also include that, in the event of an extinguishment or termination of the deed restriction for any reason, the Standard and Special

**NOTICE OF INTENT TO ISSUE AMENDMENT
TO COASTAL DEVELOPMENT PERMIT**

Conditions of this permit shall continue to restrict the use and enjoyment of the subject property so long as either this permit or the development it authorizes – or any part, modification, or amendment thereof – remains in existence on or with respect to the subject property.

- c. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit a written agreement, in a form and content acceptable to the Executive Director, incorporating all of the above terms of this condition.
5. **Maintenance Activity/Future Alterations.** The permitted work on the revetment and sidewalk shall be inspected at the end of each rainy season and before Memorial Day weekend each year. Any debris, rock, or materials which have become dislodged through weathering or wave action and impair public access or use of the sandy beach area shall be removed or restacked. Any change in the design of the revetment or future addition to or reinforcement of the rip rap revetment, other than exempt maintenance as defined in Section 13252 of the California Code of Regulations, will require a coastal development permit. However, in all cases, if after inspection it is apparent repair or maintenance is necessary, the applicant should contact the Commission office to determine whether permits are necessary.

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CALIFORNIA COASTAL COMMISSION

San Diego Coast District Office
7575 Metropolitan Drive, Suite 103
San Diego, California 92108-4402
PH (619) 767-2370 FAX (619) 767-2384



Page 1

Date: **November 19, 2014**Permit Application No.: **6-01-172-A1****NOTICE OF INTENT TO ISSUE AMENDMENT
TO COASTAL DEVELOPMENT PERMIT**

THE SOLE PURPOSE OF THIS NOTICE IS TO INFORM THE APPLICANT OF THE STEPS NECESSARY TO OBTAIN A VALID AND EFFECTIVE COASTAL DEVELOPMENT PERMIT ("CDP"). A Coastal Development Permit for the development described below has been approved but is not yet effective. Development on the site cannot commence until the CDP is effective. In order for the CDP to be effective, Commission staff must issue the CDP to the applicant, and the applicant must sign and return the CDP. **Commission staff cannot issue the CDP until the applicant has fulfilled each of the "prior to issuance" Special Conditions.** A list of all the Special Conditions for this permit is attached.

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Issued on behalf of the California Coastal Commission on November 19, 2014.

**NOTICE OF INTENT TO ISSUE AMENDMENT
TO COASTAL DEVELOPMENT PERMIT**

If you have any questions regarding how to fulfill the "prior to issuance" Special Conditions for CDP No. 6-01-172-A1, please contact the Coastal Program Analyst identified below.

Sincerely,
CHARLES LESTER,
Executive Director



Alexander Llerandi
Coastal Program Analyst

ACKNOWLEDGMENT

The undersigned permittee acknowledges receipt of this Notice of the California Coastal Commission determination on Permit No. 6-01-172-A1 and fully understands its contents, including all conditions imposed.

Date	Permittee

Please sign and return one copy of this form to the Commission office at the above address.

STANDARD CONDITIONS

1. **Notice of Receipt and Acknowledgment.** The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. **Expiration.** If development has not commenced, then permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.

NOTICE OF INTENT TO ISSUE AMENDMENT TO COASTAL DEVELOPMENT PERMIT

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4. **Assignment.** The permit may be assigned to any qualified person, provided assignee files with the Commission and affidavit accepting all terms and conditions of the permit.
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SPECIAL CONDITIONS:

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**NOTICE OF INTENT TO ISSUE AMENDMENT
TO COASTAL DEVELOPMENT PERMIT**

- b. The existing sidewalk shall remain open to two-way pedestrian traffic throughout the construction period, or, if not feasible, redirect pedestrian traffic through the shortest detour available for the shortest period of time feasible.
- c. Overnight storage or staging areas shall not be permitted on public beaches, within public beach parking lots, within the section of the boardwalk available for public access, or in any other location that would otherwise restrict public access to the beach at any time, with the exception of a 2,500 square foot area (10 parking space maximum) located in the southwestern corner of the adjacent parking lot, which may be utilized only by the applicant. The staging and storage site shall be removed and/or restored immediately following completion of the development.
- d. Immediately upon completion of construction and/or when the staging site is no longer needed, the site shall be returned to its preconstruction state.
- e. The applicant shall submit evidence that the approved staging and storage plans/notes have been incorporated into construction bid documents.

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 - 2. Any and all debris resulting from demolition or construction activities, and any remaining construction material, shall be removed from the project site within 24 hours of completion of the project;
 - 3. Demolition or construction debris and sediment shall be removed from work areas each day that demolition or construction occurs to prevent the accumulation of sediment and other debris that may be discharged into coastal waters or storm drains;

**NOTICE OF INTENT TO ISSUE AMENDMENT
TO COASTAL DEVELOPMENT PERMIT**

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5. Machinery or construction materials not essential for project improvements will not be allowed at any time in the intertidal zone;
6. If turbid conditions are generated during construction, a silt curtain will be utilized to control turbidity;
7. Floating booms will be used to contain debris discharged into coastal waters and any debris discharged will be removed as soon as possible but no later than the end of each day;
8. Non-buoyant debris discharged into coastal waters will be recovered by divers as soon as possible after loss;
9. All trash and debris shall be disposed in the proper trash and recycling receptacles at the end of every construction day.
10. The applicant shall provide adequate disposal facilities for solid waste, including excess concrete, produced during demolition or construction;
11. Debris shall be disposed of at a legal disposal site or recycled at a recycling facility. If the disposal site is located in the coastal zone, a Coastal Development Permit or an amendment to this permit shall be required before disposal can take place unless the Executive Director determines that no amendment or new permit is legally required;
12. All construction materials stockpiled on site, excluding lumber, shall be covered and enclosed on all sides to ensure that the materials are not discharged to a storm drain inlet or receiving waters;
13. Machinery and equipment shall be maintained and washed in confined areas specifically designed to control runoff. If thinners, petroleum products or solvents must be used on site, they shall be properly recycled or disposed after use and not be discharged into storm drains, sewers, receiving waters or onto the unpaved ground;
14. The discharge of any hazardous materials into any receiving waters shall be prohibited;
15. Spill prevention and control measures shall be implemented to ensure the proper handling and storage of petroleum products and other construction materials. Measures shall

NOTICE OF INTENT TO ISSUE AMENDMENT TO COASTAL DEVELOPMENT PERMIT

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16. Best Management Practices (BMPs) and Good Housekeeping Practices (GHPs) designed to prevent spillage and/or runoff of demolition or construction-related materials, and to contain sediment or contaminants associated with demolition or construction activity, shall be implemented prior to the on-set of such activity; and
17. All BMPs shall be maintained in a functional condition throughout the duration of construction activity.

The applicant shall undertake development in accordance with the approved final plans. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Commission amendment to this Coastal Development Permit unless the Executive Director determines that no amendment is legally required.

4. Assumption of Risk, Waiver of Liability, and Indemnity Agreement

- a. By acceptance of this permit, the applicant acknowledges and agrees (i) that the site may be subject to hazards from waves and flooding; (ii) to assume the risks to the applicant and the property that is the subject of this permit of injury and damage from such hazards in connection with this permitted development; (iii) to unconditionally waive any claim of damage or liability against the Commission, its officers, agents, and employees for injury or damage from such hazards; and (iv) to indemnify and hold harmless the Commission, its officers, agents, and employees with respect to the Commission's approval of the project against any and all liability, claims, demands, damages, costs, (including costs and fees incurred in defense of such claims), expenses, and amounts paid in settlement arising from any injury or damage due to such hazards.
- b. PRIOR TO ANY CONVEYANCE OF THE PROPERTY THAT IS THE SUBJECT OF THIS COASTAL DEVELOPMENT PERMIT, the applicant shall execute and record a deed restriction, in a form and content acceptable to the Executive Director: (1) indicating that, pursuant to this permit, the California Coastal Commission has authorized development on the subject property, subject to terms and conditions that restrict the use and enjoyment of that property (hereinafter referred to as the "Standard and Special Conditions"); and (2) imposing all Standard and Special Conditions of this permit as covenants, conditions, and restrictions on the use and enjoyment of the Property. The restriction shall include a legal description of the applicant's entire parcel or parcels. It shall also include that, in the event of an extinguishment or termination of the deed restriction for any reason, the Standard and Special

**NOTICE OF INTENT TO ISSUE AMENDMENT
TO COASTAL DEVELOPMENT PERMIT**

Conditions of this permit shall continue to restrict the use and enjoyment of the subject property so long as either this permit or the development it authorizes – or any part, modification, or amendment thereof – remains in existence on or with respect to the subject property.

- c. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit a written agreement, in a form and content acceptable to the Executive Director, incorporating all of the above terms of this condition.
5. **Maintenance Activity/Future Alterations.** The permitted work on the revetment and sidewalk shall be inspected at the end of each rainy season and before Memorial Day weekend each year. Any debris, rock, or materials which have become dislodged through weathering or wave action and impair public access or use of the sandy beach area shall be removed or restacked. Any change in the design of the revetment or future addition to or reinforcement of the rip rap revetment, other than exempt maintenance as defined in Section 13252 of the California Code of Regulations, will require a coastal development permit. However, in all cases, if after inspection it is apparent repair or maintenance is necessary, the applicant should contact the Commission office to determine whether permits are necessary.

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CALIFORNIA COASTAL COMMISSION

San Diego District Office
7675 Metropolitan Dr, Suite 108
San Diego, CA 92108
(619) 767-2370

TO: Permit Applicants/Agents Permit No.: _____

FROM: _____ District Office of the California Coastal Commission

RE: Instructions for the Completion of Enclosed Deed Restriction

NOTE: THE FOLLOWING INSTRUCTIONS MUST BE ADHERED TO AS CLOSELY AS POSSIBLE. FAILURE TO COMPLETE EACH ITEM PROPERLY MAY NECESSITATE RETURN OF THE DOCUMENT FOR RE-RECORDATION, WHICH WILL DELAY ISSUANCE OF THE PERMIT. IF YOU HAVE ANY QUESTIONS REGARDING THESE INSTRUCTIONS PLEASE DISCUSS THE QUESTIONS WITH THE COASTAL COMMISSION STAFF ANALYST ASSIGNED TO YOUR PERMIT.

This packet is designed to assist you with a **requirement you must satisfy in order to obtain your permit**. In order to satisfy this requirement, you must do the following six things (some of which are described in greater detail below):

- Make sure you know the exact name(s) of each of the true owner(s) of the property covered by the permit (including the correct name of the trust if the property is held in trust).
- Fill in all the blank spaces on the attached Deed Restriction form as indicated in the line-by-line instructions on pages 3 and 4 of this packet. Do not alter the form (unless explicitly instructed to do so, pursuant to the second instruction on page 3).
- Have the owner(s) signature(s) notarized.
- Attach the two required exhibits.
- Take the document to the County Recorder's Office for the county in which the property is located and ask to have it "recorded."
- *After* the document has been recorded at the County Recorder's Office, obtain the following two items and submit them to the Coastal Commission **district office from which you received this document**: (1) a Preliminary Report issued by a title insurance company, and dated after the date of the recordation, identifying the Deed Restriction running in the chain of title as well as all other exceptions to title resulting from a title company search of the public records for the subject property; and (2) a certified copy of the recorded Deed Restriction. Following recordation of the deed restriction, you should **wait until enough time has passed for the document to get into the system** before obtaining the preliminary report; otherwise, the preliminary report will not identify the deed restriction.

The first five steps are necessary to record the Deed Restriction correctly. More detailed instructions for the first four steps are provided on pages three and four herein. Again, if you have any questions regarding these instructions, please contact the Coastal Commission staff analyst assigned to your permit. If the Deed Restriction is recorded incorrectly, it may require further processing on your part and may **substantially delay the issuance of your permit.**

The final step is necessary in order to demonstrate that the first five steps were completed correctly. You must obtain a preliminary report that (1) discloses both the ownership status and the legal description of the property and (2) reflects the presence of the recorded Deed Restriction on title to the property. The preliminary report must be prepared by a licensed title insurance company and dated after the date (and time) of recordation of the Deed Restriction. Again, if you submitted the deed restriction to the County Recorder's Office yourself, you should **wait until it has had time to get into the system** before obtaining the preliminary report; otherwise, the deed restriction will not show up on the report and you will have to additionally obtain an updated or supplemental report. Submit both a certified copy of the Deed Restriction and the Preliminary Report to the Coastal Commission district office from which you received this document. **Any discrepancy between the ownership status (as set forth in Recital I of the Deed Restriction and on the signature line) and/or the property description (as set forth in Exhibit A of the Deed Restriction), on the one hand, and the information contained in the preliminary report , on the other, may result in our requiring you to record a Deed Restriction that supersedes and replaces the original recordation before your permit can be issued.**

When the above steps have been satisfactorily completed and all other prior-to-issuance conditions have been satisfied, the District Office will issue the permit.

INSTRUCTIONS FOR COMPLETING THE DEED RESTRICTION

PAGE 1

- Lines 11-12: List the full name(s) of all the property owners in their correct capacity of ownership. The ownership information must appear on the deed restriction exactly as it appears on the preliminary report. For example, if a hyphenated last name is used on the deed, the same hyphenated last name should be used on this Deed Restriction. Similarly, if the ownership is held under a trust name, then list all of the trustees and the proper title of the trust, for example: Don W. Smith and Gloria Smith, Trustees of the Don W. and Gloria Smith Trust, dated August 8, 1974. (NOTE: This information can be obtained from your grant deed or preliminary report.)
- Line 21: If the property owner was not the applicant for the permit, identify the permit applicant in Recital IV (followed by the parenthetical phrase “(hereinafter referred to as the “Applicant”)”) in place of the term “Owner(s)” (just cross out the word “Owner(s)” and replace it), and then use the term “Applicant” in place of: 1) the second reference to “Owner(s)” in Recital VII (page 2, line 11) and 2) the first reference to “Owner(s)” in the “NOW, THEREFORE” clause (page 2, line 12).
- Lines 24: Insert the date of the public hearing at which the Commission approved the permit application. This information can be obtained from the “NOTICE OF INTENT TO ISSUE PERMIT.”
- Line 25: Insert the Coastal Development Permit Number (e.g., 5-04-0xx).
- Line 27: Insert the date the “NOTICE OF INTENT TO ISSUE PERMIT” was issued.

PAGE 3

- Line 22: Insert the date that the Deed Restriction is executed.
- Line 25: All legal owners must sign. If the property is held by one or more persons in his/her/their capacity as trustee(s) of a living or family trust, the trustee(s)'s name(s) must be listed at the beginning of the document and the trustee(s) must sign, but the trust status must be listed along with the trustee(s)'s name(s) at the beginning and printed or typed below the signature line at the end (i.e., John Smith, Trustee of the Smith Family Trust dated 0/0/00.) If the property is owned by a company/business organization (i.e., corporation, partnership, limited liability company (LLC), etc.), the company/business name must be listed and the Deed Restriction must indicate clearly that the person executing it is doing so on behalf of the business that owns the property, and in his/her capacity as an officer, partner, or other authorized representative of the company/business (e.g., JONES DEVELOPMENT, INC., By: John Jones, President). Additional signature lines should be added if multiple signatures are required. For example, if the owner is a corporation, several officers

may be required to sign. The name of the owner listed here must match the name listed on page 1 and on the preliminary report (which shows how title is legally held) **exactly**. If you have any questions about this, please contact the Commission's district office from which you received this document. Mistakes in the ownership information are the most common errors and frequently lead to the need to re-record.

PAGE 4 All signatures must be notarized.

EXHIBIT(S)

Exhibit A: A formal legal description of every parcel of property on which any of the development authorized by the permit will occur. This information can be obtained from your grant deed or title policy. (NOTE: The assessor's parcel number or a street address is NOT a valid legal description.) Insert this description(s) behind the page labeled "Exhibit A (Legal Description of Property)."

Exhibit B: A complete copy of the Notice of Intent to Issue Permit ("NOI"), **signed** by the permit applicant(s) and including any exhibits that are required by any conditions of the permit to be attached to the NOI. (NOTE: There will occasionally be a need to make corrections to a NOI. In such a case, the Commission staff will issue a "Corrected" or "Second Corrected" NOI to supersede and replace the previous NOI. Only the current NOI should be attached to the Deed Restriction.) Insert the signed NOI behind the page labeled "Exhibit B (Notice of Intent to Issue Permit)."

1 RECORDING REQUESTED BY:

2
3 WHEN RECORDED MAIL TO:
4 California Coastal Commission
5 725 Front Street, Suite 300
6 Santa Cruz, CA 95060-4508
7 Attn: Legal Division
8

9
10 **DEED RESTRICTION**

11 I. WHEREAS, _____
12 _____ (hereinafter referred to as "Owner(s)") is/are the record owner(s) of
13 the real property described in Exhibit A, attached hereto and incorporated herein by reference
14 (hereinafter referred to as the "Property"); and

15 II. WHEREAS, the California Coastal Commission (hereinafter referred to as the
16 "Commission") is a public agency created and existing under the authority of section 30300 of the
17 California Public Resources Code (hereinafter referred to as the "PRC"), a section of the California
18 Coastal Act of 1976 (Division 20 of the PRC; hereinafter referred to as the "Act"); and

19 III. WHEREAS, the Property is located within the coastal zone as defined in the Act (PRC
20 § 30103); and

21 IV. WHEREAS, pursuant to section 30600(a) of the PRC, Owner(s) applied to the
22 Commission for a coastal development permit to undertake development, as defined in the Act (PRC
23 § 30106), on the Property; and

24 V. WHEREAS, on _____, 20____, the Commission conditionally approved
25 coastal development permit number _____ (hereinafter referred to as the "Permit"),
26 subject to, among other conditions, the conditions listed under the heading "Special Conditions" in the
27 Notice of Intent to Issue Permit dated _____, 20____, attached hereto as EXHIBIT B

1 and incorporated herein by reference (hereinafter referred to as the "Special Conditions"), for the
2 reasons stated in the "Findings and Declarations" adopted by the Commission in support of its action,
3 which findings and declarations (along with any other documents that the Permit required to be
4 submitted to the Commission and with which the Permit requires compliance) are available from the
5 Commission upon request; and

6 VI. WHEREAS, the Commission found that, but for the imposition of the Special
7 Conditions, the proposed development could not be found consistent with the provisions of the Act and
8 that a permit could therefore not have been granted; and

9 VII. WHEREAS, Owner(s) has/ve elected to comply with the Special Conditions, which
10 require, among other things, execution and recordation of this Deed Restriction, so as to enable
11 Owner(s) to undertake the development authorized by the Permit;

12 NOW, THEREFORE, in consideration of the issuance of the Permit to Owner(s) by the
13 Commission, the undersigned Owner(s), for himself/herself/themselves and for his/her/their heirs,
14 assigns, and successors-in-interest, hereby irrevocably covenant(s) with the Commission that the Special
15 Conditions (shown in Exhibit B hereto) shall at all times on and after the date on which this Deed
16 Restriction is recorded constitute for all purposes covenants, conditions and restrictions on the use and
17 enjoyment of the Property that are hereby attached to the deed to the Property as fully effective
18 components thereof.

19 1. DURATION. (a) This Deed Restriction shall remain in full force and effect and shall
20 bind Owner(s) and all his/her/their assigns or successors-in-interest during the period that either the
21 development authorized by the Permit, or any part or modification thereof, or the Permit, or any
22 modification or amendment thereof, remains in existence on or with respect to, and thereby confers
23 benefit upon, the Property.

24 (b) Furthermore, in the event of a termination or extinguishment of this Deed Restriction
25 other than pursuant to a Commission-approved amendment to the Permit, the Special Conditions shall,
26 notwithstanding any such termination or extinguishment, continue to restrict the use and enjoyment of
27 the Property as they did prior to that termination or extinguishment and to bind Owner(s) and

1 his/her/their successors-in-interest, so long as either or both of the conditions described in paragraph (a)
2 continue to exist on or with respect to the Property.

3 2. TAXES AND ASSESSMENTS. It is intended that this Deed Restriction is irrevocable
4 and shall constitute an enforceable restriction within the meaning of a) Article XIII, section 8, of the
5 California Constitution; and b) section 402.1 of the California Revenue and Taxation Code or successor
6 statute. Furthermore, this Deed Restriction shall be deemed to constitute a servitude upon and burden to
7 the Property within the meaning of section 3712(d) of the California Revenue and Taxation Code, or
8 successor statute, which survives a sale of tax-deeded property.

9 3. RIGHT OF ENTRY. The Commission or its agent may enter onto the Property at times
10 reasonably acceptable to Owner(s) to ascertain whether the use restrictions set forth above are being
11 observed.

12 4. REMEDIES. Any act, conveyance, contract, or authorization by Owner(s) whether
13 written or oral which uses or would cause to be used or would permit use of the Property contrary to the
14 terms of this Deed Restriction will be deemed a violation and a breach hereof. The Commission and
15 Owner(s) may pursue any and all available legal and/or equitable remedies to enforce the terms and
16 conditions of this Deed Restriction. In the event of a breach, any forbearance on the part of either party
17 to enforce the terms and provisions hereof shall not be deemed a waiver of enforcement rights regarding
18 any subsequent breach.

19 5. SEVERABILITY. If any provision of these restrictions is held to be invalid, or for any
20 reason becomes unenforceable, no other provision shall be affected or impaired.

21
22 Dated: _____, 20____

23
24 Business Name (if property is owned by a business): _____

25 Signed: _____

Signed: _____

26
27 PRINT/TYPE NAME & CAPACITY OF ABOVE

PRINT/TYPE NAME & CAPACITY OF ABOVE

** NOTARY ACKNOWLEDGMENT ON THE NEXT PAGE **

1 State of California
2 County of _____
3 On _____ before me, _____, a Notary Public, personally appeared
4 _____, who proved to me on the basis of satisfactory evidence to be the person(s)
5 whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in
6 his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity
7 upon behalf of which the person(s) acted, executed the instrument.

8 I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is
9 true and correct.

10 WITNESS my hand and official seal.

11
12 Signature _____ (Seal)
13

14 State of California
15 County of _____
16 On _____ before me, _____, a Notary Public, personally appeared
17 _____, who proved to me on the basis of satisfactory evidence to be the person(s)
18 whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in
19 his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity
20 upon behalf of which the person(s) acted, executed the instrument.

21 I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is
22 true and correct.

23 WITNESS my hand and official seal.

24
25
26 Signature _____ (Seal)
27

EXHIBIT A

(Legal Description of Property)

EXHIBIT B

(Notice of Intent to Issue Permit)

APPENDIX C
FIRE HYDRANT METER PROGRAM

CITY OF SAN DIEGO CALIFORNIA DEPARTMENT INSTRUCTIONS	NUMBER DI 55.27	DEPARTMENT Water Department
SUBJECT FIRE HYDRANT METER PROGRAM (FORMERLY: CONSTRUCTION METER PROGRAM)	PAGE 1 OF 10	EFFECTIVE DATE October 15, 2002
	SUPERSEDES DI 55.27	DATED April 21, 2000

1. **PURPOSE**

- 1.1 To establish a Departmental policy and procedure for issuance, proper usage and charges for fire hydrant meters.

2. **AUTHORITY**

- 2.1 All authorities and references shall be current versions and revisions.
- 2.2 San Diego Municipal Code (NC) Chapter VI, Article 7, Sections 67.14 and 67.15
- 2.3 Code of Federal Regulations, Safe Drinking Water Act of 1986
- 2.4 California Code of Regulations, Titles 17 and 22
- 2.5 California State Penal Code, Section 498B.0
- 2.6 State of California Water Code, Section 110, 500-6, and 520-23
- 2.7 Water Department Director

Reference

- 2.8 State of California Guidance Manual for Cross Connection Programs
- 2.9 American Water Works Association Manual M-14, Recommended Practice for Backflow Prevention
- 2.10 American Water Works Association Standards for Water Meters
- 2.11 U.S.C. Foundation for Cross Connection Control and Hydraulic Research Manual

3. **DEFINITIONS**

- 3.1 **Fire Hydrant Meter:** A portable water meter which is connected to a fire hydrant for the purpose of temporary use. (These meters are sometimes referred to as Construction Meters.)

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SUBJECT FIRE HYDRANT METER PROGRAM (FORMERLY: CONSTRUCTION METER PROGRAM)	PAGE 2 OF 10	EFFECTIVE DATE October 15, 2002
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3.2 **Temporary Water Use:** Water provided to the customer for no longer than twelve (12) months.

3.3 **Backflow Preventor:** A Reduced Pressure Principal Assembly connected to the outlet side of a Fire Hydrant Meter.

4. **POLICY**

4.1 The Water Department shall collect a deposit from every customer requiring a fire hydrant meter and appurtenances prior to providing the meter and appurtenances (see Section 7.1 regarding the Fees and Deposit Schedule). The deposit is refundable upon the termination of use and return of equipment and appurtenances in good working condition.

4.2 Fire hydrant meters will have a 2 ½" swivel connection between the meter and fire hydrant. The meter shall not be connected to the 4" port on the hydrant. All Fire Hydrant Meters issued shall have a Reduced Pressure Principle Assembly (RP) as part of the installation. Spanner wrenches are the only tool allowed to turn on water at the fire hydrant.

4.3 The use of private hydrant meters on City hydrants is prohibited, with exceptions as noted below. All private fire hydrant meters are to be phased out of the City of San Diego. All customers who wish to continue to use their own fire hydrant meters must adhere to the following conditions:

a. Meters shall meet all City specifications and American Water Works Association (AWWA) standards.

b. Customers currently using private fire hydrant meters in the City of San Diego water system will be allowed to continue using the meter under the following conditions:

1. The customer must submit a current certificate of accuracy and calibration results for private meters and private backflows annually to the City of San Diego, Water Department, Meter Shop.

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2. The meter must be properly identifiable with a clearly labeled serial number on the body of the fire hydrant meter. The serial number shall be plainly stamped on the register lid and the main casing. Serial numbers shall be visible from the top of the meter casing and the numbers shall be stamped on the top of the inlet casing flange.
3. All meters shall be locked to the fire hydrant by the Water Department, Meter Section (see Section 4.7).
4. All meters shall be read by the Water Department, Meter Section (see Section 4.7).
5. All meters shall be relocated by the Water Department, Meter Section (see Section 4.7).
6. These meters shall be tested on the anniversary of the original test date and proof of testing will be submitted to the Water Department, Meter Shop, on a yearly basis. If not tested, the meter will not be allowed for use in the City of San Diego.
7. All private fire hydrant meters shall have backflow devices attached when installed.
8. The customer must maintain and repair their own private meters and private backflows.
9. The customer must provide current test and calibration results to the Water Department, Meter Shop after any repairs.
10. When private meters are damaged beyond repair, these private meters will be replaced by City owned fire hydrant meters.

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11. When a private meter malfunctions, the customer will be notified and the meter will be removed by the City and returned to the customer for repairs. Testing and calibration results shall be given to the City prior to any re-installation.
 12. The register shall be hermetically sealed straight reading and shall be readable from the inlet side. Registration shall be in hundred cubic feet.
 13. The outlet shall have a 2 ½ "National Standards Tested (NST) fire hydrant male coupling.
 14. Private fire hydrant meters shall not be transferable from one contracting company to another (i.e. if a company goes out of business or is bought out by another company).
- 4.4 All fire hydrant meters and appurtenances shall be installed, relocated and removed by the City of San Diego, Water Department. All City owned fire hydrant meters and appurtenances shall be maintained by the City of San Diego, Water Department, Meter Services.
- 4.5 If any fire hydrant meter is used in violation of this Department Instruction, the violation will be reported to the Code Compliance Section for investigation and appropriate action. Any customer using a fire hydrant meter in violation of the requirements set forth above is subject to fines or penalties pursuant to the Municipal Code, Section 67.15 and Section 67.37.
- 4.6 **Conditions and Processes for Issuance of a Fire Hydrant Meter**
- Process for Issuance
- a. Fire hydrant meters shall only be used for the following purposes:
 1. Temporary irrigation purposes not to exceed one year.

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2. Construction and maintenance related activities (see Tab 2).
 - b. No customer inside or outside the boundaries of the City of San Diego Water Department shall resell any portion of the water delivered through a fire hydrant by the City of San Diego Water Department.
 - c. The City of San Diego allows for the issuance of a temporary fire hydrant meter for a period not to exceed 12 months (365 days). An extension can only be granted in writing from the Water Department Director for up to 90 additional days. A written request for an extension by the consumer must be submitted at least 30 days prior to the 12 month period ending. No extension shall be granted to any customer with a delinquent account with the Water Department. No further extensions shall be granted.
 - d. Any customer requesting the issuance of a fire hydrant meter shall file an application with the Meter Section. The customer must complete a "Fire Hydrant Meter Application" (Tab 1) which includes the name of the company, the party responsible for payment, Social Security number and/or California ID, requested location of the meter (a detailed map signifying an exact location), local contact person, local phone number, a contractor's license (or a business license), description of specific water use, duration of use at the site and full name and address of the person responsible for payment.
 - e. At the time of the application the customer will pay their fees according to the schedule set forth in the Rate Book of Fees and Charges, located in the City Clerk's Office. All fees must be paid by check, money order or cashiers check, made payable to the City Treasurer. Cash will not be accepted.
 - f. No fire hydrant meters shall be furnished or relocated for any customer with a delinquent account with the Water Department.
 - g. After the fees have been paid and an account has been created, the

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meter shall be installed within 48 hours (by the second business day). For an additional fee, at overtime rates, meters can be installed within 24 hours (within one business day).

4.7 Relocation of Existing Fire Hydrant Meters

- a. The customer shall call the Fire Hydrant Meter Hotline (herein referred to as "Hotline"), a minimum of 24 hours in advance, to request the relocation of a meter. A fee will be charged to the existing account, which must be current before a work order is generated for the meter's relocation.
- b. The customer will supply in writing the address where the meter is to be relocated (map page, cross street, etc). The customer must update the original Fire Hydrant Meter Application with any changes as it applies to the new location.
- c. Fire hydrant meters shall be read on a monthly basis. While fire hydrant meters and backflow devices are in service, commodity, base fee and damage charges, if applicable, will be billed to the customer on a monthly basis. If the account becomes delinquent, the meter will be removed.

4.8 Disconnection of Fire Hydrant Meter

- a. After ten (10) months a "Notice of Discontinuation of Service" (Tab 3) will be issued to the site and the address of record to notify the customer of the date of discontinuance of service. An extension can only be granted in writing from the Water Department Director for up to 90 additional days (as stated in Section 4.6C) and a copy of the extension shall be forwarded to the Meter Shop Supervisor. If an extension has not been approved, the meter will be removed after twelve (12) months of use.
- b. Upon completion of the project the customer will notify the Meter Services office via the Hotline to request the removal of the fire hydrant meter and appurtenances. A work order will be generated

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for removal of the meter.

- c. Meter Section staff will remove the meter and backflow prevention assembly and return it to the Meter Shop. Once returned to the Meter Shop the meter and backflow will be tested for accuracy and functionality.
- d. Meter Section Staff will contact and notify Customer Services of the final read and any charges resulting from damages to the meter and backflow or its appurtenance. These charges will be added on the customer's final bill and will be sent to the address of record. Any customer who has an outstanding balance will not receive additional meters.
- e. Outstanding balances due may be deducted from deposits and any balances refunded to the customer. Any outstanding balances will be turned over to the City Treasurer for collection. Outstanding balances may also be transferred to any other existing accounts.

5. **EXCEPTIONS**

- 5.1 Any request for exceptions to this policy shall be presented, in writing, to the Customer Support Deputy Director, or his/her designee for consideration.

6. **MOBILE METER**

- 6.1 Mobile meters will be allowed on a case by case basis. All mobile meters will be protected by an approved backflow assembly and the minimum requirement will be a Reduced Pressure Principal Assembly. The two types of Mobile Meters are vehicle mounted and floating meters. Each style of meters has separate guidelines that shall be followed for the customer to retain service and are described below:
 - a) **Vehicle Mounted Meters:** Customer applies for and receives a City owned Fire Hydrant Meter from the Meter Shop. The customer mounts the meter on the vehicle and brings it to the Meter Shop for

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inspection. After installation is approved by the Meter Shop the vehicle and meter shall be brought to the Meter Shop on a monthly basis for meter reading and on a quarterly basis for testing of the backflow assembly. Meters mounted at the owner's expense shall have the one year contract expiration waived and shall have meter or backflow changed if either fails.

- b) **Floating Meters:** Floating Meters are meters that are not mounted to a vehicle. **(Note: All floating meters shall have an approved backflow assembly attached.)** The customer shall submit an application and a letter explaining the need for a floating meter to the Meter Shop. The Fire Hydrant Meter Administrator, after a thorough review of the needs of the customer, (i.e. number of jobsites per day, City contract work, lack of mounting area on work vehicle, etc.), may issue a floating meter. At the time of issue, it will be necessary for the customer to complete and sign the "Floating Fire Hydrant Meter Agreement" which states the following:

- 1) The meter will be brought to the Meter Shop at 2797 Caminito Chollas, San Diego on the third week of each month for the monthly read by Meter Shop personnel.
- 2) Every other month the meter will be read and the backflow will be tested. This date will be determined by the start date of the agreement.

If any of the conditions stated above are not met the Meter Shop has the right to cancel the contract for floating meter use and close the account associated with the meter. The Meter Shop will also exercise the right to refuse the issuance of another floating meter to the company in question.

Any Fire Hydrant Meter using reclaimed water shall not be allowed use again with any potable water supply. The customer shall incur the cost of replacing the meter and backflow device in this instance.

CITY OF SAN DIEGO CALIFORNIA DEPARTMENT INSTRUCTIONS	NUMBER DI 55.27	DEPARTMENT Water Department
SUBJECT FIRE HYDRANT METER PROGRAM (FORMERLY: CONSTRUCTION METER PROGRAM)	PAGE 9 OF 10	EFFECTIVE DATE October 15, 2002
	SUPERSEDES DI 55.27	DATED April 21, 2000

7. FEE AND DEPOSIT SCHEDULES

- 7.1 **Fees and Deposit Schedules:** The fees and deposits, as listed in the Rate Book of Fees and Charges, on file with the Office of the City Clerk, are based on actual reimbursement of costs of services performed, equipment and materials. These deposits and fees will be amended, as needed, based on actual costs. Deposits, will be refunded at the end of the use of the fire hydrant meter, upon return of equipment in good working condition and all outstanding balances on account are paid. Deposits can also be used to cover outstanding balances.

All fees for equipment, installation, testing, relocation and other costs related to this program are subject to change without prior notification. The Mayor and Council will be notified of any future changes.

8. UNAUTHORIZED USE OF WATER FROM A HYDRANT

- 8.1 Use of water from any fire hydrant without a properly issued and installed fire hydrant meter is theft of City property. Customers who use water for unauthorized purposes or without a City of San Diego issued meter will be prosecuted.
- 8.2 If any unauthorized connection, disconnection or relocation of a fire hydrant meter, or other connection device is made by anyone other than authorized Water Department personnel, the person making the connection will be prosecuted for a violation of San Diego Municipal Code, Section 67.15. In the case of a second offense, the customer's fire hydrant meter shall be confiscated and/or the deposit will be forfeited.
- 8.3 Unauthorized water use shall be billed to the responsible party. Water use charges shall be based on meter readings, or estimates when meter readings are not available.
- 8.4 In case of unauthorized water use, the customer shall be billed for all applicable charges as if proper authorization for the water use had been obtained, including but not limited to bi-monthly service charges, installation charges and removal charges.

CITY OF SAN DIEGO CALIFORNIA DEPARTMENT INSTRUCTIONS	NUMBER DI 55.27	DEPARTMENT Water Department
SUBJECT FIRE HYDRANT METER PROGRAM (FORMERLY: CONSTRUCTION METER PROGRAM)	PAGE 10 OF 10	EFFECTIVE DATE October 15, 2002
	SUPERSEDES DI 55.27	DATED April 21, 2000

- 8.5 If damage occurs to Water Department property (i.e. fire hydrant meter, backflow, various appurtenances), the cost of repairs or replacements will be charged to the customer of record (applicant).

**Larry Gardner
Water Department Director**

- Tabs: 1. Fire Hydrant Meter Application
2. Construction & Maintenance Related Activities With No Return To Sewer
3. Notice of Discontinuation of Service

APPENDIX

Administering Division: Customer Support Division

Subject Index: Construction Meters
Fire Hydrant
Fire Hydrant Meter Program
Meters, Floating or Vehicle Mounted
Mobile Meter
Program, Fire Hydrant Meter

Distribution: DI Manual Holders



Application for Fire Hydrant Meter (EXHIBIT A)

(For Office Use Only)

NS REQ	FAC#
DATE	BY

METER SHOP (619) 527-7449

Meter Information

Application Date	Requested Install Date:
------------------	-------------------------

Fire Hydrant Location: (Attach Detailed Map//Thomas Bros. Map Location or Construction drawing.) Zip:	T.B.	G.B. (CITY USE)
Specific Use of Water:		
Any Return to Sewer or Storm Drain, if so, explain:		
Estimated Duration of Meter Use:		Check Box if Reclaimed Water

Company Information

Company Name:			
Mailing Address:			
City:	State:	Zip:	Phone: ()
*Business license#		*Contractor license#	
A Copy of the Contractor's license OR Business License is required at the time of meter issuance.			
Name and Title of Billing Agent: <small>(PERSON IN ACCOUNTS PAYABLE)</small>			Phone: ()
Site Contact Name and Title:			Phone: ()
Responsible Party Name:			Title:
Cal ID#			Phone: ()
Signature:		Date:	
Guarantees Payment of all Charges Resulting from the use of this Meter. Insures that employees of this Organization understand the proper use of Fire Hydrant Meter			

Fire Hydrant Meter Removal Request	Requested Removal Date:
Provide Current Meter Location if Different from Above:	
Signature:	Title: Date:
Phone: ()	Pager: ()

<input type="checkbox"/> City Meter	<input type="checkbox"/> Private Meter	
Contract Acct #:	Deposit Amount: \$ 936.00	Fees Amount: \$ 62.00
Meter Serial #	Meter Size: 05	Meter Make and Style: 6-7
Backflow #	Backflow Size:	Backflow Make and Style:
Name:	Signature:	Date:

WATER USES WITHOUT ANTICIPATED CHARGES FOR RETURN TO SEWER

Auto Detailing
Backfilling
Combination Cleaners (Vactors)
Compaction
Concrete Cutters
Construction Trailers
Cross Connection Testing
Dust Control
Flushing Water Mains
Hydro Blasting
Hydro Seeing
Irrigation (for establishing irrigation only; not continuing irrigation)
Mixing Concrete
Mobile Car Washing
Special Events
Street Sweeping
Water Tanks
Water Trucks
Window Washing

Note:

1. If there is any return to sewer or storm drain, then sewer and/or storm drain fees will be charges.

Date

Name of Responsible Party
Company Name and Address
Account Number: _____

Subject: Discontinuation of Fire Hydrant Meter Service

Dear Water Department Customer:

The authorization for use of Fire Hydrant Meter # _____, located at *(Meter Location Address)* ends in 60 days and will be removed on or after *(Date Authorization Expires)*. Extension requests for an additional 90 days must be submitted in writing for consideration 30 days prior to the discontinuation date. If you require an extension, please contact the Water Department, or mail your request for an extension to:

City of San Diego
Water Department
Attention: Meter Services
2797 Caminito Chollas
San Diego, CA 92105-5097

Should you have any questions regarding this matter, please call the Fire Hydrant Hotline at (619) _____ - _____.

Sincerely,

Water Department

APPENDIX D

MATERIALS TYPICALLY ACCEPTED BY CERTIFICATE OF COMPLIANCE

Materials Typically Accepted by Certificate of Compliance

1. Soil amendment
2. Fiber mulch
3. PVC or PE pipe up to 16 inch diameter
4. Stabilizing emulsion
5. Lime
6. Preformed elastomeric joint seal
7. Plain and fabric reinforced elastomeric bearing pads
8. Steel reinforced elastomeric bearing pads
9. Waterstops (Special Condition)
10. Epoxy coated bar reinforcement
11. Plain and reinforcing steel
12. Structural steel
13. Structural timber and lumber
14. Treated timber and lumber
15. Lumber and timber
16. Aluminum pipe and aluminum pipe arch
17. Corrugated steel pipe and corrugated steel pipe arch
18. Structural metal plate pipe arches and pipe arches
19. Perforated steel pipe
20. Aluminum underdrain pipe
21. Aluminum or steel entrance tapers, pipe downdrains, reducers, coupling bands and slip joints
22. Metal target plates
23. Paint (traffic striping)
24. Conductors
25. Painting of electrical equipment
26. Electrical components
27. Engineering fabric
28. Portland Cement
29. PCC admixtures
30. Minor concrete, asphalt
31. Asphalt (oil)
32. Liquid asphalt emulsion
33. Epoxy

APPENDIX E
SAMPLE CITY INVOICE

City of San Diego, Field Engineering Div., 9485 Aero Drive, SD CA 92123		Contractor's Name:	
Project Name:		Contractor's Address:	
Work Order No or Job Order No.			
City Purchase Order No.		Contractor's Phone #:	Invoice No.
Resident Engineer (RE):		Contractor's fax #:	Invoice Date:
RE Phone#:	Fax#:	Contact Name:	Billing Period: (to

Item #	Item Description	Contract Authorization				Previous Totals To Date		This Estimate		Totals to Date	
		Unit	Price	Qty	Extension	%/QTY	Amount	% / QTY	Amount	% / QTY	Amount
1					\$ -		\$ -		\$ -	0.00%	\$ -
2					\$ -		\$ -		\$ -	0.00%	\$ -
3					\$ -		\$ -		\$ -	0.00%	\$ -
4					\$ -		\$ -		\$ -	0.00%	\$ -
5					\$ -		\$ -		\$ -	0.00%	\$ -
6					\$ -		\$ -		\$ -	0.00%	\$ -
7					\$ -		\$ -		\$ -	0.00%	\$ -
8					\$ -		\$ -		\$ -	0.00%	\$ -
9					\$ -		\$ -		\$ -	0.00%	\$ -
10					\$ -		\$ -		\$ -	0.00%	\$ -
11					\$ -		\$ -		\$ -	0.00%	\$ -
12					\$ -		\$ -		\$ -	0.00%	\$ -
13					\$ -		\$ -		\$ -	0.00%	\$ -
14					\$ -		\$ -		\$ -	0.00%	\$ -
15					\$ -		\$ -		\$ -	0.00%	\$ -
16					\$ -		\$ -		\$ -	0.00%	\$ -
17	Field Orders				\$ -		\$ -		\$ -	0.00%	\$ -
18					\$ -		\$ -		\$ -	0.00%	\$ -
CHANGE ORDER No.					\$ -		\$ -		\$ -	0.00%	\$ -
Total Authorized Amount (including approved Change Order)					\$ -		\$ -		\$ -		\$ -
										Total Billed	\$ -

SUMMARY

A. Original Contract Amount	\$ -
B. Approved Change Order #00 Thru #00	\$ -
C. Total Authorized Amount (A+B)	\$ -
D. Total Billed to Date	\$ -
E. Less Total Retention (5% of D)	\$ -
F. Less Total Previous Payments	\$ -
G. Payment Due Less Retention	\$0.00
H. Remaining Authorized Amount	\$0.00

**I certify that the materials
have been received by me in
the quality and quantity specified**

Resident Engineer

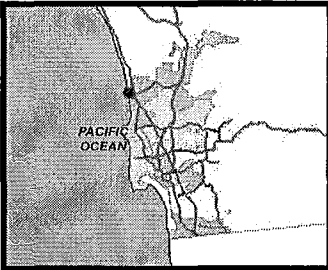
Construction Engineer

Retention and/or Escrow Payment Schedule

Total Retention Required as of this billing (Item E)	\$0.00
Previous Retention Withheld in PO or in Escrow	\$0.00
Add'l Amt to Withhold in PO/Transfer in Escrow:	\$0.00
Amt to Release to Contractor from PO/Escrow:	

Contractor Signature and Date: _____

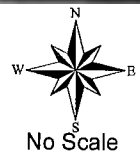
APPENDIX F
LOCATION MAP



NORTH TORREY PINES ROAD BRIDGE OVER LOS PENASQUITOS CREEK

SENIOR ENGINEER
ABI PALASEYED
619-533-4654

PROJECT MANAGER
JEFF MANCHESTER
619-533-4661



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COMMUNITY NAME: TORREY PINES, TORREY HILLS

COUNCIL DISTRICT: 1

SAP ID: S-00935



APPENDIX G
SAMPLE OF PUBLIC NOTICES



PROJECT NAME

PROJECT NAME

The work will consist of:

- *Edit this information:* The construction work will include pot holing in the northbound curb lane of Torrey Pines Road between Coast Walk and Princess Street.

How your neighborhood may be impacted:

- *Edit this information:* Traffic delays due to lane closure.
- Two-way traffic will be maintained at all times.

Anticipated Construction Schedule

- *Edit this information:* The project upgrades for the entire neighborhood have been ongoing and now are scheduled to start on your street.
- The entire neighborhood project started in ____ and is anticipated to be complete in ____.

Hours and Days of Operation

- *Edit this information:* Monday to Friday (7:30 a.m. to 4 p.m.)

The work will consist of:

- *Edit this information:* The construction work will include pot holing in the northbound curb lane of Torrey Pines Road between Coast Walk and Princess Street.

How your neighborhood may be impacted:

- *Edit this information:* Traffic delays due to lane closure.
- Two-way traffic will be maintained at all times.

Anticipated Construction Schedule

- *Edit this information:* The project upgrades for the entire neighborhood have been ongoing and now are scheduled to start on your street.
- The entire neighborhood project started in ____ and is anticipated to be complete in ____.

Hours and Days of Operation

- *Edit this information:* Monday to Friday (7:30 a.m. to 4 p.m.)

For questions related to this work

Call: (619) 533-4207

Email: engineering@sandiego.gov

Visit: sandiego.gov/CIP

For questions related to this work

Call: (619) 533-4207

Email: engineering@sandiego.gov

Visit: sandiego.gov/CIP



This information is available in alternative formats upon request.



This information is available in alternative formats upon request.

ATTACHMENT F
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CERTIFICATIONS AND FORMS

Instruction to Bidders, Section 1 - The Bidder, by submitting its electronic bid, agrees to and certifies under penalty of perjury under the laws of the State of California, that the certifications, forms and affidavits submitted as part of this bid are true and correct.

Bidder's General Information

To the City of San Diego:

Pursuant to "Notice Inviting Bids", specifications, and requirements on file with the City Clerk, and subject to all provisions of the Charter and Ordinances of the City of San Diego and applicable laws and regulations of the United States and the State of California, the undersigned hereby proposes to furnish to the City of San Diego, complete at the prices stated herein, the items or services hereinafter mentioned. The undersigned further warrants that this bid is not made in the interest of, or on behalf of, any undisclosed person, partnership, company, association, organization, or corporation; that the bid is genuine and not collusive or sham; that the bidder has not directly or indirectly induced or solicited any other bidder to put in a false or sham bid, and has not directly or indirectly colluded, conspired, connived, or agreed with any bidder or anyone else to put in a sham bid, or that anyone shall refrain from bidding; that the bidder has not in any manner, directly or indirectly, sought by agreement, communication, or conference with anyone to fix the bid price of the bidder or any other bidder, or to fix any overhead, profit, or cost element of the bid price, or of that of any other bidder, or to secure any advantage against the public body awarding the contract of anyone interested in the proposed contract; that all statements contained in the bid are true; and, further, that the bidder has not, directly or indirectly, submitted his or her bid price or any breakdown thereof, or the contents thereof, or divulged information or data relative thereto, or paid, and will not pay, any fee to any corporation, partnership, company, association, organization, bid depository, or to any member or agent thereof to effectuate a collusive or sham bid.

The undersigned bidder(s) further warrants that bidder(s) has thoroughly examined and understands the entire Contract Documents (plans and specifications) and the Bidding Documents therefore, and that by submitting said Bidding Documents as its bid proposal, bidder(s) acknowledges and is bound by the entire Contract Documents, including any addenda issued thereto, as such Contract Documents incorporated by reference in the Bidding Documents.

**NON-COLLUSION AFFIDAVIT TO BE EXECUTED BY BIDDER AND
SUBMITTED WITH BID UNDER 23 UNITED STATES CODE 112 AND
PUBLIC CONTRACT CODE 7106**

State of California

County of San Diego

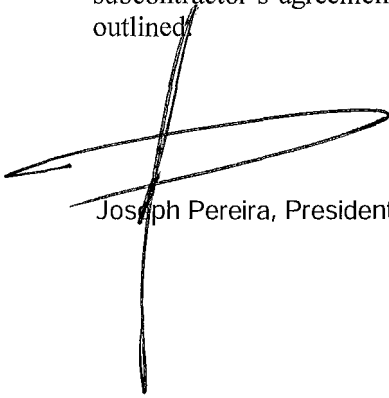
The bidder, being first duly sworn, deposes and says that he or she is authorized by the party making the foregoing bid that the bid is not made in the interest of, or on behalf of, any undisclosed person, partnership, company, association, organization, or corporation; that the bid is genuine and not collusive or sham; that the bidder has not directly or indirectly induced or solicited any other bidder to put in a false or sham bid, and has not directly or indirectly colluded, conspired, connived, or agreed with any bidder or anyone else to put in a sham bid, or that anyone shall refrain from bidding; that the bidder has not in any manner, directly or indirectly, sought by agreement, communication, or conference with anyone to fix the bid price of the bidder or any other bidder, or to fix any overhead, profit, or cost element of the bid price, or of that of any other bidder, or to secure any advantage against the public body awarding the contract of anyone interested in the proposed contract; that all statements contained in the bid are true; and further, that the bidder has not, directly or indirectly, submitted his or her bid price or any breakdown thereof, or the contents thereof, or divulged information or data relative thereto, or paid, and will not pay, any fee to any corporation, partnership, company association, organization, bid depository, or to any member or agent thereof to effectuate a collusive or sham bid.

CONTRACTOR CERTIFICATION

DRUG-FREE WORKPLACE

I hereby certify that I am familiar with the requirements of San Diego City Council Policy No. 100-17 regarding Drug-Free Workplace as outlined in the WHITEBOOK, Section 7-13.3, "Drug-Free Workplace", of the project specifications, and that;

This company has in place a drug-free workplace program that complies with said policy. I further certify that each subcontract agreement for this project contains language which indicates the subcontractor's agreement to abide by the provisions of subdivisions a) through c) of the policy as outlined



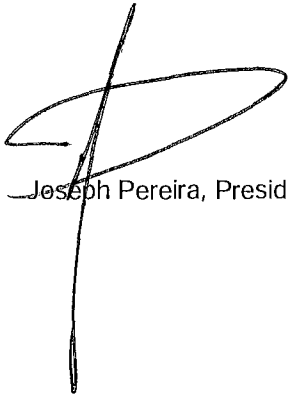
Joseph Pereira, President

CONTRACTOR CERTIFICATION

AMERICAN WITH DISABILITIES ACT (ADA) COMPLIANCE CERTIFICATION

I hereby certify that I am familiar with the requirements of San Diego City Council Policy No. 100-4 regarding the American With Disabilities Act (ADA) outlined in the WHITEBOOK, Section 7-13.2, "American With Disabilities Act", of the project specifications, and that;

This company has in place workplace program that complies with said policy. I further certify that each subcontract agreement for this project contains language which indicates the subcontractor's agreement to abide by the provisions of the policy as outlined.

A handwritten signature in black ink, appearing to be 'Joseph Pereira', written over a horizontal line.

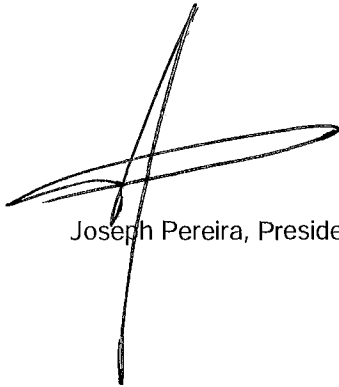
Joseph Pereira, President

CONTRACTOR CERTIFICATION

CONTRACTOR STANDARDS – PLEDGE OF COMPLIANCE

I declare under penalty of perjury that I am authorized to make this certification on behalf of the company submitting this bid/proposal, that as Contractor, I am familiar with the requirements of City of San Diego Municipal Code § 22.3004 regarding Contractor Standards as outlined in the WHITEBOOK, Section 7-13.4, ("Contractor Standards"), of the project specifications, and that Contractor has complied with those requirements.

I further certify that each of the Contractor's subcontractors whose subcontracts are greater than \$50,000 in value has completed a Pledge of Compliance attesting under penalty of perjury of having complied with City of San Diego Municipal Code § 22.3004.

A handwritten signature in black ink, appearing to read 'Joseph Pereira', is written over the printed name below.

Joseph Pereira, President

AFFIDAVIT OF DISPOSAL

**(To be submitted upon completion of Construction pursuant to the
contracts Certificate of completion)**

WHEREAS, on the _____ DAY OF _____, 2_____ the undersigned entered into and executed a contract with the City of San Diego, a municipal corporation, for:

N. Torrey Pines Access Ramp

(Name of Project)

as particularly described in said contract and identified as Bid No. **L-16-1359-DBB-3-A**; SAP No. (WBS/IO/CC) **S-00935**; and **WHEREAS**, the specification of said contract requires the Contractor to affirm that "all brush, trash, debris, and surplus materials resulting from this project have been disposed of in a legal manner"; and **WHEREAS**, said contract has been completed and all surplus materials disposed of:

NOW, THEREFORE, in consideration of the final payment by the City of San Diego to said Contractor under the terms of said contract, the undersigned Contractor, does hereby affirm that all surplus materials as described in said contract have been disposed of at the following location(s)

and that they have been disposed of according to all applicable laws and regulations.

Dated this _____ DAY OF _____, _____.

Contractor

by

ATTEST:

State of _____ County of _____

On this _____ DAY OF _____, 2_____, before the undersigned, a Notary Public in and for said County and State, duly commissioned and sworn, personally appeared _____ known to me to be the _____ Contractor named in the foregoing Release, and whose name is subscribed thereto, and acknowledged to me that said Contractor executed the said Release.

Notary Public in and for said County and State

BID ITEMS

*** PROVIDED FOR ILLUSTRATIVE PURPOSES ONLY ***
 TO BE SUBMITTED IN ELECTRONIC FORMAT ONLY
 SEE INSTRUCTIONS TO BIDDERS, FOR FURTHER INFORMATION

Item No.	Quantity	Unit	NAICS	Payment Reference	Description	Unit Price	Extension
BASE BID							
1	1	LS	524126	2-4.1	Bonds (Payment and Performance)	 	\$
2	1	LS	237310	7-10.2.7	Traffic Control	 	\$
3	1	AL		9-3.5	Field Orders Type II	 	\$18,189.00
4	1	LS	238990	9-3.4.1	Mobilization	 	\$
5	1	LS	541330	701-13.9.5	Water Pollution Control Program Development	 	\$
6	1	LS	238990	701-13.9.5	Water Pollution Control Program Implementation	 	\$
7	1	EA	238990	7-10.6.3	Project Identification Sign	\$	\$
8	1	LS	238910	300-1.4	Clearing & Grubbing	 	\$
9	38	CY	238910	300-1.4	Remove Concrete Pathway	\$	\$
10	20	CY	238910	300-1.4	Remove Concrete Bench	\$	\$
11	506	CY	237990	200-1.6	Remove and Replace 1/2 Ton Rip-Rap	\$	\$
12	84	LF	238990	304-2.1.4	Remove and Relocate Handrails	\$	\$
13	4	EA	238990	307-2	Remove & Reinstall Traffic Signs	\$	\$
14	23	CY	238990	303-5.9	Concrete Pedestrian Access Ramp (6" PCC) w/ Cutoff Walls	\$	\$
15	61	CY	238990	303-5.9	Concrete Pathway (6" PCC) w/ Cutoff Walls	\$	\$

LIST OF SUBCONTRACTORS

***** PROVIDED FOR ILLUSTRATIVE PURPOSES ONLY ***
TO BE SUBMITTED IN ELECTRONIC FORMAT ONLY
SEE INSTRUCTIONS TO BIDDERS, FOR FURTHER INFORMATION**

In accordance with the requirements of the "Subletting and Subcontracting Fair Practices Act", Section 4100, of the California Public Contract Code (PCC), the Bidder is to list below the name, address and license number of each Subcontractor who will perform work, labor, render services or specially fabricate and install a portion [type] of the work or improvement, in an amount of or in excess of 0.5% of the Contractor's total Bid. Failure to comply with this requirement may result in the Bid being rejected as non-responsive. The Contractor is to list only one Subcontractor for each portion of the Work. The Bidder's attention is directed to the Special Provisions - General; Paragraph 2-3 Subcontracts, which stipulates the percentage of the Work to be performed with the Bidder's own forces. The Bidder is to also list all SLBE, ELBE, DBE, DVBE, MBE, WBE, OBE, SDB, WoSB, HUBZone, and SDVOSB Subcontractors for which the Bidders are seeking recognition towards achieving any mandatory, voluntary, or both subcontracting participation percentages.

NAME, ADDRESS AND TELEPHONE NUMBER OF SUBCONTRACTOR	CONSTRUCTOR OR DESIGNER	SUBCONTRACTOR LICENSE NUMBER	TYPE OF WORK	DOLLAR VALUE OF SUBCONTRACT	MBE, WBE, DBE, DVBE, OBE, ELBE, SLBE, SDB, WoSB, HUBZone, OR SDVOSB	WHERE CERTIFIED ②	CHECK IF JOINT VENTURE PARTNERSHIP
Name: _____ Address: _____ City: _____ State: _____ Zip: _____ Phone: _____ Email: _____							
Name: _____ Address: _____ City: _____ State: _____ Zip: _____ Phone: _____ Email: _____							

① As appropriate, Bidder shall identify Subcontractor as one of the following and shall include a valid proof of certification (except for OBE, SLBE and ELBE):

Certified Minority Business Enterprise	MBE	Certified Woman Business Enterprise	WBE
Certified Disadvantaged Business Enterprise	DBE	Certified Disabled Veteran Business Enterprise	DVBE
Other Business Enterprise	OBE	Certified Emerging Local Business Enterprise	ELBE
Certified Small Local Business Enterprise	SLBE	Small Disadvantaged Business	SDB
Woman-Owned Small Business	WoSB	HUBZone Business	HUBZone
Service-Disabled Veteran Owned Small Business	SDVOSB		

② As appropriate, Bidder shall indicate if Subcontractor is certified by:

City of San Diego	CITY	State of California Department of Transportation	CALTRANS
California Public Utilities Commission	CPUC		
State of California's Department of General Services	CADoGS	City of Los Angeles	LA
State of California	CA	U.S. Small Business Administration	SBA

The Bidder will not receive any subcontracting participation percentages if the Bidder fails to submit the required proof of certification.

NAMED EQUIPMENT/MATERIAL SUPPLIER LIST

***** PROVIDED FOR ILLUSTRATIVE PURPOSES ONLY ***
TO BE SUBMITTED IN ELECTRONIC FORMAT ONLY
SEE INSTRUCTIONS TO BIDDERS, FOR FURTHER INFORMATION**

NAME, ADDRESS AND TELEPHONE NUMBER OF VENDOR/SUPPLIER	MATERIALS OR SUPPLIES	DOLLAR VALUE OF MATERIAL OR SUPPLIES (MUST BE FILLED OUT)	SUPPLIER (Yes/No)	MANUFACTURER (Yes/No)	MBE, WBE, DBE, DVBE, OBE, ELBE, SLBE, SDB, WoSB, HUBZone, OR SDVOSE	WHERE CERTIFIED
Name: _____ Address: _____ City: _____ State: _____ Zip: _____ Phone: _____ Email: _____						
Name: _____ Address: _____ City: _____ State: _____ Zip: _____ Phone: _____ Email: _____						

① As appropriate, Bidder shall identify Vendor/Supplier as one of the following and shall include a valid proof of certification (except for OBE,SLBE and ELBE):

Certified Minority Business Enterprise	MBE	Certified Woman Business Enterprise	WBE
Certified Disadvantaged Business Enterprise	DBE	Certified Disabled Veteran Business Enterprise	DVBE
Other Business Enterprise	OBE	Certified Emerging Local Business Enterprise	ELBE
Certified Small Local Business Enterprise	SLBE	Small Disadvantaged Business	SDB
Woman-Owned Small Business	WoSB	HUBZone Business	HUBZone
Service-Disabled Veteran Owned Small Business	SDVOSE		

② As appropriate, Bidder shall indicate if Vendor/Supplier is certified by:

City of San Diego	CITY	State of California Department of Transportation	CALTRANS
California Public Utilities Commission	CPUC		
State of California's Department of General Services	CADoGS	City of Los Angeles	LA
State of California	CA	U.S. Small Business Administration	SBA

The Bidder will not receive any subcontracting participation percentages if the Bidder fails to submit the required proof of certification.

ELECTRONICALLY SUBMITTED FORMS

THE FOLLOWING FORMS MUST BE SUBMITTED IN PDF FORMAT WITH BID SUBMISSION

The following forms are to be completed by the bidder and submitted (uploaded) electronically with the bid in PlanetBids.

- A. BID BOND – See Instructions to Bidders, Bidders
Guarantee of Good Faith (Bid Security) for further
instructions**
- B. CONTRACTOR’S CERTIFICATION OF PENDING
ACTIONS**
- C. EQUAL BENEFITS ORDINANCE - CERTIFICATION
OF COMPLIANCE**

**Bids will not be accepted until ALL forms are submitted
as part of the bid submittal**

BID BOND

See Instructions to Bidders, Bidder Guarantee of Good Faith (Bid Security)

KNOW ALL MEN BY THESE PRESENTS,

That DuWright Construction, Inc. as Principal, and
Hudson Insurance Company as Surety, are held and firmly bound unto The City of San Diego hereinafter called "OWNER," in the sum of **10% OF THE TOTAL BID AMOUNT** for the payment of which sum, well and truly to be made, we bind ourselves, our heirs, executors, administrators, successors, and assigns, jointly and severally, firmly by these presents. *ten percent not to exceed \$49,000.00

WHEREAS, said Principal has submitted a Bid to said OWNER to perform the WORK required under the bidding schedule(s) of the OWNER's Contract Documents entitled

RNorth Torrey Pines Access Ramp , Project No: L-16-1359-DRB-3-A

NOW THEREFORE, if said Principal is awarded a contract by said OWNER and, within the time and in the manner required in the "Notice Inviting Bids" enters into a written Agreement on the form of agreement bound with said Contract Documents, furnishes the required certificates of insurance, and furnishes the required Performance Bond and Payment Bond, then this obligation shall be null and void, otherwise it shall remain in full force and effect. In the event suit is brought upon this bond by said OWNER and OWNER prevails, said Surety shall pay all costs incurred by said OWNER in such suit, including a reasonable attorney's fee to be fixed by the court.

SIGNED AND SEALED, this 11th day of December, 2015

DuWright Construction, Inc. (SEAL)
(Principal)

By: [Signature]
(Signature)
Joseph Pereira, president.

Hudson Insurance Company (SEAL)
(Surety)

By: [Signature]
(Signature)
Canaan Jellery, attorney-in-fact

(SEAL AND NOTARIAL ACKNOWLEDGEMENT OF SURETY)

✓ SEE ATTACHED ACKNOWLEDGMENT



POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That HUDSON INSURANCE COMPANY, a corporation of the State of Delaware, with offices at 100 William Street, New York, New York, 10038, has made, constituted and appointed, and by these presents, does make, constitute and appoint

Canaan Hillery
of the State of CA

its true and lawful Attorney(s)-in-Fact, at New York, New York, each of them alone to have full power to act without the other or others, to make, execute and deliver on its behalf, as Surety, bonds and undertakings given for any and all purposes, also to execute and deliver on its behalf as aforesaid renewals, extensions, agreements, waivers, consents or stipulations relating to such bonds or undertakings provided, however, that no single bond or undertaking shall obligate said Company for any portion of the penal sum thereof in excess of the sum of

Ninety Eight Thousand Dollars (\$98,000.00)

Such bonds and undertakings when duly executed by said Attorney(s)-in-Fact, shall be binding upon said Company as fully and to the same extent as if signed by the President of said Company under its corporate seal attested by its Secretary.

In Witness Whereof, HUDSON INSURANCE COMPANY has caused these presents to be of its Executive Vice President thereunto duly authorized, on this 31st day of October, 2013 at New York, New York.



Dina Daskalakis
Corporate Secretary

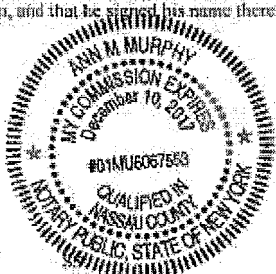
HUDSON INSURANCE COMPANY

By Christopher T. Suarez
Executive Vice President

STATE OF NEW YORK
COUNTY OF NEW YORK. SS.

On the 31st day of October, 2013 before me personally came Christopher T. Suarez to me known, who being by me duly sworn did depose and say that he is an Executive Vice President of HUDSON INSURANCE COMPANY, the corporation described herein and which executed the above instrument, that he knows the seal of said Corporation, that the seal affixed to said instrument is such corporate seal, that it was so affixed by order of the Board of Directors of said Corporation, and that he signed his name thereto by like order.

(Notarial Seal)



ANN M. MURPHY
Notary Public, State of New York
No. 01MU6067553
Qualified in Nassau County
Commission Expires December 10, 2017

CERTIFICATION

STATE OF NEW YORK
COUNTY OF NEW YORK

The undersigned Dina Daskalakis hereby certifies:

That the original resolution, of which the following is a true and correct copy, was duly adopted by unanimous written consent of the Board of Directors of Hudson Insurance Company dated July 27, 2007, and has not since been revoked, amended or modified:

RESOLVED, that the President, the Executive Vice Presidents, the Senior Vice Presidents and the Vice Presidents shall have the authority and discretion, to appoint such agent or agents, or attorney or attorneys-in-fact, for the purpose of carrying on this Company's surety business, and to empower such agent or agents, or attorney or attorneys-in-fact, to execute and deliver, under this Company's seal or otherwise, bonds obligations, and recognizances, whether made by this Company as surety thereon or otherwise; indemnity contracts, contracts and certificates, and any and all other contracts and undertakings made in the course of this Company's surety business, and renewals, extensions, agreements, waivers, consents or stipulations regarding undertakings so made; and

FURTHER RESOLVED, that the signature of any such Officer of the Company and the Company's seal may be affixed by facsimile to any power of attorney or certification given for the execution of any bond, undertaking, recognizance, contract of indemnity or other written obligation in the nature thereof or related thereto, such signature and seal when so used whether heretofore or hereafter, being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed.

THAT the above and foregoing is a full, true and correct copy of Power of Attorney issued by said Company, and of the whole of the original and that the said Power of Attorney is still in full force and effect and has not been revoked, and furthermore that the Resolution of the Board of Directors, set forth in the said Power of Attorney is now in force.

Witness the hand of the undersigned and the seal of said Corporation this 11th day of December, 2015



Form NYS 10-8 2010 (v1)

Dina Daskalakis
Corporate Secretary

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

CIVIL CODE § 1189

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of Los Angeles)

On December 11, 2015 before me, Heather Allen, Notary Public
Date Here Insert Name and Title of the Officer

personally appeared Canaan Hillery
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature: [Handwritten Signature]
Signature of Notary Public

Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: _____ Document Date: _____
Number of Pages: _____ Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____
 Corporate Officer — Title(s): _____
 Partner — Limited General
 Individual Attorney in Fact
 Trustee Guardian or Conservator
 Other: _____
Signer Is Representing: _____

Signer's Name: _____
 Corporate Officer — Title(s): _____
 Partner — Limited General
 Individual Attorney in Fact
 Trustee Guardian or Conservator
 Other: _____
Signer Is Representing: _____

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

CIVIL CODE § 1189

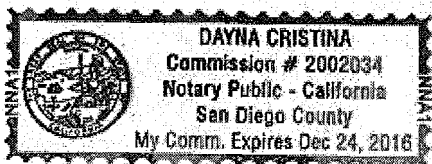
State of California

County of San Diego

On Dec 15, 2015

before me, Dayna Cristina

personally appeared Joseph Pereira



who proved to me on the basis of satisfactory evidence to be the person whose name is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature: Dayna Cristina

Place Notary Seal Above

OPTIONAL

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.

Description of Attached Document

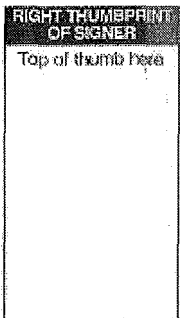
Title or Type of Document: Bid bond

Document Date: Number of Pages:

Signer(s) Other Than Named Above: Canaan Hillery

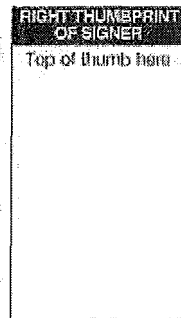
Capacity(ies) Claimed by Signer(s)

- Signer's Name:
Corporate Officer - Title(s):
Individual
Partner - Limited General
Attorney in Fact
Trustee
Guardian or Conservator
Other:



Signer Is Representing:

- Signer's Name:
Corporate Officer - Title(s):
Individual
Partner - Limited General
Attorney in Fact
Trustee
Guardian or Conservator
Other:



Signer Is Representing:

CONTRACTOR'S CERTIFICATION OF PENDING ACTIONS

As part of its bid or proposal (Non-Price Proposal in the case of Design-Build contracts), the Bidder shall provide to the City a list of all instances within the past 10 years where a complaint was filed or pending against the Bidder in a legal or administrative proceeding alleging that Bidder discriminated against its employees, subcontractors, vendors or suppliers, and a description of the status or resolution of that complaint, including any remedial action taken.

CHECK ONE BOX ONLY.

- The undersigned certifies that within the past 10 years the Bidder has NOT been the subject of a complaint or pending action in a legal administrative proceeding alleging that Bidder discriminated against its employees, subcontractors, vendors or suppliers.

- The undersigned certifies that within the past 10 years the Bidder has been the subject of a complaint or pending action in a legal administrative proceeding alleging that Bidder discriminated against its employees, subcontractors, vendors or suppliers. A description of the status or resolution of that complaint, including any remedial action taken and the applicable dates is as follows:

DATE OF CLAIM	LOCATION	DESCRIPTION OF CLAIM	LITIGATION (Y/N)	STATUS	RESOLUTION/REMEDIAL ACTION TAKEN

Contractor Name: DuWright Construction Inc.

Certified By Joseph Pereira Title President

Name

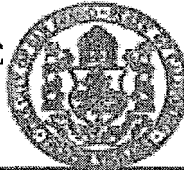


Signature

Date 12/15/2015

USE ADDITIONAL FORMS AS NECESSARY

**EQUAL BENEFITS ORDINANCE
CERTIFICATION OF COMPLIANCE**



For additional information, contact:
CITY OF SAN DIEGO
EQUAL BENEFITS PROGRAM
 202 C Street, MS 9A, San Diego, CA 92101
 Phone (619) 533-3948 Fax (619) 533-3220

COMPANY INFORMATION	
Company Name: DuWright Construction Inc.	Contact Name: Joseph Pereira
Company Address: 2814 Greyling Drive, San Diego, CA 92123	Contact Phone: 858-717-5282
	Contact Email: joseph.p@duwright.com

CONTRACT INFORMATION	
Contract Title: Torrey Pines Access Ramp	Start Date: TBD
Contract Number (if no number, state location): L-16-1359-DBB-3-A	End Date: TBD

SUMMARY OF EQUAL BENEFITS ORDINANCE REQUIREMENTS

The Equal Benefits Ordinance [EBO] requires the City to enter into contracts only with contractors who certify they will provide and maintain equal benefits as defined in SDMC §22.4302 for the duration of the contract. To comply:

- Contractor shall offer equal benefits to employees with spouses and employees with domestic partners.
 - * Benefits include health, dental, vision insurance; pension/401(k) plans; bereavement, family, parental leave; discounts, child care; travel/relocation expenses; employee assistance programs; credit union membership; or any other benefit.
 - * Any benefit not offer an employee with a spouse, is not required to be offered to an employee with a domestic partner.
- Contractor shall post notice of firm's equal benefits policy in the workplace and notify employees at time of hire and during open enrollment periods.
- Contractor shall allow City access to records, when requested, to confirm compliance with EBO requirements.
- Contractor shall submit *EBO Certification of Compliance*, signed under penalty of perjury, prior to award of contract.

NOTE: This summary is provided for convenience. Full text of the EBO and Rules Implementing the EBO are available at www.sandiego.gov/administration.

CONTRACTOR EQUAL BENEFITS ORDINANCE CERTIFICATION

Please indicate your firm's compliance status with the EBO. The City may request supporting documentation.

I affirm compliance with the EBO because my firm (contractor must select one reason):

- Provides equal benefits to spouses and domestic partners.
- Provides no benefits to spouses or domestic partners.
- Has no employees.
- Has collective bargaining agreement(s) in place prior to January 1, 2011, that has not been renewed or expired.

I request the City's approval to pay affected employees a cash equivalent in lieu of equal benefits and verify my firm made a reasonable effort but is not able to provide equal benefits upon contract award. I agree to notify employees of the availability of a cash equivalent for benefits available to spouses but not domestic partners and to continue to make every reasonable effort to extend all available benefits to domestic partners.

It is unlawful for any contractor to knowingly submit any false information to the City regarding equal benefits or cash equivalent associated with the execution, award, amendment, or administration of any contract. [San Diego Municipal Code §22.4307(a)]

Under penalty of perjury under laws of the State of California, I certify the above information is true and correct. I further certify that my firm understands the requirements of the Equal Benefits Ordinance and will provide and maintain equal benefits for the duration of the contract or pay a cash equivalent if authorized by the City.

Joseph Pereira, President	12/15/2015
Name/Title of Signatory	Signature Date

FOR OFFICIAL CITY USE ONLY		
Receipt Date:	EBO Analyst:	<input type="checkbox"/> Approved <input type="checkbox"/> Not Approved – Reason:

(Rev 02/15/2011)

Bid Results for Project N. Torrey Pines Access Ramp (L-16-1359-DBB-3-A)

Issued on 11/12/2015

Bid Due on December 15, 2015 1:30 PM (Pacific)

Exported on 12/18/2015

VendorID	Company Name	Address	City	State	ZipCode	Country	Contact	Phone	Fax	Email	Vendor Type
295599	DUWRIGHT CONSTRUCTION INC	2814 Greyling Drive	San Diego		92123	United States	Joseph Perelra	858-717-5282	858-815-9656	estlmating@duwrightconstruction.com	CAU,MALE,ELBE,PQUAL,DBE,MBE,SDB,Local

Respondee	Respondee Title	Respondee Phone	Respondee Email
Joseph Perelra	President	858-717-5282	Joseph.p@duwright.com

Bid Format	Submitted Date	Delivery Method	Responsive	Status	Confirmation #	Ranking
Electronic	12/15/2015 13:17			Submitted	69320	0

Attachments		
File Title	File Name	File Type
Bid bond	Bid Bond - DuWright.pdf	General Attachments
Cert Pending Actions	Cert Pending Actions - DuWright.pdf	General Attachments
Equal Bene OrdI	Equal Bene OrdI - DuWright.pdf	General Attachments

Line Items							
Item Num	Section	Item Code	Description	Unit of Measure	Quantity	Unit Price	Line Total
1	Main Bid	524126	Bonds (Payment and Performance)	LS	1	\$13,200.00	\$13,200.00
2	Main Bid	237310	Traffic Control	LS	1	\$9,800.00	\$9,800.00
3	Main Bid		Field Orders Type-II	AL	1	\$18,189.00	\$18,189.00
4	Main Bid	238990	Mobilization	LS	1	\$32,690.00	\$32,690.00
5	Main Bid	541330	Water Pollution Control Program Development	LS	1	\$1,500.00	\$1,500.00
6	Main Bid	238990	Water Pollution Control Program Implementation	LS	1	\$8,500.00	\$8,500.00
7	Main Bid	238990	Project Identification Sign	EA	1	\$800.00	\$800.00
8	Main Bid	238910	Clearing & Grubbing	LS	1	\$4,800.00	\$4,800.00
9	Main Bid	238910	Remove Concrete Pathway	CY	38	\$895.00	\$34,010.00
10	Main Bid	238910	Remove Concrete Bench	CY	20	\$450.00	\$9,000.00
11	Main Bid	237990	Remove and Replace 1/2 Ton Rip-Rap	CY	506	\$85.00	\$43,010.00
12	Main Bid	238990	Remove and Relocate Handrails	LF	84	\$35.00	\$2,940.00
13	Main Bid	238990	Remove & Reinstall Traffic Signs	EA	4	\$800.00	\$3,200.00
14	Main Bid	238990	Concrete Pedestrian Access Ramp (6" PCC) w/ Cutoff Walls	CY	23	\$700.00	\$16,100.00
15	Main Bid	238990	Concrete Pathway (6" PCC) w/ Cutoff Walls	CY	61	\$700.00	\$42,700.00
16	Main Bid	238990	Concrete Beach Access Ramp (1'-2" PCC) w/ Cutoff Walls	CY	17	\$650.00	\$11,050.00
17	Main Bid	238990	Concrete Bench	CY	20	\$600.00	\$12,000.00
18	Main Bid	238990	Handrail (Stainless Steel)	LF	106	\$325.00	\$34,450.00
19	Main Bid	238990	6" Concrete Curb	LF	32	\$85.00	\$2,720.00
20	Main Bid	238990	Grading (Export)	CY	214	\$45.00	\$9,630.00
21	Main Bid	238990	Structure Backfill	CY	267	\$95.00	\$25,365.00
22	Main Bid	313230	250N Nonwoven Geosynthetic Fabric	SY	210	\$20.00	\$4,200.00
23	Main Bid	238910	Dewatering	LS	1	\$20,000.00	\$20,000.00
Subtotal							\$359,854.00
Total							\$359,854.00

Subcontractors											
Name	Description	License Num	Amount	Type	Address	Address 2	City	State	ZipCode	Country	
Sampo Engineering, Inc.	Survey	RCE44173	\$1,170.00	NAT,MALE,ELBE,DBE,CADIR	171 Saxony Road, Ste. 213		Encinitas,		92024	United States	

Self Performance
0.0032

City_of_San_Diego
DUWRIGHT CONSTRUCTION INC - Company Profile

Company Information			
Company Name:	<i>DUWRIGHT CONSTRUCTION INC</i>	TaxID/EIN:	<i>****0687</i>
Doing Business As:			
Legal Form of the Business:	<i>S Corporation</i>	Date Established:	
Ethnicity:	<i>Caucasian American</i>	Gender:	<i>Male</i>
Main Area in which the business provides materials or services:	<i>Construction</i>		
Business Description:	<i>Construction</i>		

Company Address	
Primary Address:	<i>2814 Greyling Dr, San Diego, CA, 92123</i>
Mailing Address:	<i>2814 Greyling Drive, San Diego, CA, 92123</i>

Contact Information			
Business Phone:	<i>858-717-5282</i>	Business Fax:	<i>858-815-9656</i>
Website:	<i>www.duwrightconstruction.com</i>		
Primary Contact	Name: <i>Joseph Pereira</i>	Title:	<i>President</i>
	Email: <i>Joseph.p@duwrightconstruction.com</i>	Phone:	<i>858-717-5282</i>
		Cell Phone:	
Secondary Contact	Name:	Title:	
	Email:	Phone:	
		Cell Phone:	

Other Information	
Insurance Company:	DUNS:
Insurance Number:	CAGE Code:
Insurance Exp. Date:	Geographic Market:
Major Customers:	

Company Certification				
Certifying Agency	Certificate Type	Certificate Number	Date of Issue	Expiration Date
City_of_San_Diego	ELBE	13DW0816	11/16/2012	11/16/2014
City_of_San_Diego	ELBE	13DW0816	01/13/2015	01/13/2017

Company Industries	
Industry Code	Description
03100	AIR CONDITIONING, HEATING, AND VENTILATING EQUIPMENT, PARTS AND ACCESSO
63000	PAINT, PROTECTIVE COATINGS, VARNISH, WALLPAPER, AND RELATED PRODUCTS
91200	CONSTRUCTION SERVICES, GENERAL (INCL. MAINTENANCE AND REPAIR SERVICES)
91004	Air Duct Cleaning Services
91036	Heating, Air Conditioning, and Ventilation Maintenance and Repair Services (Including Installa
91000	BUILDING MAINTENANCE, INSTALLATION AND REPAIR SERVICES
90922	Building Construction, Non-Residential (Office Bldg., etc.)
90900	BUILDING CONSTRUCTION SERVICES, NEW (INCL. MAINTENANCE AND REPAIR SERV
91300	CONSTRUCTION SERVICES, HEAVY (INCL. MAINTENANCE AND REPAIR SERVICES)
91450	Heating, Ventilating and Air Conditioning (HVAC)
91400	CONSTRUCTION SERVICES, TRADE (NEW CONSTRUCTION)
237110	Water and Sewer Line and Related Structures Construction
237310	Highway, Street, and Bridge Construction
237990	Other Heavy and Civil Engineering Construction
238130	Framing Contractors
238190	Other Foundation, Structure, and Building Exterior Contractors
238210	Electrical Contractors and Other Wiring Installation Contractors
238220	Plumbing, Heating, and Air-Conditioning Contractors
238290	Other Building Equipment Contractors
238310	Drywall and Insulation Contractors
238320	Painting and Wall Covering Contractors
238330	Flooring Contractors
238340	Tile and Terrazzo Contractors
238910	Site Preparation Contractors
236115	New Single-Family Housing Construction (except Operative Builders)
236116	New Multifamily Housing Construction (except Operative Builders)
236117	New Housing Operative Builders
236118	Residential Remodelers
236210	Industrial Building Construction
236220	Commercial and Institutional Building Construction

Business Size Information						
Total Number of Employees:	2	Gross receipts of the firm:				
Number of Minority Employees:		<table border="1"> <thead> <tr> <th>Year</th> <th>Total Receipts</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> </tr> </tbody> </table>	Year	Total Receipts		
Year	Total Receipts					
Average Gross Receipts:						

Additional Information

:

City of San Diego

CITY CONTACT: Lisa Nguyen - Contract Specialist, Email: LTNguyen@sandiego.gov
Phone No. (619) 533-3435, Fax No. (619) 533-3633

ADDENDUM "A"

 **e - Bidding** FOR



N. Torrey Pines Access Ramp

BID NO.: _____ L-16-1359-DBB-3-A
SAP NO. (WBS/IO/CC): _____ S-00935
CLIENT DEPARTMENT: _____ 2116
COUNCIL DISTRICT: _____ 1
PROJECT TYPE: _____ II

BID DUE DATE:

1:30 PM
DECEMBER 15, 2015
CITY OF SAN DIEGO
PUBLIC WORKS CONTRACTS
1010 SECOND AVENUE, 14th FLOOR, MS 614C
SAN DIEGO, CA 92101

ENGINEER OF WORK

The engineering Specifications and Special Provisions contained herein have been prepared by or under the direction of the following Registered Engineer:

Christopher Lezaca
1) Registered Engineer

12/3/2015
Date

Seal:



D. Nutter
2) For City Engineer

12/3/2015
Date

Seal:



A. CHANGES TO CONTRACT DOCUMENTS

The following changes to the Contract Documents are hereby made effective as though originally issued with the bid package. Bidders are reminded that all previous requirements to this solicitation remain in full force and effect.

B. ATTACHMENTS

1. To ATTACHMENT A, SCOPE OF WORK, page 24, Item 4, Contract Time, **DELETE** in its entirety and **SUBSTITUTE** with the following:
 4. **CONTRACT TIME:** The Contract Time for completion of the Work shall be **44 Working Days**.
2. To ATTACHMENT E, SUPPLEMENTARY SPECIAL PROVISIONS, SECTION 6 – PROSECUTION, PROGRESS AND ACCEPTANCE OF WORK, page 35, Item 6-2.1 Moratoriums, sub-item a), **DELETE** in its entirety and **SUBSTITUTE** with the following:
 - a) N. Torrey Pines State Beach from 5/30/2016 to 9/5/2016 (inclusive).

C. PLANS

1. To DRAWINGS number 37930-1D through 37930-7-D, **DELETE** in their entirety and **REPLACE** with page 4 through 10 of this Addendum.

James Nagelvoort, Director
Public Works Department

Dated: *December 4, 2015*
San Diego, California

JN/AJ/Lad

GENERAL NOTES

1. DEVIATIONS OR CHANGES FROM THESE SIGNED PLANS WILL NOT BE ALLOWED UNLESS A CONSTRUCTION CHANGE APPROVED BY THE CITY ENGINEER IS RECEIVED BY THE CITY INSPECTOR.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY MONUMENTATION AND/OR BENCHMARKS WHICH WILL BE DISTURBED OR DESTROYED BY CONSTRUCTION. SUCH POINTS SHALL BE REIDENTIFIED AND REPLACED WITH APPROPRIATE MONUMENTATION BY A LICENSED LAND SURVEYOR OR A REGISTERED CIVIL ENGINEER AUTHORIZED TO PRACTICE LAND SURVEYING. A CORNER RECORD OR RECORD OF SURVEY, AS APPROPRIATE, SHALL BE FILED BY THE LICENSED LAND SURVEYOR OR REGISTERED CIVIL ENGINEER LICENSED IN THE STATE OF CALIFORNIA AS REQUIRED BY THE LAND SURVEYOR'S ACT.
3. APPROVAL OF THESE PLANS BY THE CITY ENGINEER DOES NOT AUTHORIZE ANY WORK TO BE PERFORMED UNTIL A NOTICE TO PROCEED HAS BEEN ISSUED.
4. IMPORTANT NOTICE: SECTION 4216/4217 OF THE GOVERNMENT CODE REQUIRES A DIG ALERT IDENTIFICATION NUMBER BE ISSUED BEFORE A PERMIT TO EXCAVATE WILL BE VALID. FOR A DIG ALERT ID NUMBER CALL UNDERGROUND SERVICE ALERT TOLL FREE 1-800-422-4133 TWO (2) WORKING DAYS PRIOR TO DIGGING.
5. NEITHER THE CITY, NOR THE ENGINEER OF WORK, WILL ENFORCE SAFETY MEASURES OR REGULATIONS. THE CONTRACTOR SHALL DESIGN, CONSTRUCT AND MAINTAIN ALL SAFETY DEVICES, INCLUDING SHORING, AND SHALL BE SOLELY RESPONSIBLE FOR CONFORMING TO ALL LOCAL, STATE AND FEDERAL SAFETY AND HEALTH STANDARDS, LAWS AND REGULATIONS.
6. CONTRACTOR SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT INCLUDING SAFETY OF ALL PERSONS AND PROPERTY, AND THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS.
7. THE CONTRACTOR SHALL COMPLY WITH THE CITY OF SAN DIEGO NOISE ORDINANCE.

WATER POLLUTION CONTROL NOTES

THE CONTRACTOR SHALL COMPLY WITH THE REQUIREMENTS NOTED IN THE GREENBOOK 2012 CITY STANDARD SPEC 701 - WATER POLLUTION CONTROL AND THE ADDITIONAL WATER POLLUTION CONTROL NOTES ON SHEET 7.

TRAFFIC CONTROL NOTES

THE CONTRACTOR SHALL, PER SECTION 7-10.2.2.4 OF THE CONTRACT SPECIAL PROVISIONS, PREPARE TRAFFIC CONTROL WORKING DRAWINGS AND SUBMIT THEM TO THE RESIDENT ENGINEER. THE WORKING DRAWINGS WILL BE SENT TO THE ENGINEERING TRAFFIC CONTROL SECTION FOR REVIEW AND APPROVAL. THE CONTRACTOR SHALL ALLOW A MINIMUM OF 20 WORKING DAYS FOR REVIEW OF THE WORKING DRAWINGS. UPON APPROVAL OF THE TRAFFIC CONTROL PLAN, THE ENGINEERING TRAFFIC CONTROL SECTION WILL ISSUE A TRAFFIC CONTROL PLAN (TCP) PERMIT. WORK SHALL NOT BEGIN IN THE PUBLIC RIGHT OF WAY WITHOUT THE APPROVED TCP PERMIT.

STREET CLASSIFICATION

STREET NAME: N/A
STREET CLASSIFICATION: ADT= N/A

REFERENCE

MAPS: 14744
ROS: 1528
CALTRANS: SD-11,12,13
MM: 36
DWS: 4566-L

ABBREVIATIONS

BEG	BEGIN	CLR	CLEARANCE
CONST	CONSTRUCTION	CTC	CENTER TO CENTER
DWG	DRAWING	EG	EXISTING GRADE
FG	FINISHED GRADE	FS	FINISHED SURFACE
JT	JOINT	MAX	MAXIMUM
MIN	MINIMUM	NTS	NOT TO SCALE
R/W	RIGHT-OF-WAY	SDRSO	SAN DIEGO REGIONAL STANDARD DRAWINGS
STD	STANDARD	TB	TOP OF BENCH
TC	TOP OF CURB	TOT	TOTAL
TYP	TYPICAL		

WORK TO BE DONE

THE IMPROVEMENTS CONSIST OF THE FOLLOWING WORK TO BE DONE ACCORDING TO THESE PLANS AND THE SPECIFICATIONS AND STANDARD DRAWINGS OF THE CITY OF

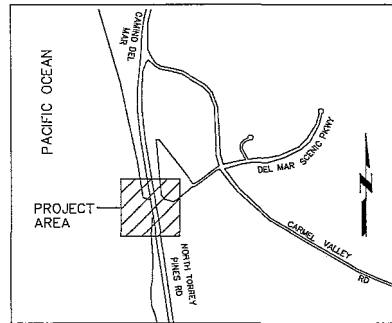
STANDARD SPECIFICATION	DESCRIPTION
DOCUMENT NO. PITS070112-01	STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (GREENBOOK), 2012 EDITION
PITS070112-02	CITY OF SAN DIEGO STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (WHITEBOOK), 2012 EDITION.

STANDARD DRAWINGS	DESCRIPTION
DOCUMENT NO. PITS070112-03	CITY OF SAN DIEGO STANDARD DRAWINGS FOR PUBLIC WORKS CONSTRUCTION, 2012 EDITION.

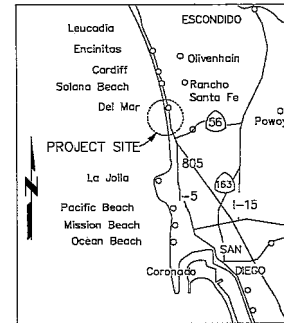
FIELD DATA

BASIS OF BEARINGS / COORDINATES:
THE BASIS OF BEARINGS FOR THIS PROJECT WAS DERIVED FROM A PREVIOUS STATIC GPS SURVEY USING ROS 14492 NAD 83 FEET, ZONE 6 (EPOCH1991.33), UTILIZING RTK/GPS FIELD PROCEDURES WITH A CALVINS BASE STATION LOCATED AT KMSA AND CONSTRAINING TO GPS 17 AND GPS 336 EG N35.3374 S65.53°W
VERTICAL DATUM: NAVD 29 FEET
THE FOLLOWING BENCH USED ON THIS PROJECT IS *WBP CARMEL VALLEY RD & POINTE DEL MAR WAY ELEV=16.392 BASED ON NAVD 29 FEET AS SHOWN IN CITY OF SAN DIEGO BENCH BOOK.

PLANS FOR THE ACCESS RAMP AT THE NORTH TORREY PINES ROAD BRIDGE OVER LOS PENASQUITOS CREEK



VICINITY MAP
NO SCALE



PROJECT LOCATION
NO SCALE

LEGEND

- HANDRAIL
- LIMIT OF DISTURBANCE
- STATE BEACHES AND PARKS R/W
- CITY R/W
- SEA LEVEL RISE
- RAMP LANDING
- BENCH
- REMOVE AND SALVAGE RIP-RAP
- CONCRETE PATHWAY
- SLOPE ARROW
- EXISTING HANDRAIL
- EXISTING CONTOUR
- EXISTING SIGN
- DETAIL CALLOUTS

SHEET NO.	DISCIPLINE CODE	TITLE
1	G-1	TITLE SHEET
2	D-1	DEMOLITION PLAN
3	C-1	DETAIL SHEET
4	C-2	DETAIL SHEET
5	C-3	GRADING AND IMPROVEMENT PLAN
6	C-4	STAGING ACCESS PLAN
7	C-5	NOTES

DISCIPLINE CODE	GENERAL
G	GENERAL
D	DEMOLITION
C	CIVIL
L	LANDSCAPE
A	ARCHITECTURAL
S	STRUCTURAL
M	MECHANICAL
E	ELECTRICAL
I	INSTRUMENTATION
T	TRAFFIC CONTROL

STORM WATER PROTECTION NOTES

1. THIS PROJECT IS SUBJECT TO MUNICIPAL STORM WATER PERMIT ORDER NO. _____ AND RISK LEVEL/TYPE CHECK ONE BELOW
 - WPCF
 - COP RISK LEVEL 1
 - COP RISK LEVEL 2
 - COP RISK LEVEL 3
 - COP LUP TYPE 1
 - COP LUP TYPE 2
 - COP LUP TYPE 3
2. CHECK ONE
 - THIS PROJECT WILL EXCEED THE MAXIMUM DISTURBED AREA LIMIT, THEREFORE A WEATHER TRIGGERED ACTION PLAN (WTAP) IS REQUIRED.
 - THIS PROJECT WILL FOLLOW PHASED GRADING NOT TO EXCEED FIVE (5) ACRES PER PHASE.
 - NOT APPLICABLE.
3. THE CONTRACTOR SHALL COMPLY WITH THE REQUIREMENTS OF THE WPCF OR SWPPP AS APPLICABLE.

DECLARATION OF RESPONSIBLE CHARGE

I HEREBY DECLARE THAT I AM THE ENGINEER OF WORK FOR THIS PROJECT THAT I HAVE EXERCISED RESPONSIBLE CHARGE OVER THE DESIGN OF THE PROJECT AS DEFINED IN SECTION 6703 OF THE BUSINESS AND PROFESSIONS CODE AND THAT THE DESIGN IS CONSISTENT WITH CURRENT STANDARDS.

I UNDERSTAND THAT THE CHECK OF PROJECT DRAWINGS AND SPECIFICATIONS BY THE CITY OF SAN DIEGO IS CONFINED TO A REVIEW ONLY AND DOES NOT RELIEVE ME, AS ENGINEER OF WORK, OF MY RESPONSIBILITIES FOR PROJECT DESIGN.

Christopher Lezarda
CHRISTOPHER LEZARDA 3/12/15
DATE

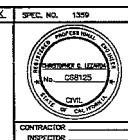
G-1

PLANS FOR THE ACCESS RAMP AT THE NORTH TORREY PINES ROAD BRIDGE TITLE SHEET

CITY OF SAN DIEGO, CALIFORNIA PUBLIC WORKS DEPARTMENT SHEET 1 OF 7 SHEETS		WATER WEB# SDRSO S-02936
CONTRACTOR: TYLIN INTERNATIONAL PROJECT MANAGER: A. MILLS		PROJECT ENGINEER: 278-1689
DESIGNER: ORIGINAL		CHECKED: 1915-6250
DATE STARTED: _____		DATE COMPLETED: _____
CONTRACTOR INSPECTOR: _____		CROSS COORDINATE: 37930-1-D

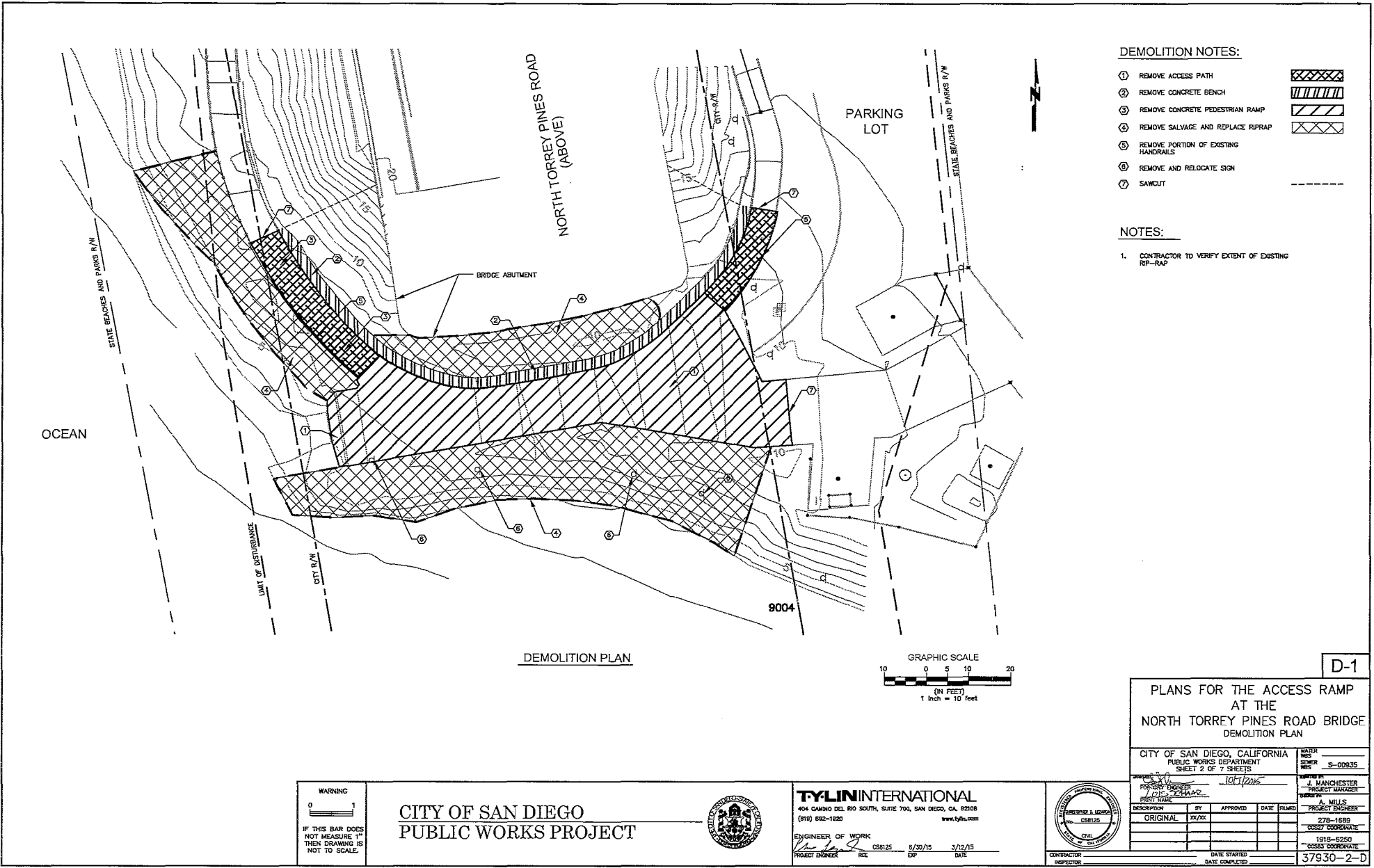
TYLIN INTERNATIONAL
404 CAMINO DEL RIO SOUTH, SUITE 700, SAN DIEGO, CA 92108
(619) 592-1920 www.tylin.com

ENGINEER OF WORK: Christopher Lezarda
PROJECT ENGINEER: RCE
DATE: 3/12/15



CITY OF SAN DIEGO PUBLIC WORKS PROJECT





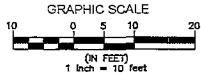
DEMOLITION NOTES:

- ① REMOVE ACCESS PATH
- ② REMOVE CONCRETE BENCH
- ③ REMOVE CONCRETE PEDESTRIAN RAMP
- ④ REMOVE SALVAGE AND REPLACE RIPRAP
- ⑤ REMOVE PORTION OF EXISTING HANDRAILS
- ⑥ REMOVE AND RELOCATE SIGN
- ⑦ SAWCUT

NOTES:

- 1. CONTRACTOR TO VERIFY EXTENT OF EXISTING RIP-RAP

DEMOLITION PLAN



D-1

PLANS FOR THE ACCESS RAMP AT THE NORTH TORREY PINES ROAD BRIDGE DEMOLITION PLAN

CITY OF SAN DIEGO, CALIFORNIA PUBLIC WORKS DEPARTMENT SHEET 2 OF 7 SHEETS		WATER RES SEWER RES S-00935
PROJECT ENGINEER <i>[Signature]</i> PROJECT NO. CS8125		DATE: 8/12/15
SUPERVISOR A. MILLS		PROJECT ENGINEER J. MANCHESTER
DESCRIPTION	BY	APPROVED
ORIGINAL	JK/AC	
		DATE FILED
		278-1689
		06527 COORDINATE
		1918-6250
		05583 COORDINATE
CONTRACTOR	DATE STARTED	37930-2-D
INSPECTOR	DATE COMPLETED	

WARNING
IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO SCALE.

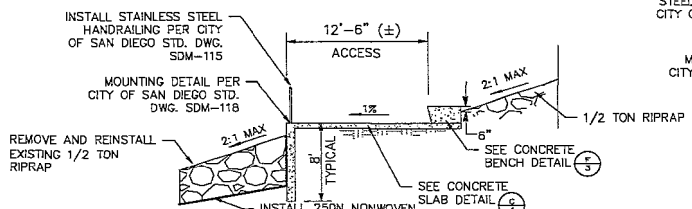
**CITY OF SAN DIEGO
PUBLIC WORKS PROJECT**



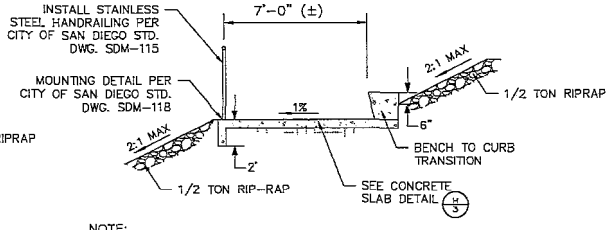
TYLINT INTERNATIONAL
404 CAMINO DEL RIO SOUTH, SUITE 700, SAN DIEGO, CA 92108
(619) 692-1920 www.tylin.com

ENGINEER OF WORK
[Signature]
PROJECT ENGINEER CS8125 8/30/15 3/12/15
PROJECT INSPECTOR ROZ EXP DATE

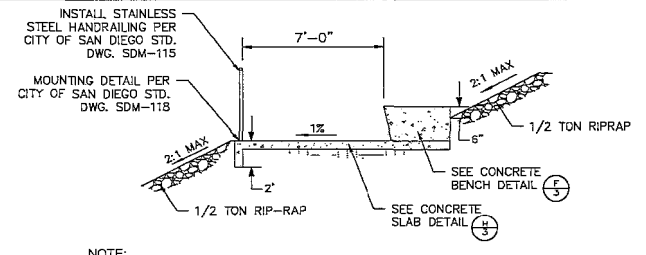




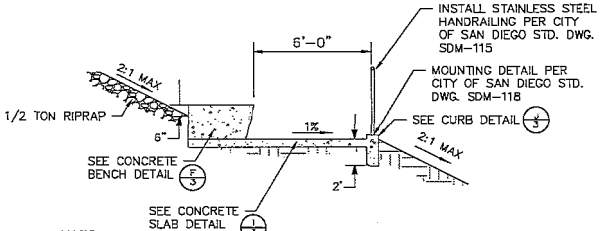
CONCRETE PATHWAY
NOT TO SCALE



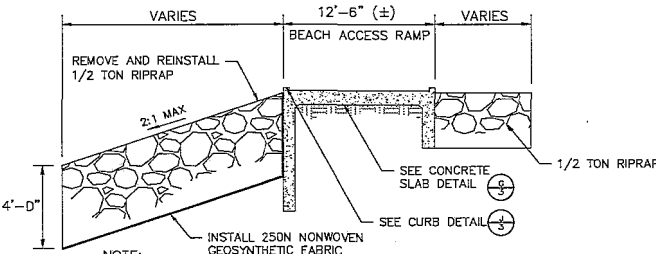
WEST PEDESTRIAN ACCESS RAMP
NOT TO SCALE



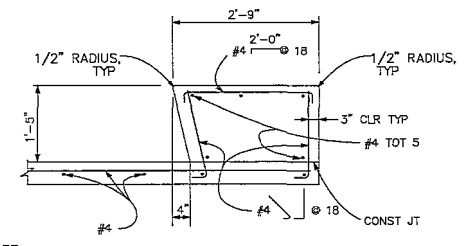
WEST PEDESTRIAN ACCESS RAMP
NOT TO SCALE



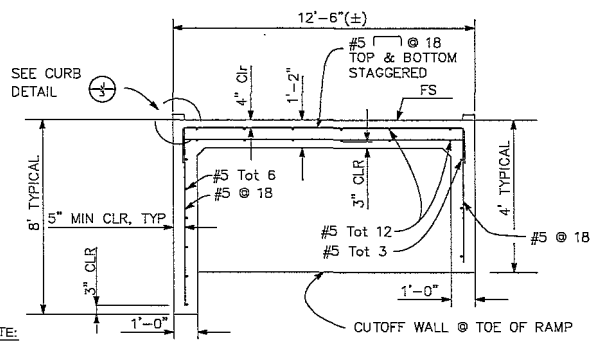
EAST PEDESTRIAN ACCESS RAMP
NOT TO SCALE



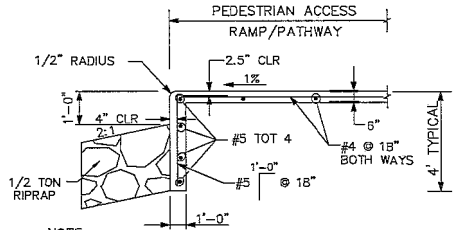
CONCRETE BEACH ACCESS RAMP
NOT TO SCALE



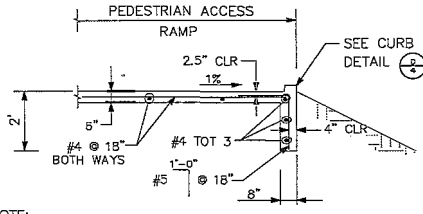
CONCRETE BENCH
NOT TO SCALE



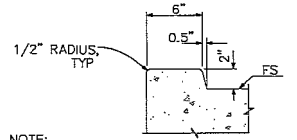
CONCRETE SLAB - BEACH ACCESS RAMP
NOT TO SCALE



CONCRETE SLAB - WEST PEDESTRIAN ACCESS RAMP
NOT TO SCALE



CONCRETE SLAB - EAST PEDESTRIAN ACCESS RAMP
NOT TO SCALE



CURB
NOT TO SCALE

PLANS FOR THE ACCESS RAMP AT THE NORTH TORREY PINES ROAD BRIDGE
DETAIL SHEET

CITY OF SAN DIEGO, CALIFORNIA PUBLIC WORKS DEPARTMENT SHEET 3 OF 7 SHEETS		REVISION NO. 1 DATE 10/17/2015	DATE 10/17/2015
PROJECT NAME N. TORREY PINES ROAD BRIDGE		PROJECT MANAGER A. MILLS	PROJECT ENGINEER A. MILLS
DESCRIPTION ORIGINAL	BY XX/XX	APPROVED	DATE FILED 7/8-1889
DATE STARTED		DATE COMPLETED	1915-6250 CSEA CORPORATE
CONTRACTOR INSPECTOR		37930-3-D	

WARNING
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**CITY OF SAN DIEGO
PUBLIC WORKS PROJECT**

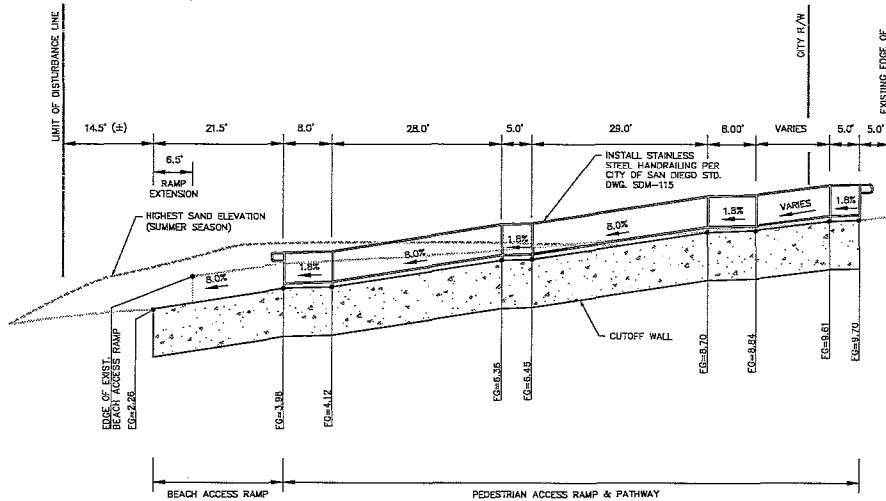


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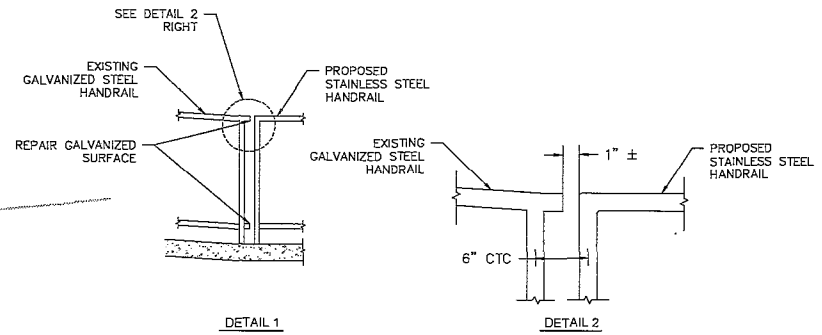
ENGINEER OF WORK
PROJECT DESIGNER RCE 5/20/15 3/12/15
DATE



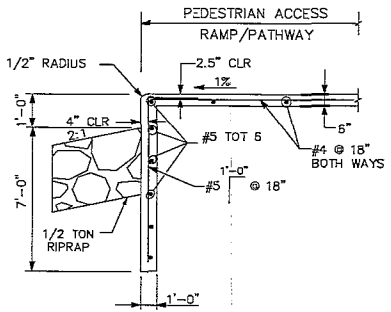
CONTRACTOR INSPECTOR DATE STARTED DATE COMPLETED 37930-3-D



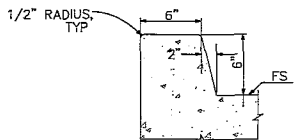
A RAMP PROFILE DETAIL
NOT TO SCALE



B HANDRAIL
NOT TO SCALE



C CONCRETE SLAB - PATHWAY
NOT TO SCALE



D CURB
NOT TO SCALE

NOTE:
1. CONCRETE TO BE INTEGRAL COLOR SAN DIEGO BUFF 5237 BY DAVIS COLORS OR EQUAL

NOTE:
1. CONCRETE TO BE INTEGRAL COLOR SAN DIEGO BUFF 5237 BY DAVIS COLORS OR EQUAL.

C-2

PLANS FOR THE ACCESS RAMP
AT THE
NORTH TORREY PINES ROAD BRIDGE
DETAIL SHEET

CITY OF SAN DIEGO, CALIFORNIA PUBLIC WORKS DEPARTMENT SHEET 4 OF 7 SHEETS		WATER MIS SEWER MIS S-00935
DESIGNED BY J. MANCHESTER	PROJECT ENGINEER A. MILLS	PROJECT NUMBER 3728-1689
PROJECT NAME 101/2015	DATE 3/12/15	COORDINATOR C5827
DESCRIPTION ORIGINAL	BY JL/M	DATE 3/12/15
APPROVED	DATE	PROJECT NUMBER 1518-6250
DATE STARTED	DATE COMPLETED	COORDINATOR C5827
CONTRACTOR INSPECTOR		37930-4-D

CITY OF SAN DIEGO
PUBLIC WORKS PROJECT

TYLIN INTERNATIONAL
404 DAWNO DEL RIO SOUTH SUITE 700, SAN DIEGO, CA 92108
(619) 682-1920 www.tylin.com

ENGINEER OF WORK
PROJECT ENGINEER RCE C58125 6/30/15 3/12/15
DATE



CONSTRUCTION NOTES:

- ① INSTALL CONCRETE PATHWAY PER DETAIL (A-3)
- ② INSTALL CONCRETE PEDESTRIAN ACCESS RAMP PER DETAIL (B-3)
- ③ INSTALL CONCRETE PEDESTRIAN ACCESS RAMP PER DETAIL (C-3)
- ④ INSTALL CONCRETE ACCESS RAMP PER DETAIL (E-3)
- ⑤ INSTALL CONCRETE BENCH PER DETAIL (F-3)
- ⑥ INSTALL HANDRAILS PER DETAIL SDM-115 AND (B-4)
- ⑦ RE-INSTALL & TON RIP-RAP PER PLAN
- ⑧ RE-INSTALL SIGNS
- ⑨ INSTALL CONCRETE PEDESTRIAN ACCESS RAMP PER DETAIL (D-3)
- ⑩ SAWCUT AND MATCH AT EXISTING FINISH GROUND.
- ⑪ RE-INSTALL & TON RIP-RAP W/ 250N NONWOVEN GEOSYNTHETIC FABRIC

POINT DATA TABLE

POINT	NORTHING	EASTING	POINT	NORTHING	EASTING
11	1921365.5939	6251953.7685	18	1921372.2143	6251668.1692
2	1921377.9808	6251551.7194	19	1921387.8968	6251688.6483
3	1921368.2514	6251574.9556	20	1921415.7547	6251542.0758
4	1921381.6183	6251572.9055	21	1921418.6000	6251548.5161
5	1921370.6124	6251582.8391	22	1921420.1120	6251539.5670
6	1921382.9792	6251580.7891	23	1921422.9574	6251546.0063
7	1921375.4038	6251510.4260	24	1921423.7919	6251636.8774
8	1921387.7426	6251608.3821	25	1921422.8578	6251662.8945
9	1921376.2845	6251515.3482	26	1921428.8371	6251658.2801
10	1921388.5831	6251513.3088	27	1921427.7150	6251684.2000
11	1921373.9353	6251545.1344	28	1921404.1296	6251652.3304
12	1921401.9128	6251640.4986	29	1921377.6711	6251623.1512
13	1921372.5174	6251653.4788	30	1921384.7228	6251578.9796
14	1921405.6540	6251644.5190	31	1921383.4212	6251583.3496
15	1921401.3560	6251548.7130	32	1921397.7585	6251565.3425
16	1921371.8516	6251663.1610	33	1921389.9425	6251621.1280
17	1921387.4140	6251661.6717			

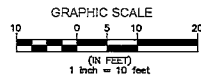
EDGE OF RIP-RAP DATA TABLE

POINT	NORTHING	EASTING	POINT	NORTHING	EASTING
1	1921345.6619	6251854.6032	10	1921335.4200	6251549.6940
2	1921349.1130	6251649.6480	11	1921382.4020	6251545.8980
3	1921354.2530	6251630.4090	12	1921385.5046	6251552.6987
4	1921356.3060	6251830.9770	13	1921392.1267	6251546.7852
5	1921358.9680	6251616.8240	14	1921400.6057	6251540.1101
6	1921359.3630	6251606.8000	15	1921404.4853	6251537.3116
7	1921356.9500	6251587.8650	16	1921424.5938	6251521.6183
8	1921363.7990	6251579.0880	17	1921436.9637	6251511.6976
9	1921355.3880	6251568.6150	18	1921441.9298	6251531.3845

NOTES:

1. GRADES ON ACCESS RAMPS SHALL NOT EXCEED THOSE SHOWN ON PLANS.
2. CONTRACTOR TO VERIFY EXTENT OF GRADING REMOVALS BASED ON EXISTING SITE CONDITIONS.
3. CONTRACTOR TO MATCH EXISTING CONDITIONS AT RAMP, CURB, AND BENCH CONNECTIONS WITH EXISTING.
4. CONTRACTOR TO EXTEND NEW RAMP NO MORE THAN 6.5 LINEAR FEET SEAWARD OF THE EXISTING RAMP AS SHOWN ON THESE PLANS.
5. CONTRACTOR TO REINSTALL RIP-RAP AS FAR LANDWARD AS FEASIBLE.

GRADING AND IMPROVEMENT PLAN



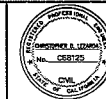
WARNING
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CITY OF SAN DIEGO
PUBLIC WORKS PROJECT



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404 CAMINO DEL RIO SOUTH, SUITE 700, SAN DIEGO, CA 92108
(619) 692-1920 www.tylin.com

ENGINEER OF WORK
PROJECT DESIGNER: RSC
DATE: 5/30/17







C-3
PLANS FOR THE ACCESS RAMP AT THE NORTH TORREY PINES ROAD BRIDGE GRADING AND IMPROVEMENT PLAN

CITY OF SAN DIEGO, CALIFORNIA PUBLIC WORKS DEPARTMENT SHEET 5 OF 7 SHEETS		WATER RES. S-00935
DATE: 11/21/16	BY: [Signature]	PROJECT MANAGER: S. MANCHESTER
FOR CITY ENGINEER: [Signature]	DATE: 11/21/16	PROJECT ENGINEER: A. MILLS
DESCRIPTION: ORIGINAL	BY: 12/2/16	DATE: 2/7/16
DATE STARTED: 1918-6250	DATE COMPLETED:	CONTRACTOR: [Blank]
CONTRACTOR: [Blank]		37930-5-D



LEGEND:

- STAGING AREA 
- EQUIPMENT STORAGE AREA 
- RIPRAP STORAGE AREA 
- CONSTRUCTION ACCESS ROUTE 

ACCESS AND STAGING NOTES:

- ① TEMPORARY PEDESTRIAN ACCESS DETOUR THROUGH NORTH BRIDGE CROSSING. SEE PEDESTRIAN ACCESS PLAN BELOW.
- ② CONTRACTOR TO PROVIDE SIGNS TO DIRECT PEDESTRIANS TO BEACH ACCESS ROUTE AND SIGNS FOR CLOSURE OF WESTERLY PEDESTRIAN ACCESS RAMP
- ③ NO CONSTRUCTION ACTIVITY ALLOWED BETWEEN MAY 15 TO SEPTEMBER 15.
- ④ LIMITS OF EQUIPMENT AND MATERIAL STORAGE AREAS TO BE COORDINATED WITH AND APPROVED BY STATE PARKS
- ⑤ CONTRACTOR TO PROTECT PARKING LOT. ANY DAMAGE BY STORAGE OF MATERIAL OR USE BY EQUIPMENT, CONTRACTOR TO REPLACE DAMAGED STRUCTURES IN KIND.

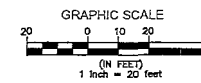


PEDESTRIAN ACCESS PLAN

N/S

C-4

STAGING ACCESS PLAN



PLANS FOR THE ACCESS RAMP AT THE NORTH TORREY PINES ROAD BRIDGE STAGING ACCESS PLAN

CITY OF SAN DIEGO, CALIFORNIA PUBLIC WORKS DEPARTMENT SHEET 6 OF 7 SHEETS		WATER SEWER S-00835
DATE: 10/12/15	PROJECT NO: 279-1589	PROJECT MANAGER: J. MANCHESTER
PROJECT NAME: NORTH TORREY PINES ROAD BRIDGE	PROJECT DESIGNER: A. MILLS	
DESCRIPTION: ORIGINAL	BY: JX/JX	DATE: 2/29/15
APPROVED: [Signature]	DATE: 6/30/15	COORDINATE: 1918-6250
PROJECT ENGINEER: RICE	DATE: 3/12/15	COORDINATE: 6583
CONTRACTOR: [Signature]	DATE STARTED: [Blank]	DATE COMPLETED: 37930-6-D

WARNING
IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO SCALE.

**CITY OF SAN DIEGO
PUBLIC WORKS PROJECT**



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404 CAMINO DEL RIO SOUTH, SUITE 700, SAN DIEGO, CA 92108
(619) 592-1920 www.tylin.com

ENGINEER OF WORK
PROJECT ENGINEER: RICE
DATE: 6/30/15
DATE: 3/12/15



CONTRACTOR: [Signature]
INSPECTOR: [Blank]

WATER POLLUTION CONTROL NOTES

BEST MANAGEMENT PRACTICES (BMPs) DESIGNED TO PREVENT SPILLAGE AND/OR RUNOFF OF CONSTRUCTION RELATED MATERIALS, SEDIMENT, OR CONTAMINANTS ASSOCIATED WITH CONSTRUCTION ACTIVITY SHALL BE IMPLEMENTED PRIOR TO THE ON-SET OF SUCH ACTIVITY. SELECTED BMPs SHALL BE MAINTAINED IN A FUNCTIONAL CONDITION THROUGHOUT THE DURATION OF THE PROJECT. SUCH MEASURES SHALL INCLUDE:

1. NO DEMOLITION OR CONSTRUCTION MATERIALS, EQUIPMENT, DEBRIS, OR WASTE SHALL BE PLACED OR STORED WHERE IT MAY ENTER SENSITIVE HABITAT, RECEIVING WATERS OR A STORM DRAIN, OR BE SUBJECT TO WAVE, WIND, RAIN OR TIDAL EROSION AND DISPERSION.
2. ANY AND ALL DEBRIS RESULTING FROM DEMOLITION OR CONSTRUCTION ACTIVITIES, AND ANY REMAINING CONSTRUCTION MATERIAL, SHALL BE REMOVED FROM THE PROJECT SITE WITHIN 24 HOURS OF COMPLETION OF THE PROJECT.
3. DEMOLITION OR CONSTRUCTION DEBRIS AND SEDIMENT SHALL BE REMOVED FROM WORK AREAS EACH DAY THAT DEMOLITION OR CONSTRUCTION OCCURS TO PREVENT THE ACCUMULATION OF SEDIMENT AND OTHER DEBRIS THAT MAY BE DISCHARGED INTO COASTAL WATERS OR STORM DRAINS.
4. EROSION CONTROL/SEDIMENTATION BEST MANAGEMENT PRACTICES (BMPs) SHALL BE USED TO CONTROL DUST AND SEDIMENTATION IMPACTS TO COASTAL WATERS DURING CONSTRUCTION. BMPs SHALL INCLUDE, BUT ARE NOT LIMITED TO, PLACEMENT OF GRAVEL BAGS AROUND DRAINAGE INLETS TO PREVENT RUNOFF/SEDIMENT TRANSPORT INTO COASTAL WATERS.
5. MACHINERY OR CONSTRUCTION MATERIALS NOT ESSENTIAL FOR PROJECT IMPROVEMENTS WILL NOT BE ALLOWED AT ANY TIME IN THE INTERTIDAL ZONE.
6. IF TURBID CONDITIONS ARE GENERATED DURING CONSTRUCTION, A SILT CURTAIN WILL BE UTILIZED TO CONTROL TURBIDITY.
7. FLOATING BOOMS WILL BE USED TO CONTAIN DEBRIS DISCHARGED INTO COASTAL WATERS AND ANY DEBRIS DISCHARGED WILL BE REMOVED AS SOON AS POSSIBLE BUT NO LATER THAN THE END OF EACH DAY.
8. NON-BUOYANT DEBRIS DISCHARGED INTO COASTAL WATERS WILL BE RECOVERED BY DIVERS AS SOON AS POSSIBLE AFTER LOSS.
9. ALL TRASH AND DEBRIS SHALL BE DISPOSED IN THE PROPER TRASH AND RECYCLING RECEPTACLES AT THE END OF EVERY CONSTRUCTION DAY.
10. THE APPLICANT SHALL PROVIDE ADEQUATE DISPOSAL FACILITIES FOR SOLID WASTE, INCLUDING EXCESS CONCRETE, PRODUCED DURING DEMOLITION OR CONSTRUCTION.
11. DEBRIS SHALL BE DISPOSED OF AT A LEGAL DISPOSAL SITE OR RECYCLED AT A RECYCLING FACILITY. IF THE DISPOSAL SITE IS LOCATED IN THE COASTAL ZONE, A COASTAL DEVELOPMENT PERMIT OR AN AMENDMENT TO THIS PERMIT SHALL BE REQUIRED BEFORE DISPOSAL CAN TAKE PLACE UNLESS THE EXECUTIVE DIRECTOR DETERMINES THAT NO AMENDMENT OR NEW PERMIT IS LEGALLY REQUIRED.
12. ALL CONSTRUCTION MATERIALS STOCKPILED ON SITE, EXCLUDING LUMBER, SHALL BE COVERED AND ENCLOSED ON ALL SIDES TO ENSURE THAT THE MATERIALS ARE NOT DISCHARGED TO A STORM DRAIN INLET OR RECEIVING WATERS.
13. MACHINERY AND EQUIPMENT SHALL BE MAINTAINED AND WASHED IN CONFINED AREAS SPECIFICALLY DESIGNED TO CONTROL RUNOFF. IF THINNERS, PETROLEUM PRODUCTS OR SOLVENTS MUST BE USED ON SITE, THEY SHALL BE PROPERLY RECYCLED OR DISPOSED AFTER USE AND NOT BE DISCHARGED INTO STORM DRAINS, SEWERS, RECEIVING WATERS OR ONTO THE UNPAVED GROUND.
14. THE DISCHARGE OF ANY HAZARDOUS MATERIALS INTO ANY RECEIVING WATERS SHALL BE PROHIBITED.
15. SPILL PREVENTION AND CONTROL MEASURES SHALL BE IMPLEMENTED TO ENSURE THE PROPER HANDLING AND STORAGE OF PETROLEUM PRODUCTS AND OTHER CONSTRUCTION MATERIALS. MEASURES SHALL INCLUDE A DESIGNATED FUELING AND VEHICLE MAINTENANCE AREA WITH APPROPRIATE BERMS AND PROTECTION TO PREVENT ANY SPILLAGE OR RELATED PETROLEUM PRODUCTS OR CONTACT WITH RUNOFF. THE DESIGNATED AREA SHALL BE EQUIPPED WITH SPILL CONTROL MATERIALS AND LOCATED TO MINIMIZE THE RISK OF SPILLS REACHING RECEIVING WATERS, STORM DRAINS, SEWERS OR UNPAVED GROUND.
16. BEST MANAGEMENT PRACTICES (BMPs) AND GOOD HOUSEKEEPING PRACTICES (GHPs) DESIGNED TO PREVENT SPILLAGE AND/OR RUNOFF OF DEMOLITION OR CONSTRUCTION-RELATED MATERIALS, AND TO CONTAIN SEDIMENT OR CONTAMINANTS ASSOCIATED WITH DEMOLITION OR CONSTRUCTION ACTIVITY, SHALL BE IMPLEMENTED PRIOR TO THE ON-SET OF SUCH ACTIVITY.
17. ALL BMPs SHALL BE MAINTAINED IN A FUNCTIONAL CONDITION THROUGHOUT THE DURATION OF CONSTRUCTION ACTIVITY.

IF THERE IS A CONFLICT BETWEEN THESE WATER POLLUTION CONTROL NOTES AND THE CITY GREENBOOK, THESE NOTES SHALL TAKE PRECEDENCE.

C-5

**PLANS FOR THE ACCESS RAMP
AT THE
NORTH TORREY PINES ROAD BRIDGE
NOTES**

CITY OF SAN DIEGO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
SHEET 7 OF 7 SHEETS

WATER
RES. _____
SEWER
RES. S-00936

DATE: 1/17/2017	PROJECT TITLE: 10712017	DESIGNED BY: J. MANCHESTER	PROJECT MANAGER: J. MANCHESTER
DATE: 1/17/2017	PROJECT TITLE: 10712017	DESIGNED BY: A. MILLS	PROJECT ENGINEER: A. MILLS
DATE: 1/17/2017	PROJECT TITLE: 10712017	DESIGNED BY: TOSSEY COORDINATE	PROJECT ENGINEER: TOSSEY COORDINATE
DATE: 1/17/2017	PROJECT TITLE: 10712017	DESIGNED BY: 1918-6250	PROJECT ENGINEER: 1918-6250
DATE: 1/17/2017	PROJECT TITLE: 10712017	DESIGNED BY: 03585 COORDINATE	PROJECT ENGINEER: 03585 COORDINATE

WARNING
0 1 2
IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO SCALE.

**CITY OF SAN DIEGO
PUBLIC WORKS PROJECT**



TYLIN INTERNATIONAL
404 CAMINO DEL RIO SOUTH, SUITE 700, SAN DIEGO, CA 92108
(619) 692-1920 www.tylin.com

ENGINEER OF WORK
PROJECT ENGINEER: [Signature] RE: C80125 6/20/17 3/12/15 DATE



CONTRACTOR: _____ DATE STARTED: _____
INSPECTOR: _____ DATE COMPLETED: _____

37930-7-D